



# CINDERS

February 1984



### IN THIS ISSUE

ON THE SCENE, by El Simon.....	3
Red Arrow Car Disposition Update.....	5
PHILADELPHIA EXPRESS, by Frank Tatnall.....	6
Conrail Locomotive Roster.....	11
Extra List.....	12
1984 Slide Contest Rules.....	13
Philadelphia Chapter Meeting Notice.....	14

Volume 45    Newsletter of the    Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## Gunn Moves to Big Apple; SEPTA Names Mack



After four turbulent but productive years as top man at SEPTA, David L. Gunn resigned last month to accept what he termed the "ultimate challenge" in the transit industry. Effective February 1, Gunn took over as president of the New York City Transit Authority, the nation's largest and most troubled public transit agency.

Gunn was quickly replaced as SEPTA's general manager by his deputy, Joseph T. Mack, 59, a little-known career transit expert who hired on with the old Philadelphia Suburban Transportation Company in 1946.

Since stepping into the control cab at SEPTA on September 1, 1979, Gunn, 46, has been widely credited with turning a badly managed, poorly equipped system into one of the best-run transit properties in any large U.S. city. Always outspoken, Gunn became highly visible in his tireless campaign to rebuild SEPTA, starting in the dark days when the Broad Street subway was near paralysis, buses were catching fire in the streets, maintenance shops were in disarray and graffiti had become an ever-present eyesore.

Over the past four years Gunn has streamlined SEPTA's operations, repaired its stations and shops, banished graffiti, installed a special transit police force, put fleets of new equipment in service (some of which was on order when he arrived), and helped unify the previously warring factions on the SEPTA board. In concert with former Chairman David F. Girard-diCarlo, who hired him, and the present chairman, Lewis F. Gould, Jr., Gunn rallied the members from Philadelphia and its four surrounding counties into a cohesive unit which secured additional funding and spent the money effectively on badly-needed capital projects. As a result, SEPTA's transit service has shown a dramatic improvement in frequency, safety, reliability and cleanliness.

Gunn had only mixed success, however, in directing last year's takeover of the commuter rail system from Conrail, an effort punctuated by a divisive 108-day strike in which SEPTA extracted major pay and work-rule concessions from the 13 rail unions. The Regional High Speed Division, as the commuter lines are now known, has yet to reach its pre-strike ridership, and is a heavy contributor to SEPTA's projected \$44-million deficit for the fiscal year ending June 30. Indeed, this looming deficit--which threatens to force a shutdown of all SEPTA operations by May 1 unless the State increases its subsidy payments--is the biggest single problem left unresolved at Gunn's departure.

In New York, Gunn is taking charge of a vastly more complex system, a decaying, crime-infested colossus with 45,000 highly-paid employees, 720 miles of subway and elevated track and 6,500 cars--many of them 35 years old. There is a fleet of more than 4,000 buses, among them the 850 trouble-prone Grumman Flexibles which Gunn refers to as "junk." NYCTA, however, is in the midst of a \$6.5-billion capital improvement program that includes, among other things, a total of 1,375 new subway cars. The New York system carries 5.5 million daily riders, compared with SEPTA's one million passengers (and 9,000 employees). In going from the fourth largest U.S. transit system to the largest, Gunn's salary will jump from \$85,000 a year to \$140,000, which is \$30,000 higher than that of New York's Mayor Edward Koch and \$30,000 more than paid to the previous TA president, John D. Simpson, who resigned last year. The question is whether even that salary is adequate, given a job which Gunn himself has described as a "suicide mission."

Robert R. Kiley, the recently-appointed chairman of the Metropolitan Transportation Authority, supervises not only the TA but also the Long Island Rail Road, Metro-North Commuter Railroad and the Tri-borough Bridge & Tunnel Authority. It is Kiley who is believed to be responsible for snaring Gunn, having been his boss for a time at the Massachusetts Bay Transportation Authority in Boston where Gunn served as director of operations. In January 1979 he resigned in a dispute with Kiley's successor, and was hired by SEPTA six months later.

(Continued on Page 2)

GUNN MOVES TO BIG APPLE; SEPTA NAMES MACK *(Continued from Page 1)*

In an interview with the New York Times last month, Kiley was quoted as saying: "In the transit business there are neither miracles nor miracle workers. As we have seen in New York there are primarily problems and problem solvers. David Gunn is an extraordinary problem solver...There's no one quite like him in my experience." In overcoming Gunn's often-stated reluctance to leave Philadelphia, and his "strong emotional attachment" to SEPTA, Kiley offered this explanation: "You may be terrific in regional theater, but when Broadway calls you just have to respond."

Gunn, who styles himself as a rail buff, was born in Boston on June 21, 1937, received a master's degree from Harvard's prestigious Graduate School of Business Administration in 1964, then worked for the Santa Fe, New York Central and Illinois Central Gulf Railroads before joining MBTA in 1975. Unmarried, he is well known among subordinates for spending long hours on the job, while at the same time delegating authority to his managers and holding them strictly accountable for results. A hands-on administrator, he does not own an automobile and normally rides public transit to and from work as he did in Philadelphia. Even in the worst days of the Broad Street subway, Gunn could be found aboard the ancient cars as they lurched and clattered through the darkness--one actually catching fire beneath him.

Some SEPTA critics, however, believed that Gunn brought in too many of his former associates from Boston, some of whom were insensitive to the problems of employees and riders. In particular, Gunn's assistant general manager for operations, David F. Feeley, was said to be feared both by supervisors and the rank-and-file, and was sometimes criticized by consumer groups for his alleged "anti-rail" bias. Feeley, whose background is in bus maintenance, has resigned to take a job with Gunn in New York, as has former SEPTA Treasurer George Miller.

On January 19, just eight days after Gunn announced his resignation, the SEPTA board met in special session to choose a successor. By that time nearly every board member, as well as Mayor Goode and suburban officials, was publicly calling for quick action to maintain the "stability" in SEPTA's leadership. By unanimous vote, Deputy General Manager Joseph Mack was picked for the top job, reportedly on Gunn's recommendation. "My mission," Mack said later, "is to carry on the momentum generated by David Gunn and the board." He took office on February 1.

In contrast to his widely-traveled predecessor, Mack has spent his entire 38-year transit career in the Philadelphia area, first with Red Arrow and later with SEPTA. One of the few local people in SEPTA's top management, Mack was born in Chester and educated at LaSalle College. In his 24 years at Red Arrow he rose to the position of vice president and controller. After SEPTA purchased the suburban system in 1970, Mack was named chief of operations for the new Red Arrow Division, and in 1972 became SEPTA's treasurer and controller. In 1978 and 1979 Mack served as acting general manager for 13 months following the dismissal of General Manager William Eaton. After Gunn arrived in August 1979, Mack was named deputy general manager, working largely in Gunn's shadow for the next four years. While a number of holdover officials from the previous SEPTA management were forced out during Gunn's tenure, Mack was retained and gained the confidence of both Gunn and the board. His strong background in finance is now expected to serve the authority well in its upcoming struggle to survive.

A resident of Newtown Square, Mack is a regular rider of the Norristown High Speed Line and the Market Street elevated. Still referring to the Norristown line by its familiar nickname, the ex-Red Arrow executive told the Daily News on the day after his promotion to general manager: "The P&W is just great. It's my all-time favorite." He said that his first priorities were to improve commuter rail operations and to plan for a Labor Day opening of the center city rail tunnel. His attitude toward SEPTA's other rail operations, however, is still to be defined.

Maintaining the momentum created by David L. Gunn will probably be Mack's most difficult task. As the Inquirer editorialized last month, "(Gunn) will leave behind a mass transit system light years ahead of what it was when he arrived. The best way to thank him is to keep SEPTA moving on the course he has set."

BY-LAWS CHANGE PROPOSED; CHAPTER OFFICERS TO BE REALIGNED

A change in the By-Laws of Philadelphia Chapter NRHS will be proposed for approval of the membership at the March 9 meeting. The amendment is twofold: the title of "first vice president" would be changed to "senior vice president" and the positions of "second vice president" and "treasurer" would be combined into the position of "vice president and treasurer."

The officers believe that the proposed realignment of positions will better reflect the increased importance of the first vice president's job, as well as the growing responsibility of the treasurer in an era of large-scale financial undertakings by the Chapter.

Once approved by the board of directors, a simple majority of those present and voting at a general meeting is required for adoption of any by-laws amendment.



Amtrak continues to work on two new swing bridges to replace existing spans at Niantic and Shaws Cove in Connecticut. They should be placed in service this summer. Also in New England, the new Providence station is moving along. Those of you familiar with the layout of the present station, the track comes into town, does a 90° angle to the left, and continues on to Boston. The new layout will feature tracks curving across from the two end points to complete a "triangle", and the station at the foot of the hill from the state capitol. The present station, while perhaps a bit more convenient to downtown Providence, is pretty run down and bigger than Amtrak needs.

More and more Amfleet I cars are appearing in the new livery worn by Amfleet II equipment. So far, I've only noted Beech Grove rehabs, and none from those done by Philadelphia-Wilmington (a joint effort). Actually, there are three Amfleet overhaul programs going right now. In January, for example, 14 cars were identified for Beech Grove's three-year overhaul program, eight for Wilmington's three-year, and eight for the six-year program.

The only new car noted outshopped from Beech Grove recently is dome coach 9409.

Railway Age's annual passenger issue shows the following orders in 1983 for new cars:

Amtrak	3 prototype inter-city single-level cars (shells only)	Budd
Metro-North	19 commuter coaches	Bombardier
Caltrans	42 gallery cars	Sumitomo
Atlanta (MARTA)	20 rapid transit cars	Hitachi
Toronto (TTC)	126 rapid transit cars	UTDC
Boston (MBTA)	50 LRV	Kinki-Sharyo
Portland (Tri-Met)	26 LRV	Bombardier
Calgary	? LRV	Siemens-DuWag
Vancouver	114 special cars	UTDC

On Metro-North, only three Budd SPV-2000's are in service: 293, 294 and 296, operating on one train out of Croton-Harmon. Three are at Wilmington and four at Grand Central (in storage). Budd RDC's are hard to pin down, but typically two can be found on the Brewster-Dover Plains shuttle and two on the Suffern-Port Jervis shuttle. Another car was being towed around by Alco C420 #225, normally assigned to work train service.

In 1982, Amtrak's Beech Grove facility refurbished 15 cars for Metro-North. Cars 2100-2114 originated as *Empire State Express* cars (remember that it started service December 7, 1941?). Rebuilt in 1966 with 108 seats, they are assigned to the third Poughkeepsie train (six coaches plus a bar car) and the second Danbury train (seven cars). Two 2100's and another coach are backup cars.

The 22 leased SEMTA cars left Pontiac, MI on a special train via Toledo and Buffalo on January 5 and the first trainset operated a week later to Danbury. The cars are on a one-year lease (renewable for a second year) and SEMTA could get them back on sixty days' notice if they needed them. The cars involved are 101-112, ex-Pennsy sleeper conversions similar to NJ Transit's 5400-series cars, and 4808-4817, rebuilt from former Union Pacific long-distance coaches. Car 4808 has a bar, and this is used on the Danbury train (eight cars). Another six cars went onto one Poughkeepsie train and seven more will go on a second train on this line.

Now, as you can see, the Brewster trains will have everything else, because they are gradually to be replaced by new MU cars as part of the Brewster electrification. Unfortunately, the new M-3 cars appear to have teething problems and none had been accepted as of late January.

Metro-North has received all 22 MU cars rebuilt in Phase I by Morrison-Knudsen at Boise, ID. Eight cars there in Phase II have been joined by the first four cars of Phase III. All are 1100-series cars. Seven such cars are in dead storage, considered beyond repair.

Meanwhile, the Metro-North New Haven line has received new signal control between Woodlawn (where it leaves the "New York Central") and PIKE interlocking near Rye. The home signals at New Rochelle and their associated distant signals remain, however. East of PIKE, searchlight signals remain out to Stamford, with the New Haven's distinctive backward semaphores on to New Haven. (By "backward", I mean that "approach" would normally look like a clock at about 8 minutes and "stop" at 15 minutes. On New Haven's signals, "approach" is at 52 minutes and "stop" at 45 minutes. This means that only cab-signal equipped units are normally assigned. This only presents a problem with the FL9's. Only 11 have cab signals and these must be assigned to the two Danbury trains.

(Continued on Page 4)

## ON THE SCENE (Continued from Page 3)

Long Island's program to refurbish locomotive-hauled coaches has resulted in at least ten 2900-series cars with new interiors like those in the Metropolitan MU's. Seats are especially changed--a real identifying feature.

Across the Hudson River, NJ Transit had equipped 27 former BN and six former KCS coaches with new windows. Twelve former Pennsy coaches, with old windows, remain in service, at least until more of the BN and KCS cars are finished.

During a recent trip to Boston, I noted that MBTA is still running the four streetcar lines through the subway. The Riverside cars turn at Lechmere, Beacon Street cars at North Station, Commonwealth Avenue cars at Government Center and Huntington Avenue cars at Park Street. Only the latter use PCC's. Fifty new LRV's were ordered in 1983 from Kinki-Sharyo of Japan, but it's not clear if they are to replace the PCC's or to beef up the LRV lines. Certainly, MBTA will likely keep their rebuilt PCC's at least in reserve.

Boston's Orange Line as rebuilt to Forest Hills will feature the following stops: South Cove, Back Bay, Massachusetts Avenue, Ruggles Street, Roxbury Crossing, Jackson Square, Boylston Street, Green Street and Forest Hills. The line, and the accompanying restoration of Amtrak service via Back Bay, is scheduled to be completed in September, 1986. Two subway and three railroad tracks will be provided and all rapid transit stations except South Cove will have island platforms. Rail stations will be built at Back Bay, Ruggles Street and Forest Hills, using high-level platforms.

Boston's active PCC fleet, by the way, stands at 84 cars, with 12 at Mattapan for the high-speed trolley line and 72 at Arborway for the Huntington Avenue route.

Washington's new Yellow line extension to Huntington, VA was opened in December. South of the airport the line curves west to follow the east side of Potomac Yard and the RF&P right-of-way through Braddock Road and King Street stations (the latter being adjacent to Amtrak's Alexandria station). Beyond that, you pass a wye connecting to a yard and the future Franconia extension. The two remaining stations are Eisenhower Avenue (at the Beltway by a Holiday Inn) and Huntington (south of Alexandria). Running time from Gallery Place is 23 minutes.

It's nice to see how many of the South Shore Line's cars have found homes in museums, with more to come. Non-modernized car 5 is headed for the B&O Museum in Baltimore.

SEPTA's fleet of active PCC's stands at 133, including 13 Bicentennial cars (ex-Kansas City). Of this fleet, Callowhill has 20 refurbished Westinghouse-equipped cars, as follows: 2091, 2094, 2095, 2098, 2107, 2109, 2114, 2129, 2134, 2703, 2704, 2706, 2709, 2710, 2713, 2720, and 2722-2725. Thirty-three other rebuilt Westinghouse cars were allocated to Luzerne carhouse, as follows: 2092, 2093, 2096, 2097, 2099, 2101-2105, 2110, 2111, 2113, 2116-2124, 2126, 2131, 2133, 2138, 2701, 2711, 2712, 2715-2717, and 2721. Fifteen General Electric cars have been rebuilt to date and assigned to Luzerne: 2147, 2159, 2171, 2183, 2186, 2737, 2739, 2740, 2749, 2760, 2761, 2779, 2780, 2791 and 2796. Four cars are at Courtland shop for refurbishing: 2187, 2141, 2741 and 2196. This leaves 48 cars at Luzerne in non-modernized condition, all General Electric-equipped. These are: 2142, 2143, 2150, 2156, 2158, 2160, 2163, 2165, 2166, 2168, 2170, 2172, 2175, 2181, 2182, 2184, 2185, 2190, 2191, 2194, 2197, 2726, 2728, 2730, 2732, 2733, 2738, 2743, 2744, 2746-2748, 2750, 2751, 2753, 2756, 2758, 2770, 2773, 2777, 2783, 2785, 2788, 2790, 2793, and 2797-2799. In addition, 13 Bicentennial cars are assigned to Luzerne: 2255, 2258, 2259, 2261, 2267, 2269-2271, 2274, 2278, 2279, 2283 and 2290. Historic trolley 2054 is based at Elmwood Transportation Depot.

SEPTA's Kawasaki LRV's are based at Elmwood, except 15 cars (9001-9015) at Callowhill. The remaining 97 are Elmwood cars.

The old Broad Street subway cars are largely being disposed of to museums (8 plus 8 for parts) and to scrap (12 cars). But, six cars have been saved for special duties and six others are to soldier on in work train service. Over on the Market-Frankford line, car 644 has been reassigned to work train service while cars 640, 737-738, 831-832, 850 and 861 are no longer rostered as passenger equipment.

The Blue Train of South Africa is one of the world's great overnight trains. Trainsets were home built in 1972 by Union Carriage and Wagon Company, Ltd., and each train consists of sixteen cars, ten of which are sleepers. The others are a diner, kitchen, lounge, two baggage cars and a power car.

Smaller accommodations are called coupes, and the train includes one with a bath and shower, two with a shower only and 20 without either (accommodations for these are located at the end of the car). The layout looks like a single bedroom with a crosswise sofa. When a shower is provided, it is located in an adjacent annex.

A larger accommodation is called a compartment with the same crosswise sofa and an extra lengthwise bed. Extra chairs are also provided. Twenty-nine compartments have a separate toilet, four with a shower and a three-place compartment has a separate bath.

The special pride is a three-room suite with a large lavatory (with tub), a living room with settee, two chairs, table lamps and even a cupboard and refrigerator. Finally, a bedroom has two permanent beds, a wardrobe and a dressing table. Ah, well, perhaps some day -- wonder what the fare is to Johannesburg?

## Where Are They Now? An Update on Red Arrow Cars



In October of 1982 SEPTA removed the last of its former Red Arrow cars from the Media and Sharon Hill routes, completing a takeover by 29 new Kawasaki-built LRV's. Five of the prewar "Brilliners" and master units, as well as nine postwar St. Louis cars, were sold to various museum groups (see October 1982 *Cinders*), and seven cars were donated to the museums in unserviceable condition. Only center-door cars #73 and 75, built by Brill in 1926, were retained by SEPTA for excursion and work train service.

Following is an update on the disposition of all 34 of the ex-Red Arrow cars used in regular passenger service over the past several years. All of these cars were built with double-end controls and wide-gauge trucks, though some will be converted to standard gauge for museum operation. Cars #1-10 were built by J. G. Brill Company in 1941, #11-24 by St. Louis Car Company in 1949, and #77-86 by Brill in 1932.

<u>CAR NUMBER</u>	<u>SOLD/DONATED TO</u>	<u>PRESENT OWNER</u>	<u>PRESENT LOCATION</u>
1	Scrapped		
2	Scrapped		
3	Scrapped		
4	Scrapped		
5	PRMA	PRMA	Washington, PA
6	Scrapped		
7	W. Dillinger	EPVT	Topton, PA
8	BERA	BERA	East Haven, CT
9	BVTA	BVTA	Philadelphia (Pier 5)
10	Scrapped		
11	Scrapped		
12	Scrapped		
13	RTY	RTY	Rockhill Furnace, PA
14	PRMA	PRMA	Washington, PA
15	BVTA	BVTA	Philadelphia (Pier 5)
16	Scrapped		
17	PRMA	BVTA	Philadelphia (Pier 5)
18	BERA	BERA	East Haven, CT
19	PRMA	PRMA	New Hope, PA (body only)
20	NHSR	NHSR	New Hope, PA
21	PRMA	BERA	East Haven, CT
22	PRMA	NHSR	New Hope, PA
23	RTY	RTY	Rockhill Furnace, PA
24	R. H. Brown	PRMA	Washington, PA
77	W. Dillinger	M&H	Middletown, PA
78	PRMA	PRMA	Washington, PA
79	Scrapped		
80	BVTA	BVTA	Philadelphia (Pier 5)
81	Scrapped		
82	Scrapped		
83	W. Dillinger	M&H	Middletown, PA
84	W. Dillinger	M&H	Middletown, PA
85	EPVT	EPVT	Topton, PA
86	Scrapped		

### KEY TO ABBREVIATIONS:

BERA - Branford Electric Railway Association (Branford Trolley Museum)  
 BVTA - Buckingham Valley Trolley Association (Penn's Landing Trolley)  
 EPVT - East Penn Valley Traction  
 M&H - Middletown & Hummelstown Railroad  
 NHSR - New Hope Steam Railway  
 PRMA - Pennsylvania Railway Museum Association (Arden Trolley Museum)  
 RTY - Railways to Yesterday (Shade Gap Electric Railway)

### NOTES:

---Numbers reversed on cars 83 and 86 at time of sale.  
 ---Bodies of 81, 82 and 86 may still exist in private hands.

### HISTORIC RED CLAY VALLEY SEEKING MOTIVE POWER INFORMATION

Historic Red Clay Valley, Inc. is seeking information, photos, plans and/or specifications on two of Wilmington & Western's locomotives in order to assist in restoration.

Scott E. Brown, project supervisor for restoration of ex-Jersey Central 0-6-0 #113, built by Alco in 1923, needs photos or information on that locomotive, which was purchased by Philadelphia and Reading Coal in 1953 from CNJ, and used at Locustdale, Centralia and Ashland, PA. Brown also advises that W&W is looking for information and photos on Mississippi Central 0-6-0 #58, built by Baldwin in 1917. Persons having photos or information on these locomotives should contact Scott E. Brown, 134 Greenhill Rd., Springfield, PA 19064.

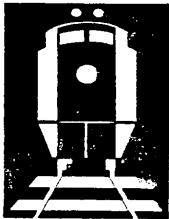
# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR.

The steam has apparently gone out of the drive to begin shuttle train service through the center city rail tunnel. As reported last issue, the City wants to run free service between Suburban Station and the new Market East Station as a temporary measure, but the absence of an operating agreement with SEPTA has the whole idea on hold. There's also the question of who's going to put up the money.....Meanwhile, finishing work continues on the tunnel with the startup of full service still planned for the week after Labor Day. The press, however, reports that the \$317-million project is running about \$11 million over budget--not bad for a job of this scope extending over a five-year period.

January was another bad month for SEPTA's commuter rail system. Not only was the Philadelphia area hit with two troublesome snowstorms, but a blast of arctic air sent temperatures plunging to frigid levels in mid-month, hampering public transportation. The minus-seven reading on January 22 was tied for second lowest temperature ever recorded in Philadelphia.



Four accidents not directly attributable to the weather occurred during January. On the 12th, Train #932 from Marcus Hook rammed a bumper block at Suburban Station, slightly injuring the engineer and 13 passengers and causing minor damage to Silverliner IV #358. The accident appeared to be caused by brake failure. The next morning, train #450 out of Reading Terminal ran off the end of the track at Doylestown station, with the engineer and one passenger suffering slight injuries. On January 17 train #447 from Doylestown struck a bumper block in Reading Terminal, injuring one passenger. Finally, on January 31 two North Wales Water Authority employees received minor injuries when their pickup truck ran into the side of SEPTA train #453 at the Route 309 crossing in Colmar. None of the 13 passengers aboard the Doylestown to Reading Terminal train was injured.

Other, more bizarre problems also confronted SEPTA commuters last month. At 6:40 AM January 12 a wire snapped near South Street in the area of "Arsenal" tower, delaying Media-Elwyn and Marcus Hook riders for the next 24 hours.....On January 23 the "battle of 'Bryn Mawr' tower" erupted when AMTRAK's tower operator failed to show up for work at 6 AM, causing extensive delays to all of SEPTA's Paoli and Bryn Mawr trains for more than two hours. The next day, SEPTA took the unusual step of issuing a seat notice to Paoli line riders which laid the blame without mincing words. Headlined the notice: "PAOLI AND BRYN MAWR TRAINS DELAYED MONDAY BECAUSE OF MISSING AMTRAK TOWER OPERATOR."

Regional High Speed Division riders did get one break last month: SEPTA placed four automated ticket-selling machines in service at Suburban Station to test passenger reaction. The "fast fare" machines issue peak, off-peak and half-fare single tickets to any of 162 commuter rail stations, provide change for \$1 and \$5 bills and record the sales in a computer. SEPTA issued an explanatory pamphlet with the heading: "Why Not STEP OUT OF LINE at Suburban Station." Presumably, if the machines work well they will be placed in other major stations also, a move which could affect the jobs of some ticket clerks on the system. SEPTA has contracted with Blue Ribbon Services, Inc. to operate its ticket offices with 132 non-union employees.

SEPTA is planning to spend as much as \$10 million to rebuild track on the Ninth Street branch between 16th Street Junction in North Philadelphia and Jenkintown. The Federal government will be asked to provide 80 percent of the funding for the project, which is related to opening of the commuter rail tunnel this year.....Montgomery County will conduct a \$41,000 study of transportation needs in the eastern part of the county.....Chapter Member George Arnoux had a letter published in the January 25 edition of the Inquirer, in which he commented on an earlier report in the same newspaper entitled: "A year later, Commuters say SEPTA still not on track." A former employee of the Reading Company and CONRAIL passenger departments, Arnoux took issue with SEPTA officials who were quoted as saying that "cancelled" trains were not included in Conrail's delay reports to SEPTA. "Such a statement might not have been made," he said, "if those quoted had read a copy of the former service contract and knew what they were talking about."

## NJ TRANSIT

NJ TRANSIT is making plans to begin commuter rail service between PATCO's Woodcrest station and Atlantic City as early as the spring of 1985. Four trains would be run in each direction seven days a week, according to New Jersey Transportation Commissioner John Sheridan. Intermediate stops would be made at Hammonton and Egg Harbor, with Lindenwold and Absecon also under consideration. Surprisingly, NJT may use refurbished E8 diesel locomotives and former steam coaches in push-pull configuration, rather than relying on its mostly-unused fleet of ex-PRSL RDC's. Making rail service accessible to South Jersey residents was one condition of Governor Kean's endorsement of a plan to begin express passenger service later next year between Philadelphia and Atlantic City (see January Cinders). The signal system is currently out of service between Winslow Junction and Atlantic City, and will need to be repaired or replaced before passenger service can begin.

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

Eight of the ten E60 electric locomotives acquired by NJ TRANSIT were on the property in mid-December, and the last two were expected by January. A tentative purchase agreement was reached with AMTRAK last November but still must be approved by the Urban Mass Transportation Administration before title can pass to NJT. The E60's replaced GG1 locomotives in New York-South Amboy service last fall (Tri-State Chapter Block Line)..... Meanwhile, tuscan red GG1 #4877 remains in storage at Elizabethport (NJ) shop. It will be permanently preserved by NJT (see January Cinders).

Governor Kean has included \$11 million in his proposed state budget for increased NJ TRANSIT rail and bus subsidies. If approved, this should mean no fare increases in 1984.....NJT has repaired the steering columns of all 271 Grumman Flixible buses in its fleet. This is the same type of bus which has plagued the NEW YORK CITY TRANSIT AUTHORITY with defects and breakdowns over the past two years.



Whether or not the "David Gunn era" at SEPTA has ended remains to be seen. In spite of his departure on February 1 for a job in New York (see story on Page 1), Gunn's influence on SEPTA policies is likely to continue for some time to come. With the promotion of Deputy General Manager Joseph T. Mack, a low-key Philadelphia transit veteran, to the top job, SEPTA's management style will undoubtedly change. How much change in substance will occur, however, is a matter of speculation, because Gunn has left behind him a legacy of strong operational control which the SEPTA board wishes to maintain. Nonetheless, the 11-member board may be expected to assert its own ideas more often, something it frequently did not do in face of Gunn's strong-willed leadership.

At his final meeting with the board on January 25, Gunn thanked the members for their patience, vision and cooperation, concluding that "the board runs this place." That remark drew hollow chuckles from several members who in the past have been swept along by Gunn's dominant personality. "How come you didn't tell us that before?" asked Philadelphia Member Judith Harris. Gunn received a number of parting citations and gifts from the board and from management employees, including an elaborate plaque with such familiar items as a train whistle, a police badge and a defective steering gear part from one of the new Neoplan buses.

Frank J. Wilson, the former head of SEPTA's Suburban Transit Division, has been named assistant general manager-operations, replacing David F. Feeley who resigned to take a job with his ex-boss, David Gunn, at NYCTA. SEPTA's new treasurer is James A. Archibald, former deputy treasurer, replacing George Miller who also resigned to join Gunn in New York.....The press carried a report on Gunn's first day on the job as president of New York City's transit system. He was 20 minutes late reaching his office in Brooklyn because an out-of-service subway train caused rush-hour delays. Commented the Philadelphia Daily News: "Nobody said it was going to be easy, Dave!"

Former Bucks County Commissioner Elaine Zettick, a Republican, has been removed from the SEPTA board by the newly-elected Democratic commissioners. Normally SEPTA board members cannot be removed before their five-year terms expire, but Mrs. Zettick missed four consecutive meetings which is a dismissible offense..... SEPTA is already making noises about a fare increase this year, to be sparked by a possible increase in rates by Philadelphia Electric Company.....The clock is still ticking on SEPTA's oft-repeated deadline of May 1, the date for a possible system-wide shutdown unless additional money is received from the State to help offset a \$44-million budget deficit.

"Going off its trolley" was the title of a January 30 Daily News article which explored the tenuous future of SEPTA's North Philadelphia trolley lines. SEPTA management has already recommended the permanent conversion to bus of Route 6-Ogontz Avenue, 50-Olney-South Philadelphia and 60-Allegheny Avenue, a move placed on hold by the SEPTA board. Newly-installed General Manager Joseph Mack may take a less hard-nosed attitude toward trolley conversions than did his predecessor, but the fact remains that without substantial investments in track and equipment the lines will eventually die. A Trolley Task Force, appointed last year by Mayor Green and headed by Transit Expert John Bailey, has yet to file its final report, but is expected to recommend the retention and upgrading of most existing surface rail routes in addition to the subway-surface lines. Implying a studied neglect by SEPTA of its North Philadelphia trolley routes, the Daily News reported that SEPTA over the past 12 years had spent almost 13 times more per passenger on its commuter rail lines than it did on the North Philadelphia rail network.

SEPTA restored trolley service to Route 53-Wayne Avenue on February 5 after an absence of nearly two years. The line was bused because of the construction of a new bridge over the Chestnut Hill West commuter line, a project completed late last fall.....PCC #2791 has emerged from the general overhaul program and is again in service. This was the first trolley to receive SEPTA's new red, white and blue paint scheme several years ago even though it was not rehabilitated at the same time.....SEPTA scrapped 23 more PCC cars last October at Luzerne, including 12 that had recently been in service and reportedly required only minor repairs. Among the scrapped cars were the last five air-operated PCC's, six ex-Kansas City cars, five ex-Toronto cars, and seven cars of the 2100 and 2700 series. After these scrappings, only 13 former Kansas City cars remain on SEPTA's roster (Arden Museum Trolley Fare).

Work on SEPTA's new motor shop at 69th Street is progressing rapidly, and it is expected to open later this year.....The new Woodland heavy repair shop at 49th & Woodland is still on target for a July 1984 opening.....SEPTA has completed work on its new UHF radio transmitting station on Port Royal Avenue in Roxborough.....SEPTA's Kawasaki trolleys, a big success on the subway-surface routes, are wearing out their steel tires faster than expected. The Inquirer reports that SEPTA's board last month approved a \$500,000 expenditure for 320 trolley tires and 24 trolley-wheel assemblies.....SEPTA is closing the subway-surface tunnel from 10 PM to 5 AM every night for repair work.

(Continued on Page 8)

## PHILADELPHIA EXPRESS (Continued from Page 7)

SEPTA's newly revised street and route map of Philadelphia should be available by spring.....Have you noticed the style of SEPTA transit timetables issued February 5? They sport a redesigned cover featuring the City Hall skyline.....The State House Committee on Labor Relations held a second hearing last month on SEPTA's safety practices. Transport Workers Union members complained that the authority routinely sends unsafe buses and trolleys onto the streets and pressures employees to overlook defects. General Manager David Gunn defended SEPTA's record and said the union's contentions were exaggerated. He argued that the rate of equipment breakdowns has declined dramatically and that passengers and employees alike are safer now than they were when he took over four years ago.

SEPTA planned to begin running its Broad Street subway express trains with one-man crews on February 6, but strong protests from the union halted the idea. SEPTA said the one-man arrangement had been in effect on Ridge Avenue trains since that line reopened last summer, and that there would be no lessening of safety and no loss of jobs. Nonetheless, the authority agreed to go to arbitration on the plan. The new Kawasaki cars have a cab configuration which permits the motorman to view both sides of the train, and in fact many trains are now operated with the conductor in the rear cab because the cabs on intermediate cars have been sealed to prevent accidental door openings. The new one-man rule was to apply only to express trains with locals still operating with two-man crews. SEPTA also had expected to increase the number of morning peak-hour expresses from six to seven and reduce headways to as little as six minutes.

A power failure in the Pine Street substation on January 19 forced SEPTA to shut down the Broad Street subway between Walnut-Locust and Pattison stations. After temporary repairs were made, partial service was restored the following weekend and full service on January 23. Shuttle buses were operated on Broad Street during the shutdown.....SEPTA split its long Route A bus line into three separate routes, effective February 5. A detailed folder was issued showing maps of the new lines: Route 9-Andorra to 4th & Chestnut via Upper Ridge Avenue and the Expressway; Route 27-Barren Hill to Broad & South via Upper Henry Avenue and the Expressway; and Route 32-Andorra to Broad & South providing local service via Fairmount.....Buckingham Valley Trolley Association will acquire old Broad Street subway car 182 for permanent display, plus #178 and 197 which will be scrapped for parts.



AMTRAK last month completed a shakeup of its top management, following the resignation of M. L. Clark Tyler as group vice president, passenger services and communications. Tyler left on January 31 to take another position in the transportation industry not specifically revealed. All of the incumbent group vice presidents have now become executive vice presidents: Thomas P. Hackney, Jr. is executive VP & chief operating officer; Paul F. Mickey is executive VP-law & public affairs. The management committee, chaired by President W. Graham Claytor, Jr., consists of Claytor and four executive VP's: Hackney; Mickey; Don R. Brazier, executive VP-finance & administration; and William S. Norman, executive VP-marketing & business development. Eugene N. Eden, VP-passenger services who formerly reported to Tyler, now reports to Hackney (Rail Travel News).

Another management change has altered AMTRAK's operating department: R. C. Vanderclute, formerly general superintendent at New York, has been promoted to general manager-west, based in Washington. He is succeeded by R. A. Herman, former president of the subsidiary Washington Terminal Company and once a vice president of operations for Amtrak. G. L. Sharp remains as general manager-east, based in Washington. All report to F. D. Abate, vice president operations-maintenance.

AMTRAK has issued a new pocket-size Northeast Corridor employee's timetable, effective February 6. The timetable for the first time refers to the ex-Metroliner 800-series MU's in Philadelphia-Harrisburg service as "Capitol Liners".....AMTRAK has issued a schedule change folder for use with its national timetable, effective December 15, 1983 through April 28, 1984. Erroneously, however, the national timetable itself says it's effective only through April 23.....Philadelphia's 30th Street Station was evacuated at 9:15 PM on January 26, while a police bomb squad searched the building. The evacuation occurred more than two hours after a large firecracker exploded on the fourth floor and broke a door glass, police said. With 3.2 million passengers a year, 30th Street is AMTRAK's second-busiest station behind Penn Station in New York.

After its first month of revenue operation, AMTRAK's Lorton, VA-Sanford, FL Auto Train is running at a profitable level. "The feedback from passengers is excellent," an Amtrak spokesman said. "The thing they talk about most is the attitude of the crew, and they're very complimentary about the equipment and the cleanliness of the train. They're quite willing to pay the fare to avoid that long drive, and they are the type of people who know and appreciate good service" (Amtrak News).....NARP News further points out that everyone associated with Auto Train is paid by the hour and they are all on AMTRAK's own payroll, including conductors and engineers, except for contractors' employees who drive autos on and off the train. According to NARP, Amtrak is now studying the feasibility of establishing crew bases elsewhere in the country to permit direct employment of train and engine crews as has been done on the Auto Train. The Amtrak-owned Northeast Corridor is the only other location where Amtrak employees actually operate the trains.

Total AMTRAK ridership for November was up a spectacular 17 percent, mostly due to the Greyhound strike. Long distance trains were up 37.4 percent, short distance 19.7 percent, and NE Corridor 10.1 percent. Passengers totaled 1,683,481 compared to 1,438,834 in November 1982 (RTN).....AMTRAK's inclusion in Trans World Airlines' computerized reservation system took place January 30, allowing nearly 3,000 ticket agents to access Amtrak schedules for information only. By the end of February they will be able to make train reservations and sometime after the end of March they can issue tickets (RTN).....AMTRAK has extended its "All Aboard America" fares through the end of May, but tickets must be purchased before the end of April. Round-trip fares continue at \$175 for one zone, \$225 for two zones, and \$299 for the entire country.

(Continued on Page 9)



PHILADELPHIA EXPRESS (Continued from Page 8)



CONRAIL has said that it expects net income of at least \$300 million for the year 1983, up substantially from the \$174 million reported in 1982. This would make CR the third most profitable railroad in the U.S., behind only BURLINGTON NORTHERN and NORFOLK SOUTHERN. Chairman L. Stanley Crane said that carloadings will also show a two to three-percent gain for 1983.....CONRAIL remains the nation's #1 piggyback carrier, recording an all-time record of 764,000 trailer and container loads last year, up 17 percent over 1982. Nationwide, U.S. railroads also established a record for piggyback traffic with 4,078,000 units, a 20.1 percent gain over the previous year, according to figures from the Association of American Railroads.

CSX CORP. is the latest railroad to express an interest in buying CONRAIL. In what appeared to be a defensive move, CSX made the announcement last month just five days after rival NORFOLK SOUTHERN said that it too was looking into the possible purchase of CR (see January Cinders). Last summer the SANTA FE also announced an interest in Conrail, but then called off its studies after agreeing to a merger with SOUTHERN PACIFIC. While the Department of Transportation is known to be anxious to sell Conrail this year, Wall Street observers believe that both CSX and NS might run into serious antitrust problems if they attempted such a takeover. To date, the only firm offer for the railroad has come from a group of Conrail union members, a proposal received less than enthusiastically in Washington. Others, including U. S. Railway Association Chairman Stephen Berger, are suggesting that the government might be well advised to retain its ownership of Conrail for the time being, in view of its current and growing profitability.

CONRAIL has signed a contract with American Telephone & Telegraph Company for installing a fiber optic communications system along certain of its mainlines. The agreement is similar to previous fiber optic contracts signed by AMTRAK and CSX.....CONRAIL broke its own record for loading export coal at the Port of Philadelphia when it dumped 63,939 tons from 712 hopper cars into the vessel United Venture at Pier 124. The coal was brought from western Pennsylvania last December in ten unit trains, and was bound for Japan.....Generally, however, export coal volumes were down considerably last year at all U.S. ports. The Inquirer reported that coal traffic through Philadelphia was off 45 percent for the first nine months of 1983, at the same time that the modernized Pier 124 went into service and a new export facility, Energy Terminals, opened in Port Richmond. The Port Richmond facility is now for sale.....CONRAIL was ordered by an Interstate Commerce Commission law judge last month to negotiate an interchange agreement with the PHILADELPHIA BELT LINE RAILROAD, so that the non-operating shortline can begin its own service along the Philadelphia waterfront (Traffic World).

At least 12 ex-CONRAIL GP40 diesels have been acquired by the power-short DELAWARE & HUDSON, now a part of Guilford Transportation Industries. These are the latest in a series of older GP40's to be turned back to their owners by CR for resale. Others have gone to such diverse roads as the KANSAS CITY SOUTHERN, RIO GRANDE, CHICAGO & NORTH WESTERN, BANGOR & AROOSTOOK and MISSOURI-KANSAS-TEXAS.....CONRAIL's brand-new SD50 locomotives have been temporarily banned by AMTRAK for use on the Northeast Corridor, apparently because of snowplow design.....CONRAIL will convert a passenger car to a theater-type inspection car, similar to those of CSX, NS and other roads with a full-width window at the rear. Candidates for the conversion are former VIA RAIL and SOUTHERN coaches recently acquired by CR (Harrisburg Chapter Rail Review).

*The D&H*

After a number of delays Steamtown U.S.A. has finally begun its move to Scranton. On January 30 ex-CANADIAN PACIFIC 4-6-2 #2317 and six cars left Bellows Falls, VT behind a BOSTON & MAINE diesel, arriving in Scranton the next day via D&H. A public steam-up ceremony was held the following Saturday (Kermit Geary)..... Meanwhile, final sale of CONRAIL's ex-Lackawanna mainline between Port Morris, NJ and Scranton has still not been concluded, as officials of Monroe County, Pennsylvania try to nail down the \$6.6 million needed for the sale. A newly-formed company known as VentuRail, Inc. has agreed to purchase the line from Monroe County and operate freight and passenger service over the unused line.....Back in Scranton, a \$13.8-million renovation of the imposing Lackawanna passenger station is nearing completion. Erected in 1908, the building will soon reopen as a 150-room hotel to be called the "Hilton at Lackawanna Station."

As part of Guilford Industries' takeover of the D&H (see January Cinders), the State of New York has agreed to give the railroad \$24 million for rebuilding its Albany-Binghamton mainline and expanding the Belden Hill tunnel near Harpursville, currently a traffic bottleneck. In addition, the state will provide a \$3-million operating subsidy this year.....SEABOARD SYSTEM is doubling its fleet of 400 refrigerated trailers for moving citrus products on the "Orange Blossom Special" from Florida to the Northeast. The all-piggyback train resumed operation last November on a 24-hour schedule, making it the fastest freight train in North America. Symbolized OBSN and OBSS on the CHESSIE, the northbound train is due at Wilmere yard near Wilmington at 11:30 PM daily except Monday, leaving Wilmere southbound at 7 AM except Monday.

Robert L. Emerson, 27, has been named director of the Railroad Museum of Pennsylvania at Strasburg, effective January 1. He was formerly executive director of the Railroaders Memorial Museum in Altoona..... Massachusetts Bay RRE is planning a celebration next summer to mark the 50th anniversary of America's first railfan excursion, which was operated by RRE over the long-abandoned Hoosac Tunnel & Wilmington Railroad on August 26, 1934.....STRASBURG RAILROAD suffered a decline of 23,500 riders during its 1983 season, though passenger revenues increased slightly over 1982.....Historic Red Clay Valley, Inc., owners of the WILMINGTON & WESTERN RAILROAD, has named a full-time executive director, Donald W. Callender, Jr., effective January 1. At the same time HRCV President Brian R. Woodcock resigned his post after nearly seven years in office, to be replaced by

(Continued on Page 10)

PHILADELPHIA EXPRESS (Continued from Page 9)

Thomas Marshall (HRCV Lantern).....W&W will be featured in a half-hour film in wide-screen 3-D to be shown at the New Orleans World Exposition this year. The film, depicting the growth of the U.S. transport system, will be exhibited in the U.S. pavilion. Filming was done along the W&W last June. W&W 4-4-0 #98 was also seen in the August 1983 issue of National Geographic, as part of a 27-page portrait of the State of Delaware (HRCV Lantern).

Correcting an item here last month, those two ex-Toledo, Peoria & Western RS2's now on the OCTORARO RAILWAY are numbered 202 and 205 (Kermit Geary).....MORRISTOWN & ERIE has also acquired two units from the TP&W. They are C424's #800 and 801 (Bergen-Rockland Chapter Stoker).....SHORE FAST LINE actually acquired only three ex-CONRAIL U30B's, now based at Hammonton, NJ. They are #2875, 2876 and 2884 (Short Line)..... Sister unit #2880 was acquired by the NEW HOPE & IVYLAND (see January Cinders) and #2887 is leased to the Fairless Works of U.S. Steel (Kermit Geary).....The expanding MARYLAND MIDLAND RAILWAY has purchased four ex-BURLINGTON NORTHERN SD24's, #6244, 6250, 6252 and 6255, for hauling cement traffic over the former Western Maryland mainline between Union Bridge and Highfield, MD (Potomac Chapter Potomac Rail News)..... Ex-CONRAIL U33B #2896 went to the PANTHER VALLEY RAILROAD, Jim Thorpe, PA, to replace damaged U30B #2882. It later had to be returned to the MORRISTOWN & ERIE for further work (Kermit Geary).....New Hope Steam Railway has repainted coach #16 in Reading dark green and lettered it "Philadelphia & Reading." Also on the property at New Hope is ex-Red Arrow trolley #20 painted green and yellow and lettered "Trenton, New Hope & Lambertville Street Railway."

Railfan & Railroad Magazine reports that the ACE 3000 project to build a "second generation" steam locomotive has received a major setback. Two of its three sponsors, BURLINGTON NORTHERN and Babcock & Wilcox Company, have pulled out of the partnership. Nonetheless, CHESSIE SYSTEM, the third partner, remains committed and reportedly will use ACE Founder Ross Rowland, Jr.'s locomotive #614, an ex-CHESAPEAKE & OHIO 4-8-4, in mainline freight service this spring as a testbed for the ACE project.....Ex-Reading 4-8-4 #2102, recently rebuilt at Brownsville, PA, may come home to Reading this summer for a series of fantrips. Sister 2100 will also be moved from Hagerstown, MD for display at Reading (Pottstown-Reading Chapter Colebrookdale Local).

PATCO closed its Broadway station in Camden January 20 for a three-year period while a new transportation center is being built. Nearby City Hall station will now be open round the clock seven days a week.....The Port Authority is planning to raise its bridge tolls from 75 cents to \$1 on July 1, to help pay for redecking of the Ben Franklin bridge. DRPA also expects to raise fares on its PATCO high-speed line by ten percent on the same date.

Chapter President Larry Eastwood, who is also NRHS Eastern Region VP, has begun a monthly regional newsletter for chapter officers in the area.....George S. Hartman of Washington, DC has been appointed by Assistant Bowers to replace the deceased George Springer as Senior Vice President of NRHS. At the same time, Assistant Vice President Leroy S. Dietrich was named to replace Hartman as Vice President of the Society.....Treasurer Richard Billings has reported a balance in the national treasury of \$49,692 as of October 31, 1983.

"Steamexpo '86" will attract a bevy of steam locomotives to Vancouver, BC in 1986. Part of a special world's fair to be known as Expo 86, the rail show will be a major event for railfans. Mark down May 2 to October 13, 1986 in Vancouver as a vacation target (The 470).....CSX CORP. has announced that it will purchase 27 3,500-hp "Super Series" SD50 locomotives from General Motors, along with 15 MP15T 1,500-hp switchers (Louisville Chapter Chapter Chatter).....Maryland DOT is planning to purchase four electric locomotives for its commuter services, which the specifications describe as similar to AMTRAK AEM-7's..... Time Magazine carried a major article in its January 16 issue entitled "Mass Transit Makes a Comeback." Focusing primarily on new rail systems, the article did not mention Philadelphia.....Chapter Member Bob Stacy has contributed several photos of the Indiana Railroad's traction lines for an article in National Railway Bulletin issue #1, due out in a few weeks.

---

REMINDER: 1984 DUES SHOULD BE PAID NOW!

Membership renewals for 1984 are flowing in to the Chapter treasurer. Don't be left out. The deadline for dues payment is March 31, after which non-payers will have their names removed from the Chapter and national mailing lists.

Dues for 1984 have not been increased. They are \$18 per person or \$20 for a family membership. Chapter-only memberships are priced at \$9. Checks should be made payable to: "Philadelphia Chapter, NRHS" and sent to:

Earle P. Finkbiner, Treasurer  
Philadelphia Chapter, NRHS  
1401 Riverton Road  
Cinnaminson, NJ 08077-2318

---

CHAPTER TO BECOME MEMBER OF "FRIENDS" GROUP

Philadelphia Chapter has taken the necessary steps to become a participating member of the Friends of the Railroad Museum at Strasburg. In addition to supporting the efforts of FRM in improving the displays at the museum, this action will allow Chapter members to assist in equipment projects with full insurance coverage provided by FRM.



# Conrail Locomotive Roster

(Corrected to January 1, 1984)

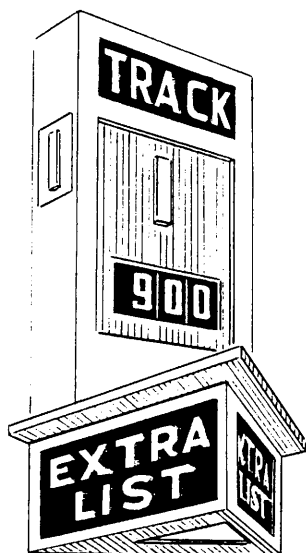


ROAD NUMBERS	MODEL	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS	ROAD NUMBERS	MODEL	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS
1000 - 1023(a)	MT-4	Alco	1000	B-B	24	6998, 6999	SD7	EMD	1500	C-C	2
1100 - 1128(a)	MT-6	Alco	1000	C-C	29	7001 - 7483	GP9	EMD	1750	B-B	170
1600 - 1699	GP15-1	EMD	1500	B-B	100	7496 - 7499	GP18	EMD	1800	B-B	4
1900 - 2023	B23-7	GE	2250	B-B	117	7506	GP9	EMD	1750	B-B	1
2100 - 2112	GP20	EMD	2000	B-B	13	7513 - 7597	GP10	EMD	1850	B-B	76
2168 - 2249	GP30	EMD	2250	B-B	76	7656 - 7939	GP38	EMD	2000	B-B	268
2250 - 2399	GP35, 35M	EMD	2500/2250	B-B	96	7940 - 8281	GP38-2	EMD	2000	B-B	336
2500 - 2685	U25B	GE	2500	B-B	97	8400 - 8587	SW1	EMD	600	B-B	13
2700 - 2798	U23B	GE	2250	B-B	99	8600 - 8627	SW8	EMD	800	B-B	23
2800 - 2816	B23-7	GE	2250	B-B	17	8632 - 8648	SW900	EMD	900	B-B	14
2830 - 2849	U30B	GE	3000	B-B	19	8652, 8653	SW900M	EMD	900	B-B	2
2916 - 2970	U33B	GE	3300	B-B	53	8654	SW900	EMD	900	B-B	1
2971 - 2974	U36B	GE	3600	B-B	4	8655 - 8657	SW900M	EMD	900	B-B	3
3000 - 3274	GP40	EMD	3000	B-B	117	8658 - 8663	SW900	EMD	900	B-B	5
3275 - 3403	GP40-2	EMD	3000	B-B	128	8664 - 8687	SW8M	EMD	800	B-B	21
3620 - 3692	GP35, 35M	EMD	2500/2250	B-B	49	8689 - 8700	SW8	EMD	800	B-B	8
4020 - 4022	E8A	EMD	2500	A1A-A1A	3	8701 - 8721	SW900	EMD	900	B-B	20
4400 - 4437(b)	F44	GE	4400	C-C	38	8836 - 8921	SW7	EMD	1200	B-B	68
4438 - 4457(b)	E44a	GE	5000	C-C	20	8922 - 9001	SW9	EMD	1200	B-B	65
4601 - 4610(b)	E33	GE	3300	C-C	9	9009 - 9026	SW9	EMD	1200	B-B	14
*5000 - 5059	B36-7	GE	3600	B-B	60	9036 - 9041	SW7	EMD	1200	B-B	6
5400 - 5462	GP8	EMD	1600	B-B	48	9043, 9044	SW9	EMD	1200	B-B	2
5604 - 5999	GP7	EMD	1500	B-B	126	9045 - 9049	SW7	EMD	1200	B-B	5
6000 - 6051	SD35, 35M	EMD	2500/2250	C-C	34	9059, 9060	SW9	EMD	1200	B-B	2
6068 - 6166	SD45, 45M	EMD	3600/3400	C-C	65	9062 - 9094	SW7	EMD	1200	B-B	25
6240 - 6337	SD40	EMD	3000	C-C	111	9095, 9096	SW9	EMD	1200	B-B	2
6358 - 6524	SD40-2	EMD	3000	C-C	165	9097, 9098	SW7	EMD	1200	B-B	2
6600 - 6609	C30-7	GE	3000	C-C	10	9113 - 9140	SW9	EMD	1200	B-B	23
6654 - 6666	SD45-2	EMD	3600	C-C	13	9150	SW7	EMD	1200	B-B	1
6667 - 6699	SDP45	EMD	3600	C-C	33	9151 - 9194	NW2M	EMD	1000	B-B	27
*6700 - 6739	SD50	EMD	3500	C-C	40	9195 - 9300	NW2	EMD	1000	B-B	42
6820 - 6834	U28C	GE	2800	C-C	15	9315 - 9382	SW1200	EMD	1200	B-B	65
6835 - 6839	U30C	GE	3000	C-C	5	9400 - 9424	SW1001	EMD	1000	B-B	25
6869 - 6883	U33C	GE	3300	C-C	14	9500 - 9620	SW1500	EMD	1500	B-B	117
6884 - 6896	U36C	GE	3600	C-C	13	9621 - 9630	MP15	EMD	1500	B-B	10
6900 - 6918	U23C	GE	2250	C-C	19	9903 - 9999(c)	RS3M	Alco	1200	B-B	90
6925 - 6959	SD38	EMD	2000	C-C	35						
TOTAL CONRAIL UNITS											
3472											

NOTES:

- (a) - Slug units converted by CR, GE
- (b) - Electric locomotives, 12,000 volts AC
- (c) - Repowered with EMD prime movers
- \* - New units delivered 1983

BUILDER ABBREVIATIONS:  
 Alco - American Locomotive Company  
 EMD - Electro-Motive Division, General Motors Corp.  
 GE - General Electric Company



**FEBRUARY 24, 1984:** Annual banquet of Historic Red Clay Valley, operator of the Wilmington & Western Railroad, at Hercules Country Club, Hercules Road off Route 48, Marshallton, DE. Guest speaker will be Don Ball, Jr., noted rail photographer and director of Steamtown, U.S.A. Cocktails: 6:30 PM, roast beef dinner 7 PM (seafood by special order). Tickets \$15 per person. Order from: Margaret Manning, 605 Greenbank Road, Wilmington, DE 19808, making checks payable to: "HRCV Annual Dinner." Tickets may be picked up at the door.

**FEBRUARY 25:** New England States Limited special train over entire Southern Division of Central Vermont Railway, sponsored by Massachusetts Bay Railroad Enthusiasts. Amfleet-equipped train leaves Boston (South Station) 8 AM, operating via Amtrak mainline to New London, CT, thence via CV freight-only line to Brattleboro, VT, returning to Boston via Conrail's Boston & Albany line. Fares: \$39 adults (\$44 after February 11), \$24 children 12 and under (\$26 after February 11). Tickets and information from: Mass Bay RRE, P. O. Box 525, Bedford, MA 01730.

**FEBRUARY 26:** Spring Thaw Train Meet at Allentown Fairgrounds, Allentown, PA. Model layouts and operating displays are major exhibits. Admission: \$2.75 adults, \$1.25 children. For information: contact Allentown Train Meet Association, 1240 Walnut Street, Allentown, PA 18102 (telephone 215-821-7886).

**MARCH 11:** "Rail Bazaar '84" at Mother Seton High School, Garden State Parkway Exit 135, Clark, NJ, 9 AM to 4 PM, sponsored by Jersey Central Chapter, NRHS. Railroadiana, models, photos, books, movies and slide shows, model demonstrations. Admission: \$2.50 adults, children under 12 free. For information,

contact: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700 (telephone 201-561-5225 evenings).

**MARCH 24:** 40th anniversary banquet, West Jersey Chapter, NRHS, at Cherry Hill Inn, Cherry Hill, NJ. Complete details and information will be available at February 17 meeting, and will be published in March Cinders.

**APRIL 8:** Buckingham Valley Trolley Association will sponsor Broad Street Subway fan trip, using three old cars, covering both the main route and the Ridge Avenue spur. Two round trips will be made. Train leaves Fern Rock Terminal 1 PM. Fares: BVRTA Members, \$10.00 in advance, non-members \$12.00 in advance, \$15.00 day of trip, if available. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "Buckingham Valley Trolley Association."

**APRIL 12:** Lackawanna & Wyoming Valley Chapter spring dinner meeting at the Hilton at Lackawanna Station, Scranton, PA. Buffet-style dinner, 7 PM. Cost: \$9.95 per person. Program will feature "Steamtown Preview", presented by well-known traction historian Ed Miller. Deadline for reservations is March 31, and tickets should be ordered from: Lackawanna & Wyoming Valley Chapter, NRHS, P. O. Box 1152, Scranton, PA 18501. Make checks payable to "Lackawanna & Wyoming Valley Chapter, NRHS."

**APRIL 28:** Special trip on Maine Central Railroad from Portland to Rumford, ME and return over freight-only trackage, sponsored by Massachusetts Bay Railroad Enthusiasts. MEC-owned passenger equipment will be used. One-way-bus/one-way-train options available. Descriptive flyer will be available at February 17 meeting, and complete information will be listed in March Cinders.

**APRIL 29:** Tentative date for steam-diesel excursion over entire length of New Hope & Ivyland Railroad, jointly sponsored by Delaware Valley and Philadelphia Chapters NRHS. Train will leave New Hope at 10 AM headed by 2-8-0 #40, returning from Warminster behind NH&I diesel locomotive. Photo runbys will be made in both directions. Fares to be announced. For information and reservations, write: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

**MAY 12:** The Apple Blossom Special, Budd RDC excursion Winchester, VA to Baltimore, MD to visit the B&O Railroad Museum, sponsored by Winchester Chapter, NRHS. Train leaves B&O Winchester station at 8 AM. Fares: \$45.00 adults, children 5-11, \$40.00. Optional box lunch, \$4.00 each. Capacity limited. Tickets and further information from: Winchester Chapter, NRHS, Inc., P. O. Box 282, Winchester, VA 22601-0282. Telephone 703-662-7130.

**JUNE 14-30:** "Scandinavia Rails '84," 17 days of rail travel through Denmark, Sweden, Finland and Norway, presented by Overland Chapter NRHS. Steam, diesel and electric operations will be included, plus trolley and interurban lines. For complete information, send a stamped, self-addressed envelope to: Richard Billings, Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265 (telephone 309-764-1834).

#### RECORD NUMBER ATTENDS JANUARY DINNER

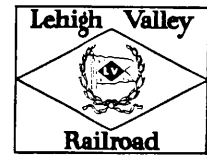
A total of 38 members and guests ate dinner at the Engineers' Club prior to the January 20 Chapter meeting, a record number in recent years.

Your officers are grateful for this fine attendance and urge you to make "dinner at the club" a monthly tradition. Reservations for the February 17 dinner should be made with Vice President Tatnall at 215-828-0706 by Wednesday, February 15.

## Budd RDC Heading for State Rail Museum



The Pennsylvania Department of Transportation has donated a former Lehigh Valley RDC-1 to the Railroad Museum of Pennsylvania at Strasburg, the first RDC to be preserved by a museum in the United States.



Built by the Budd Company in 1951 as LV #40, the 89-seat diesel-powered car was one of two RDC's which replaced a number of spark-spewing doodlebugs in branchline service between Hazleton and Lehigh, PA. LV discontinued all of its mainline passenger service on February 4, 1961; however, the Pennsylvania Public Utility Commission denied the railroad's petition to discontinue the Lehigh-Hazleton shuttle service. The Interstate Commerce Commission ruled favorably on LV's appeal of the prior ruling, and on February 8, 1961, RDC #40 made the final trip of a Lehigh Valley scheduled passenger train.

On December 11, 1962, #40 was sold to the Reading Company, becoming #9163. The Reading had just acquired a fleet of 12 stainless steel RDC-1's through the City of Philadelphia, numbered 9151-9162, to replace its locomotive-hauled passenger trains in commuter and mainline assignments, and #9163 was the first of four additional cars picked up in the second-hand market.

The second LV car, RDC-2 #41, was sold to the Canadian Pacific Railway in 1958, becoming CP #9116, and was later converted by CP to RDC-5 #9306. The car operates today as VIA Rail Canada #6143.

Believed to be the 33rd RDC built by Budd out of a total of 368 produced at Red Lion, #9163 became the property of SEPTA in 1976 and ended its active career on the Fox Chase-Newtown line when that branch was closed down early last year. Later the car was traded to PennDOT in exchange for an inoperable State-owned RDC (see December Cinders).

As disclosed in our January issue, PennDOT began discussions with museum officials in late 1983 with a view toward possible donation of one of its five cars for permanent preservation at Strasburg. In line with a recommendation from Philadelphia Chapter, the decision was made to select the 9163 as the most historically significant of PennDOT's cars, and to move it to Strasburg as quickly as possible.

Built in Philadelphia, #9163 operated for over 30 years on the lines of three Pennsylvania-based railroads. Unlike the other four PennDOT cars, it retains its original interior and exterior appearance and looks very much as it did on the day that it rolled out of Budd's Red Lion plant. Equipped with two 275-hp diesel engines and direct-drive transmissions, the car is known to be in good mechanical condition. Now stored at SEPTA's Wayne Junction shop, it may be moved under its own power to Strasburg, and possibly placed in active service on the Strasburg Rail Road under lease from the museum.

As authorized by a vote of the membership at the January 20 meeting, Philadelphia Chapter will attempt to secure a supply of spare parts for the car.

## Slide Contest Rules

1. No entry form is required for the 1984 Slide Contest. Slides, however, must be registered in person at the February 17 meeting, beginning at 7 PM. Registration closes at 7:30 PM, and no entries will be accepted after that hour. THE SLIDE CONTEST IS OPEN TO PHILADELPHIA CHAPTER, NRHS MEMBERS ONLY.
2. There are SIX categories in this year's contest. Categories (a) through (e) must contain only subject matter taken SINCE March 1, 1974, and Category (f) will include ONLY subject matter taken BEFORE March 1, 1974.
  - (a) Steam
  - (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
  - (c) Mainline electric (including multiple-unit equipment)
  - (d) Trolleys/rapid transit/interurbans
  - (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, railfans, etc.)
  - (d) Oldies, but Goodies (any subject prior to March 1, 1974)
3. In case of uncertainty, the contest manager will decide which category is appropriate.
4. Each contestant may exhibit a maximum of 4 slides in each category, or a grand total of 24 in the contest. The slides must have been taken personally by the contestant, may be in color or black and white, and subject matter may be from anywhere in the world.
5. Contestant's name MUST be on the slide, or it will be disqualified. Contestant's presentation MUST be in the order noted above. After the initial screening, contestant will select ONE SLIDE in each category which he considers BEST in the category. He will give that slide to the projectionist to be shown in the final judging. Thus, a maximum of six (6) slides will be permitted in the final presentation.
6. Film prizes will be awarded on the basis of first, second and third place in each category. The panel of five (5) judges, none of whom may be a contestant, will be chosen at the beginning of the meeting. The decision of these judges is final, and they reserve the right to not award prizes in any category which they feel is not well represented.

PHILADELPHIA CHAPTER, NRHS, Inc.  
Post Office Box 7302, Philadelphia, PA 19101-7302

**CHAPTER OFFICERS:**

President/Editor.....R. L. Eastwood, Jr.  
First Vice President.....F. G. Tatnall, Jr.  
Second Vice President.....Michael L. Burshtin  
Secretary.....Marie K. Eastwood  
Treasurer.....Earle P. Finkbiner  
National Director.....James S. Myers  
Membership Chairman.....Samuel L. James

Meetings: 7:30 PM, third Friday of each month (except second Friday in December), at Engineers' Club, 1317 Spruce Street, Philadelphia, PA. Dinner at Club 6 PM. No meetings in July or August.

Annual membership dues: \$18.00 per person, which includes Chapter and National dues. Chapter only dues \$9.00 per person per year. Dues payments should be sent to: Earle P. Finkbiner, Treasurer, 1401 Riverton Road, Cinnaminson, NJ 08077.

Address changes should be sent to the President at: P. O. Box 41, Huntingdon Valley, PA 19006-0041.

CINDERS is published monthly except August by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be directed to the President at P. O. Box 41, Huntingdon Valley, PA 19006-0041.

EXCHANGE COPIES SHOULD BE SENT TO: Wm. P. MacIver, Jr., Exchange Editor, 150 N. Bethlehem Pike, Apartment D-11, Ambler, PA 19002.

# Our Meeting:

Our 1984 Slide Contest will be the program feature at our meeting on Friday evening, February 17, 1984. Members are invited to participate in this annual event, rules for which may be found on Page 13 of this issue. Film prizes will be awarded to winning entries.

It all takes place at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, beginning at 7:30 PM. The usual sit-down dinner will be served in the Club Dining Room (\$8.50 per person — by advance reservation), at 6 PM. RESERVATIONS, WHICH ARE MANDATORY, MUST BE MADE to Vice President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, FEBRUARY 15, 1984.

This is an excellent opportunity to screen some of your best slides for the enjoyment of your fellow members, and compete for film prizes which will enable you to shoot some more winners for future years.

As advance notice for the Chapter's March 9 meeting, Railfan & Railroad Editor Jim Boyd will be our special guest. Jim will present a new slide show entitled "Who Says Steam Has Died?" Be sure and mark the date, noting that March 9 is the second Friday of the month rather than the normal third Friday.

Bring a friend to the February 17 meeting, too!

PHILADELPHIA CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
Post Office Box 7302  
PHILADELPHIA, PENNSYLVANIA 19101-7302

First Class Mail  
U. S. Postage  
PAID  
Permit No. 12  
Huntingdon Valley, PA  
19006

## First Class Mail



Joseph M. Mannix  
411 Van Kirk St.  
Philadelphia, PA 19120