



# CINDERS

January 1984



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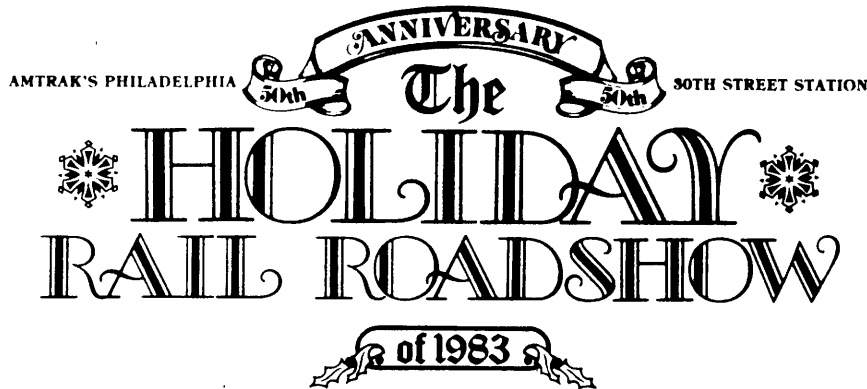
PHILADELPHIA CHAPTER

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## Amtrak, Public Celebrate 30th Street's Golden Anniversary



Amtrak staged an impressive "Holiday Rail Roadshow" on Saturday, December 17 to celebrate the 50th anniversary of Philadelphia's famed 30th Street Station. Two days earlier, ceremonies were held to mark the actual date, December 15, 1931, when the Pennsylvania Railroad officially opened the monumental station with its 95-foot-high ceiling and 71-foot Corinthian columns.

The Rail Roadshow was billed by Amtrak as "a grand railroad industry equipment exhibition representing many years of progress." Indeed, it included not only the latest in Amtrak's fleet but also loco-

motives and cars of the three local freight railroads—Conrail, Chessie System and Delaware & Hudson. SEPTA was represented by two MU passenger cars, one of them of recent Silverliner IV design and the other among the oldest still in active service. Assembled on Tracks 9 and 10 at 30th Street, the equipment was freshly-painted, in spotless condition and open for walk-through inspection.

On Saturday, the public was to be admitted to the platform area from 11 AM to 5 PM, but many visitors arrived early and were allowed access to the equipment before the advertised time. By mid-afternoon the waiting line extended from the head of stairway 9 completely around the vast concourse, as the Avalon String Band, Ronald McDonald and Santa Claus helped entertain the large crowd of children—and their parents. Hundreds of balloons were given away and many floated to the ceiling. The entire scene was dominated by a gigantic, illuminated Christmas tree which Amtrak had erected in the center of the main concourse. Below the tree was a yellow train-shaped birthday cake presented to Amtrak by McDonald's and above it soared a huge inflated replica of an F40 diesel locomotive.

Amtrak's count showed that more than 5,000 persons visited the display, in spite of the fact that newspaper and radio advertising was begun only a few days before.

The Thursday ceremonies included speeches by William S. Norman, group vice president-marketing and business development for Amtrak, representing President W. Graham Claytor, Jr.; John H. Riley, newly-confirmed Federal Railroad Administrator; David L. Gunn, general manager of SEPTA; and Congressman James J. Florio of New Jersey, chairman of the House Energy & Commerce Subcommittee on Commerce, Transportation & Tourism. Amtrak used the occasion to announce its plans for spending more than \$18 million in Federal, state, local and Amtrak funds to upgrade the station's passenger-handling facilities, and for further developing retail space in the station.

After a special ribbon-cutting ceremony to reopen the unused south concourse, a buffet luncheon was held in that area. Next door, a brand-new McDonald's Restaurant was about ready for its first customer, lending credence to Amtrak's predictions of a commercial renaissance at 30th Street. A separate press release by McDonald's noted that this is the first of the company's nationwide chain of restaurants to be located in a major rail station.

On Friday evening, Amtrak held a special preview of the equipment for travel agents, media representatives and other invited guests, including officers of Philadelphia Chapter NRHS.

(Continued on Page 2)

AMTRAK, PUBLIC CELEBRATE 30TH STREET'S GOLDEN ANNIVERSARY *(Continued from Page 1)*

The next morning, Amtrak was well prepared to handle the anticipated crowd with a large staff of attendants, guides, supervisors security personnel and salespeople on duty. Amtrak had set up booths in the main concourse for the sale of catalog items such as jackets and tote bags, and for dispensing travel information and timetables. The Electric Traction Department also had an interesting display showing how the overhead power system is constructed and maintained. The Eastern Region PRR Group mounted a fine pictorial display on the history of 30th Street Station.

In the south concourse several organizations maintained sales and information tables. Among them was the Eastern Region PRR Group whose president, Marie Prewett, is a member of Philadelphia Chapter. Also represented were SEPTA, the Delaware Valley Chapter NRHS and several private sellers of railroadians.

Conrail and Chessie System personnel assisted in the platform display area, where the movement of visitors was handled efficiently in spite of the large crowd. Normal train service was not affected, although many passengers must have been surprised to see the throngs in the station. Some may even have taken time to view the exhibit while they were there.

If public reaction was any indication, Amtrak must be counting the Holiday Rail Roadshow as a big success. As one of a series of similar events sponsored by Amtrak in principal on-line cities around the country, it served to introduce Amtrak's services to many people who are not regular customers, and to create favorable exposure in the media. Philadelphia Chapter, of course, encourages Amtrak to continue these shows and looks forward to another such event at 30th Street when its present redevelopment program is completed.

Following is a detailed listing of equipment displayed at 30th Street Station on December 17:

Track 9 (north to south)

Amtrak 2097	- Heritage slumbercoach
Amtrak 2885	- Heritage 10-6 sleeper
Amtrak 8505	- Heritage diner
Amtrak 8601	- Auto Train table car (ex-coach)
Amtrak 3121	- Heritage lounge
Amtrak 21909	- Amfleet I Metroliner Service coach
Amtrak 20916	- Amfleet I Metroliner Service dinette
Amtrak 20974	- Amfleet I Metroliner Service club
Amtrak 10502	- Amtech training car (ex-baggage)
Amtrak 10501	- Amtech training car (ex-combine)
Amtrak 935	- AEM-7 electric locomotive (EMD 1981)
B&O GM50	- GP40-2 diesel locomotive (EMD 1972)
CSC 19	- Chessie System safety display car (ex-combine)
C&O 399000	- open hopper car
B&M 80017	- 50-foot boxcar lettered for Guilford System
DHNY 50156	- 50-foot boxcar in "I Love New York" paint scheme
MEC 251	- GP38 diesel locomotive in Guilford paint scheme (EMD 1966)

Track 10 (north to south)

Amtrak 20029	- Amfleet I cafe
Amtrak N68401	- Track geometry car (self-propelled)
Amtrak 319	- F40 PHR diesel locomotive (EMD 1979 - rebuilt from SDP40F)
Amtrak 28011	- Amfleet II lounge
Amtrak 25073	- Amfleet II coach
Amtrak 10091	- "Silver Peak" display car (ex-baggage)
Amtrak 10090	- "Silver Chest" display car (ex-baggage)
"Erie 400"	- open-platform private car (ex-C&O business car)
SEPTA 271	- Silverliner IV MU (GE 1974)
SEPTA 9108	- Former Reading MU - ex-#875 (Bethlehem 1932)
Conrail 9535	- SW1500 diesel locomotive (EMD 1972)
Conrail 283787	- 60-foot auto parts boxcar
Conrail 581917	- gondola car
Conrail 489379	- open hopper car
Conrail 892177	- covered hopper car
Conrail 3293	- GP40-2 diesel locomotive (EMD 1977)
Conrail 2809	- B23-7 diesel locomotive (GE 1977)

NOTES: Superliner and dome equipment could not be displayed because of clearance restrictions.

All Amfleet cars and certain other Amtrak equipment were built by Budd Company of Philadelphia.

Delaware & Hudson is expected to be acquired by Guilford Transportation Industries, which now owns both the Boston & Maine (B&M) and Maine Central (MEC) Railroads.



The year 1983 was an interesting one in passenger transport. Amtrak happenings saw the startup of the Auto Train and the loss of the *Spirit of California*. There were no new locomotive deliveries, with only a second conversion of an Alco RS3 to an EMD prime mover. New cars did arrive, however, with the completion of the Amfleet II program. Heritage conversions are shown elsewhere in this column.

Around the country, 1983 will also be remembered as the last year of operation for SEPTA's "air" cars and the old Broad Street subway cars, the end of the GG1 electric locomotive, and the beginning of the new Baltimore Metro. Plans seemed to be jelling, finally, for restoration of rail passenger service to Atlantic City. New locomotives (24 EMD F40PH's) were delivered to Chicago's RTA, replacing the last C&NW units, leaving only 12 rebuilt E units operating in that service. Caltrans neared an order for 18 new units for the San Francisco commute fleet, and the remaining few pockets of steam-heated commuter cars were on the run, with Metro-North's Brewster electrification well along, new cars ordered for the Poughkeepsie line, new gallery cars on the way for the Caltrans operation and the unfortunate expiration of SEMTA service in Detroit.

Connecticut's Danbury line, NJ Transit and the P&LE's lone Pittsburgh commuter train are not at present subject to replacement by cars on order—perhaps some 60 cars plus spares—hard to believe? And—only SEPTA's Blueliner MU's remain of non-air-conditioned cars, together with the former Lackawanna MU's.

It's been well over a year since the Westinghouse strike but it still is having an effect on one builder as delivery dates have slipped by months and years. Budd, however, hasn't been alone in missing delivery dates, as Washington has been forced to postpone the opening of some completed lines because cars are not ready, with Miami doing likewise.

Looking forward into 1984, we should see completion of NJ Transit's Morristown line re-electrification, the Brewster electrification on Metro-North, opening of the Miami rapid transit line, Chicago's O'Hare airport extension, extension of Washington's Red line northwest to Rockville and completion of Montreal's Line 2 extension, coupled with the most important local development, opening of the Philadelphia commuter tunnel. We'll keep an interested eye on the goings-on, to be sure, and we'll probably find a surprise or two along the way!

Amtrak completed the following rebuilds to Heritage cars during 1983: five baggage cars (1184-1188); two Slumbercoaches (2096-2097); five 11-double bedroom sleepers (2220-2222, 2230-2231); one 10-6 sleeper (2467); three buffet cars (8700-8702); and nine dome coaches (9400-9408). Existing Heritage cars were converted as follows: seven clocker coaches (7623-7629); and three table cars for Auto Train service (8600-8602).

E60 #975 was returned at the end of September from long-term duty at the FRA Test Center in Pueblo, CO. Accordingly, it has been repainted into the three-stripe scheme.

Superliner diner 38030 was probably a total loss in the November 12 derailment of the *Eagle* in Marshall, TX. This was the first derailment involving passenger fatalities since the derailment of the *San Francisco Zephyr* at Emerson, IA in June 1982. Elsewhere, the only "new" car released by Beech Grove recently is sleeper 2230 for Auto Train service.

Thanksgiving, 1983 has come and gone and Amtrak's Corridor operations looked good on the "big day"—the Sunday after Thanksgiving. There were some standees, of course, but nothing like the old days when riders were packed in ten to the vestibule! Special planning has been the key, and the results have been excellent.

Locally, Amtrak borrowed 34 Arrow II MU's from NJ Transit and all 22 Maryland DOT coaches. The MU's worked extra sections and replaced Amfleet on some Washington-New York runs, and finished up back in New York, while the Maryland cars ended the day in Washington. The 37 "clocker" coaches were heavily utilized, with 35 of the fleet noted in service. Two Amtrak RDC's were operated in New Haven-Springfield service. Cars 34 and 36 ran on trains 473 and 474. Other trains on this line were protected by eight of the 12 Budd SPV-2000's.

As for motive power in the Corridor, AEM-7's were, obviously, very common, but the surviving E60's ran on their assigned trains (the Florida trains, evening "clockers" and the westbound *Broadway Limited*). It's hard for these big units to substitute for AEM-7's because of their speed restrictions.

The flood of Amfleet cars noted at Trenton that Sunday revealed a handful of recently refurbished cars. Unlike the cars Beech Grove has refurbished for Chicago service, these cars have not been re-stripped in the "Heritage" scheme. However, you can tell the rehabs by their dual braking system (tread brakes as well as the usual discs). And, two cars at least still have experimental trucks. (See, Amfleet really aren't all

## ON THE SCENE (Continued from Page 3)

Chicago assigned all 12 bi-level coaches to the *Shawnee* and *Illini*. The Chicago-Milwaukee service was protected by one trainset of Superliners. No extra sections were operated there, but perhaps Amtrak's longest-ever all-passenger train was noted. Amtrak has an arbitrary limit of 18 or 19 cars and many trains run at this length. But, the *City of New Orleans* on November 27 ran with 23 cars, to cope with about 500 passengers for Carbondale. The last four cars were last-minute additions grabbed from Train 353 from Detroit. The consist of the train was one baggage, one sleeper, 12 Heritage coaches, two Amlounge II's (16 cars to New Orleans), plus six Amcoaches and one Amcafe to Carbondale only. Needless to say, three F40PH's were needed. Three units also operated on the *Eagle* to St. Louis.

NJ Transit has assigned five GP40P's to Hoboken to replace whatever units may be ailing at any given time. There's a sixth unit in storage due to electrical problems, leaving seven available. These are assigned, in pairs, to three of the four rush-hour trains between Bay Head and Newark, with the seventh unit in reserve. Thus, the fourth train seems to always draw paired E8's, which are drawn from a pool of seven "active" units. Four different units had been noted by December 20. The E's operate on trains 3328 and 5321.

NJ Transit has forwarded additional cars to storage at Mahwah, with Elizabethport and Sunnyside pretty much cleaned out now. Only a few spare coaches are held at Bay Head, and Elizabethport shop continues to re-window former Kansas City Southern and Great Northern coaches. As these return to service, the few remaining ex-Pennsy sleepers (rebuilt as coaches 20 years ago) will be placed into storage. The eventual fleet of steam cars to be retained will be 35 ex-GN cars (5300-5334 except 5312 and GN 101) and nine ex-KCS coaches (5340-5349 except fire-damaged 5345). By mid-December, nine GN and five KCS cars had been released with new windows.

Long Island Rail Road has announced plans to install double-track over the short section between Amott interlocking at Huntington and electrification five miles between Huntington and Northport. This project is due for completion by late 1985. A more ambitious program will see the upgrading and electrification of almost 24 miles between Hicksville and Ronkonkoma. This project will include relocated stations and the elimination of several others to speed up service and is due for completion in late 1986.

For the present, Metro-North has the largest fleet of active steam-heated cars remaining in the United States. One-hundred-twenty-three cars include six leased SEPTA cars, 29 leased Amtrak coaches and 12 former New Haven "Shoreliner" coaches. The lion's share of these cars will be released when the Brewster electrification is finally in place, and when 19 new cars have been completed by Bombardier (they'll be similar to Comet II's). Connecticut has not yet decided on replacements for its two Danbury trains.

The electrification to Brewster is slated to be completed in March 1984, but delays in deliveries and acceptance of new M-3 MU cars will probably require use of some diesel-hauled consists for some time. Metro-North, by the way, has retired one Metropolitan-type car (8312) and there are nine cars down for heavy repairs at Croton-Harmon or Mechtron Industries.

Caltrans has asked for bids on 18 new locomotives to re-equip its Peninsula commute service. Assuming F40PH's are the eventual choice, 14 are needed, with four in reserve.

NJ Transit will refurbish two stations in 1984, New Brunswick and Linden. My home station, Linden, will receive eight-car high-level platforms, a refurbished station and additional and refurbished parking facilities.

Portland, OR was scheduled to receive its first new cars from Bombardier by year's end. Pittsburgh now feels mid-1985 is the best start-up date, representing a delay over six months past the last publicized date.

PATH has pursued a program of naming its PA-type cars over the last six years or so. On September 23, seven more cars were named, leaving only four to go (165, 643, 646 and 691). Each car receives a plaque with several lines of history about the location.

Baltimore's new Metro opened in late November, with the first stage between Charles Center and Reisterstown Plaza, out to the northwest. Six downtown stations are in subway, with island platforms, and three similar outer stations are elevated, along the Western Maryland right-of-way. The yard is near the outermost station. Fare controls are a simplified fare card-type unit similar to Washington's. The State Center station is about a six-block walk from Amtrak's station, walking via the former Mt. Royal station.

Washington opened an extension of its Yellow line to Huntington via Alexandria. New stations opened are at Braddock Road, King Street, Eisenhower Avenue and Huntington. King Street is adjacent to Amtrak's Alexandria station. The next line to open will be the extension of the Red line northwestward from VanNess. Plans, predicated on delivery of new cars from Breda/Amtrak, call for opening the segment to Friendship Heights by July 1, Grosvenor by September 30, and Shady Grove by December 15. By year's end, 126 cars should be delivered for this service.

Chicago will open the final leg of its airport extension to O'Hare about April 1, covering one additional station. Running time from Clark-Lake (downtown) to River Road is 30 minutes and the final leg should be another three minutes or so. On the new segment, there's two sidings west of Jefferson Park and crossovers west of each new station at Harlem, Cumberland and River Road.

# NJ Transit To Preserve Rail Equipment



A large number of historic locomotives and passenger cars will be preserved for eventual display by NJ Transit, according to information released by the agency last month. A permanent home for this impressive collection has not yet been determined.

Following is a list of the equipment to be preserved.

<u>UNIT #</u>	<u>CLASS</u>	<u>ORIGINAL OWNER/NUMBER</u>	<u>BUILDER / DATE</u>	<u>YEAR RETIRED</u>	<u>REPLACED BY</u>
<u>LOCOMOTIVES</u>					
4246	E8	PRR 5836	EMD 1951	1982	F40
4877	GG1	PRR 4877	PRR 1939	1983	E60
<u>MU CARS</u>					
431	MP54	PRR 431	PRR 1912	1974	Arrow II
440	MP54	PRR 440	PRR 1912	1974	Arrow II
3500	DC-MU Motor	DL&W 2500	Pullman 1930	Stored	Arrow III
4600	DC-MU Motor	DL&W 2600	Pullman 1930	Stored	Arrow III
3408	DC-MU Bubble	DL&W 2408	SSC 1925	Active	Arrow III
3454	DC-MU Club	DL&W 2454	Barney & Smith 1912	Active	Arrow III
3200	DC-MU	DL&W 2200	Pullman 1925	Stored	Arrow III
<u>COACHES</u>					
1172	Steam	CNJ 1172	SSC 1925	1982	Comet II
1173	Steam	CNJ 1173	SSC 1925	1982	Comet II
1178	Steam(Observation)	CNJ 1178	SSC 1927	1982	Comet II
1324	Steam	CNJ 1324	PSC 1931	1982	Comet II
5153	Steam(Cab)	CNJ 1321	PSC 1931	1982	Comet II
2425	Steam	AT&SF 2925	Budd 1937	1982	Comet II
3070	Steam	AT&SF 3070	Budd 1936	1982	Comet II
1734	Steam(Club)	PRR 1734	PRR 1925	1983	Comet II
2706	Steam	Erie 2706	ACF 1934	1974	Comet I
2708	Steam	Erie 2708	ACF 1934	1974	Comet I
475020	Steam	Erie 2300-series	SSC 1924	1971	Comet I
475021	Steam	Erie 2300-series	SSC 1924	1971	Comet I

## STATUS OF LISTED EQUIPMENT AS OF NOVEMBER 1, 1983:

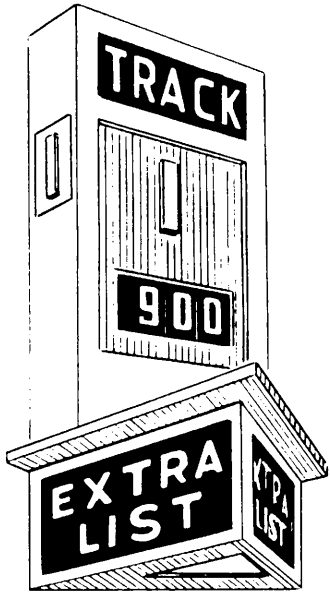
Stored at Elizabethport (NJ) shops: Locos 4246, 4877, Coaches 1734, 3070, 1173, 1178(rehab for inspection car).  
 Stored at Mahwah, NJ: Coaches 2425, 1173, 5153, MU's 3200, 3500, 4600.  
 Stored at Wilmington, DE: MU's 431, 440  
 In service at Hoboken, NJ: MU's 3408, 3454  
 In use as MW cars at Paterson, NJ: Coaches 475020, 475021.

## HISTORICAL NOTES ON EQUIPMENT LISTED:

431, 440 - Part of fleet of over 500 MU cars owned and built by PRR.  
 1172, 1173, 1178 - Last cars in service that were once assigned to Jersey Central's Blue Comet.  
 1324, 5153 - Built to be converted to MU cars, and last coaches bought new by CNJ.  
 1734 - Last P-70 car in revenue service of 1500 built.  
 2425 - Typical of used coaches purchased by New Jersey for Penn Central, built originally as one of Budd Co.'s first sleeping cars for Santa Fe's original streamlined Super Chief.  
 2706, 2708, 475020, 475021 - Last remaining cars of Stillwell design, of which Erie owned 394 of 900 built.  
 3070 - First all-stainless-steel car built by Budd Co. (to standard design).  
 4877 - One of last three active GG1 electric locomotives, out of original PRR fleet of 139. Painted tuscan red with "Pennsylvania" lettering.

## KEY TO ABBREVIATIONS:

ACF - American Car & Foundry Co.	PRR - Pennsylvania RR
AT&SF - Atchison, Topeka & Santa Fe Ry.	PSC - Pressed Steel Car Co.
CNJ - Central Railroad of New Jersey	SSC - Standard Steel Car Co.
DL&W - Delaware, Lackawanna & Western RR	
EMD - Electro-Motive Div., General Motors Corp.	



**JANUARY 21, 1984:** Budd RDC Ramble covering New Canaan, Waterbury and Danbury lines of former New Haven Railroad, sponsored by Branford Electric Railway Association for benefit of their Red Arrow car fund. Train will consist of two ex-New Haven Budd RDC's, leaving Stamford, CT station at 11 AM. Fare: Adults \$35 (Branford members \$30 — please include pass number with ticket order), children 12 and under, \$25 (Branford members \$20). Order tickets from: New Haven Trip, BERA-Red Arrow Fund, P. O. Box 2264, Short Beach, CT 06405.

**FEBRUARY 4-5:** Greenberg's Great Train, Doll House & Toy Show at the Philadelphia Civic Center, 11 AM to 5 PM each day. Admission: \$4.00 each adult, children under 12 free when accompanied by an adult. Philadelphia Chapter will have its sales table at this event.

**FEBRUARY 8:** National Geographic Society television special "Love Those Trains," Channel 12 at 8 PM, presented by Gulf Oil. Featured are steam-powered specials and ride on "Salad Bowl Express" from California to New York.

**FEBRUARY 25:** "Winter Fun Snow 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, \$24 children (12 and under). 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:** Train Bazaar '84 at Mother Seton High School, Clark, NJ, 9 AM to 4 PM, sponsored by Jersey Central Chapter, NRHS. For information, contact Greg Buchala at 201-725-1483.

## Cincinnati Convention Shapes Up for Labor Day '84

The 1984 NRHS national convention scheduled for August 29-September 3 in Cincinnati, OH will feature a varied program of steam, diesel and electric excursions.

The sponsoring Cincinnati Chapter has announced that the following events are planned for the convention:

- Mainline steam trips over several Norfolk Southern and CSX lines radiating from Cincinnati
- Charter operation on the Whitewater Valley Railroad with steam and Lima-Hamilton diesel power
- Special trip on the Dayton (OH) trolley bus system
- Visits to local rail facilities including a chance to explore a portion of the 60-year-old, never-opened Cincinnati subway
- Dinner cruise on the Ohio River

Stuffer's Cincinnati Towers downtown will be convention headquarters, with special rates available to convention registrants from August 24 through September 3. Additional pre-convention steam excursions are also being planned for the weekend of August 24. Detailed information will be mailed to all members by late spring or early summer.

Direct rail service is available from Philadelphia to the Queen City and return via Amtrak's Cardinal. Set your sights on Cincinnati in '84.

### "LOVE THOSE TRAINS" SET FOR FEBRUARY 8 ON CHANNEL 12

The National Geographic Society and Gulf Oil will present another in their series of television specials on Wednesday, February 8 at 8 PM, to be carried by the Public Broadcasting System (Channel 12 in Philadelphia). This program will be of special interest to NRHS members because it is entitled "Love Those Trains."

Among the subjects in this one-hour special are a Southern steam excursion, a ride through the mountains of Ecuador, a visit to the Durango & Silverton narrow-gauge line in Colorado and a trip on the "Salad Bowl Express" carrying carloads of fresh produce from California to New York. Gulf's program announcement asks: "Can cold, hard metal inspire warm affection?" The answer is, "Yes, when it's a train."

Mark your calendars for this important event on February 8

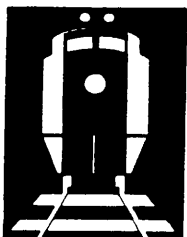
# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR.

It's taken five years to build and has cost more than \$300 million. Now the center city commuter tunnel is ready to open--at least part of it anyway. On December 30 SEPTA and Philadelphia Railway Consultants, which is overseeing its construction, ran the first test trains over the entire 1.8-mile, four-track line between Suburban Station and "CP-Brown" interlocking north of Spring Garden station. Silverliner IV #9014 had the distinction of making the first trip, followed by a ten-car train of Silverliners. Track and electrical systems were found to be working properly, but signal tests remained to be performed.

Now, with prodding from the City, SEPTA is about to begin regular service in the tunnel--a free shuttle between Suburban Station and the new Market East Station at 11th Street. Target date for the start-up is January 15, but that is contingent on several things including some sort of agreement for SEPTA to operate the City-owned tunnel. It is expected that the shuttle will consist of a one or two-car train running back and forth on a single track, and the possibility exists that ex-Reading Blueliners may be used. Incidentally, the Pennsy-style track numbering system of 1-2-3-4 from south to north will be employed on the new line from Suburban to "Brown" and beyond to "CP-Diamond," on the existing Ninth Street branch north of Temple U station. After that, track numbering reverts to the old Reading scheme of 4-2-1-3.



Meanwhile, construction of new platforms and escalators continues at Suburban Station, with the track arrangement to be (from the south): 0 - stub, 1 - runthrough, 6 - runthrough, 7 - runthrough, 9 - runthrough, 10 - stub, 11 - stub, 12 - stub. Tracks 5 and 8 have been eliminated, and most of the others will be renumbered. Over at Market East, with its skylighted atrium, 800-foot-long platforms and giant track-level murals, most work is completed except for ticket and support facilities not needed for the free service.

Above ground, much of the years-long disruption around the north side of City Hall has ended as the tunnel excavation is covered over, allowing streets and sidewalks to be restored. But full rail service through the tunnel is still at least nine months away, as work on equipment conversions and outlying yards remains to be completed. The end of service into old Reading Terminal after 91 years will also occur as part of the tunnel's completion.

Tuesday, December 27, was a very bad day for SEPTA's still-fragile commuter rail system (or Regional High Speed Division as SEPTA insists on calling it). The Christmas holiday period was one of the coldest on record, which contributed to some of the problems on that return-to-work day. Icicles hanging from wires caused a power outage during the morning rush hour at Suburban Station, delaying several trains. Then, a triple whammy hit the system during the afternoon, starting with another power outage due to a faulty transformer at 30th Street. Later, a signal failure on AMTRAK's line west of Bryn Mawr caused delays of up to two hours for many Paoli trains. Finally, a roaring six-alarm fire in an abandoned dye works at Frankford Junction blocked the Northeast Corridor for two hours beginning about 5:15 PM, halting all Amtrak and SEPTA service on that busy route.....As if that weren't enough, the next afternoon saw a complete shutdown of service into and out of Reading Terminal, when a power failure blacked out all stations, signals and radio transmitters as far out as Wayne Junction. Trolley power was not affected by the outage which began at 4:35 PM.

Philadelphia's fleet of idle RDC's promises to shrink further, following the lease of three cars to BRITISH COLUMBIA RAILWAY (See December Cinders). With ex-SEPTA #9165 already having gone to Boston's MBTA, several City and PennDOT-owned cars may also make the trip to Beantown. In addition, the OCTORARO RAILWAY has approached the City with a proposal to lease one or two of its cars for excursion service on the Chester County line. Most importantly, PennDOT is reported to be considering the placement of one of its five RDC's at the State Railroad Museum in Strasburg. If this occurs, it will represent the first such car to be preserved in a U.S. rail museum.

SEPTA opened its new Bristol station on the AMTRAK mainline last month, replacing what was probably the most disgraceful passenger facility in the commuter rail system.....St. Martins station on the Chestnut Hill West line has had its waiting room nicely refurbished, and for the first time in years a ticket agent is on duty during the morning rush hour.....Construction has begun on a new bank to be housed in the historic Chestnut Hill West station (see October Cinders).....During the first weeks of December, all three escalators at Reading Terminal were shut down for repairs, forcing commuters to struggle up the long flights of steps. By Christmas weekend, two of the moving stairs were back in service.

"Broad" tower at Suburban Station is to be taken over by SEPTA personnel on February 18, the last tower on SEPTA-owned lines still staffed by AMTRAK employees.....SEPTA's Form RR-9 Reading Terminal-Wayne Junction timetable, issued October 30, is probably an all-time record-holder in size. It measures an unwieldy 48 inches in length.....City Transportation Director David Williamson has a new job in the Washington (DC) city government, but he's staying on temporarily in the administration of Philadelphia Mayor W. Wilson Goode.

## PHILADELPHIA EXPRESS *(Continued from Page 7)*

As the ex-Reading Silverliners are equipped with cab signals for tunnel service, they are showing up on more and more runs out of Suburban Station. Married pairs 125-126 and 171-172 have been seen operating to Trenton and Marcus Hook along AMTRAK's mainline.....Two St. Louis-built Silverliner III's dating from the Pennsy days have been tried out in Reading Terminal service. Cars 232 and 235 were used to familiarize ex-Reading employees with the St. Louis design, including those unusual left-hand controls.....Silverliner IV's 187-188 were involved in a grade crossing accident with a tractor-trailer at Old York Road, Willow Grove, on the night of January 3.....Silverliner IV's 175-176 have been sent to a shop in Chesapeake, VA near Norfolk for repair of damage caused in a derailment at Jenkintown. The cars were moved via CONRAIL and the EASTERN SHORE RAILROAD, including a carfloat ride across Chesapeake Bay from Cape Charles to Little Creek, VA.

The Sunday Inquirer of December 25 carried a detailed article on the development of retail shopping areas along the concourse beneath Two Penn Center. A number of bright new shops, including the Elysee Bakery and Hoffert's Ice Cream Parlor, and a U. S. Post Office branch have occupied formerly vacant space along the once-drab corridor leading to Suburban Station. The development is costing Two Penn Center Plaza, Ltd., owners of the building, over \$1.5 million, but new tenants are paying a minimum of \$40 per square foot in rentals. The heavy pedestrian traffic in the concourse area is the main attraction, of course; a new Roy Rogers Restaurant will soon occupy some of the space formerly leased to the Stouffer's Restaurant chain for \$6 per square foot.

Service is expected to begin on the Airport High Speed Line by April 1984, according to the Philadelphia Department of Public Property. The 9.4-mile line will initially have 30-minute service between Suburban Station and International Airport, although SEPTA is considering a plan to through-route the airport trains to some point on the ex-Reading system after the center city tunnel opens. The \$89 million airport project, under construction since 1975, is currently being delayed by rebuilding of the AMTRAK mainline in Southwest Philadelphia. The Silverliner-equipped trains will use Amtrak between "Arsenal" tower and the new "54th Street" interlocking, where they will diverge via a jumpover bridge onto a former Penn Central branch toward the airport.

According to a Daily News survey published last month, there are now some 220 vanpools carrying 3,000 workers into center city each day, about four percent of the estimated 180,000 people who arrive by auto. Twenty-eight new vanpools were organized during last year's 108-day SEPTA rail strike.....SEPTA is planning to build a multi-million dollar commuter rail station on the AMTRAK mainline in Bensalem Township, Bucks County, replacing the small Cornwells Heights station where only limited parking is available. The new station, with parking spaces for 1,200 cars, will be designed to attract ridership not only from lower Bucks County but also from Northeast Philadelphia and parts of Montgomery County.

Al Archual, former leader of the Brotherhood of Railway & Airline Clerks in Philadelphia, took more than \$23,000 in union funds to pay gambling debts and other union officials, according to Federal prosecutors. The Daily News report said that Archual, who became well known for his role as labor spokesman during last year's SEPTA rail strike, resigned his \$70,000-a-year post after BRAC's international president suspended him in September.....An elderly Delaware County woman was killed December 7 when a fire gutted her apartment on the second floor of SEPTA's Glen Riddle station on the West Chester line. The 113-year-old building was virtually destroyed in the blaze.....The NEW HOPE & IVYLAND has taken back ex-CONRAIL U30B diesel #2880, which SEPTA had leased for work train service in November (see last month's Cinders). The unit is currently based at New Hope.



New Jersey DOT has conditionally agreed to donate ex-Pennsylvania GG1 #4876 to the Washington Chapter, NRHS, for permanent display in Washington, DC. Still in active service until mid-1983 on NJ TRANSIT commuter trains, #4876 gained notoriety when it smashed into the waiting room of Washington Union Station on January 15, 1953 with the runaway Federal. After its restoration, title to the locomotive will pass to the Smithsonian Institution (Washington, DC Chapter Time-table).....NJ TRANSIT is preparing to replace the historic hand-crank crossing gates at South Amboy, NJ, believed to be the last of their type in operation in the East.

NJ TRANSIT ended its service to Phillipsburg, NJ December 30, cutting the trains back to High Bridge the following week. However, the operation went out in style as NJT operated two free roundtrips for the public between Raritan and Phillipsburg on December 31, using a train of F40's and Comet II cars (Jersey Central Chapter News).....NJ TRANSIT's last RDC stored at Atlantic City, ex-PRSL M-406, was destroyed by fire on October 18. The car had been damaged in a grade crossing collision several years earlier (West Jersey Chapter Crew Caller).....NJ TRANSIT has engaged the engineering firm of Edwards & Kelcey to design the electrification and modernization of 16 miles of the North Jersey Coast line between Matawan and Long Branch. The project is estimated to cost between \$70 million and \$80 million (Railway Age).

While only 78 percent of SEPTA's pre-strike commuters have returned to the rail system, NJ TRANSIT says that 99 percent of its rail riders came back after last year's strike. NJT, however, was shut down for only 34 days while SEPTA's strike lasted for 108 days (Delaware Valley Rail Passenger).....The last Pennsylvania Railroad P70 coach in regular service anywhere was #1734-Jersey Shore Commuter Club. Removed from service last October at the same time as the GG1's #1734 is among several cars to be permanently preserved by NJ TRANSIT (see article on page 5).....NJT offered free rides on all of its buses and trains for a 12-hour period beginning at 6 PM New Year's Eve. Governor Thomas Kean said that the free service would provide a safe alternative to driving after drinking.....NJ TRANSIT BUS OPERATIONS applied to the Interstate Commerce Commission for broad interstate charter rights, a move protested by the American Bus Association. ABA said it believed that publicly-subsidized carriers should not compete with private bus companies for interstate charter business. Now NJT has announced that it is withdrawing its application (Bus World).

*(Continued on Page 9)*



PHILADELPHIA EXPRESS (Continued from Page 8)

SEPTA may spend up to \$1 million to modify its 125 new Broad Street subway cars to prevent any further unexplained door openings while the trains are in motion (see December Cinders). Since last July car doors have opened mysteriously on 15 occasions and closed twice without warning, though no one was injured. The plan follows the recommendations of a panel of experts from four other transit agencies, including PATCO, who were brought in to study the problem. The first step is to rewire the circuits in about 40 cars so the brakes will be applied if an electrical malfunction causes the doors to open. Oddly, the cars were delivered without such capability, even though it is often a standard feature on car fleets in other cities. In any case, passengers should follow the advice of those familiar signs reading "DO NOT LEAN AGAINST DOOR."



SEPTA says it is not crying "wolf." If the State does not help it cover an impending \$44 million deficit in this fiscal year, SEPTA will be forced to shut down by May 1, Treasurer George Miller told the authority's board at its December 21 meeting. More than half of the deficit stems from a dispute with PennDOT over how much money is due SEPTA under current State Law. ....The Board temporarily backed away from a SEPTA staff proposal recommending that three North Philadelphia trolley routes be permanently converted to bus. Philadelphia's two representatives had indicated that they would veto the proposal if it came to a vote. They wanted to wait for the results of a task force report, still in the draft stage, on whether to upgrade or abandon SEPTA's seven remaining trolley routes in North Philadelphia. The current proposal is to convert Routes 6-Ogontz Avenue, 50-Olney-South Philadelphia and 60-Allegheny Avenue. The latter two routes have been operating with buses for several years because of a shortage of cars, and Route 53-Wayne Avenue is using buses because of a bridge project.

New reports indicate that SEPTA General Manager David L. Gunn is again considering an offer to become president of the New York City Transit Authority, a job he previously had turned down (see December Cinders). The chairman of Metropolitan Transportation Authority, TA's parent, is none other than Robert Kiley, who was Gunn's boss at MBTA in Boston several years ago. ....Four passengers and the motorman were injured slightly when SEPTA bullet car #206 crashed into the rear of bullet #208 at Ardmore Junction station about 8:15 AM on December 30. Single-track operation was required for most of the day between Wynnewood Road and Bryn Mawr while the heavily-damaged 206 and the less-damaged 208 were removed from the scene. ....SEPTA is rebuilding former Trenton-Philadelphia Coach Company bus #70 for excursion and charter service.

Two corrections of reports which appeared in the November issue of Cinders: The 19th Street subway-surface station opened for service in December 1905--not 1907 as stated by SEPTA. ....In addition to Philadelphia, Pittsburgh and Newark (NJ), other cities will retain PCC cars for several more years. They are: Cleveland, which has rebuilt 20 PCC's to supplement its new Breda cars; Boston, where 61 PCC's will remain even after 50-100 new LRV's are delivered in 1985; and San Francisco, which has stored 50 of the older cars for possible use on new or extended routes. Fort Worth also has a few PCC's in daily operation on its downtown line. Thus it appears that the PCC car, far from being almost extinct, is still a viable piece of equipment where it is properly maintained.

Speaking of trolleys, SEPTA has issued a "message to riders" telling of the problems that severe winter weather can cause the transit system. Among the warnings is this one: "Just six inches of snow will force us to remove our streetcars from service to protect their electrical systems, and cause detours and service curtailments on other surface routes." Kind of makes you wonder how the trolleys in PTC days managed to keep running in some frightful snowstorms without damage to their electrical systems. Better maintenance, fewer autos and the use of snow sweepers may have had something to do with the reliability of surface rail transportation in those days.

SEPTA workers and residents living close to bus depots are complaining because the authority has switched to #2 diesel fuel instead of the cleaner burning--and more expensive--#1 fuel. While SEPTA claims an annual saving of \$1 million through use of the cheaper fuel, General Manager Gunn apparently agrees with the union that, in the long run, SEPTA will save money with #1 because of reduced maintenance costs. The board is expected to consider the matter at its January meeting. ....The State House Labor Relations Committee held a hearing last month in City Hall on the issue of worker safety at SEPTA depots. Several legislators were reportedly annoyed that no high-ranking SEPTA officials attended the hearing. ....SEPTA is still keeping an eye on the piers of its Norristown High Speed Line bridge over the Schuylkill River, which has been threatened by currents from a broken dam owned by Philadelphia Electric Company. The bridge was closed for a few days in November while engineers checked the condition of the piers.

The restructuring of bus route A in Northwest Philadelphia (see December Cinders) will take effect February 5, when the next general timetable change occurs on the City Transit Division. ....SEPTA's revised city map, the first in nearly ten years, will be issued during 1984. ....Trolley service on the #102 line was restored between Clifton Heights and Sharon Hill on December 19, after completion of repair work. ....SEPTA operates 21 "owl" routes with round-the-clock service. These include the Broad Street and Market-Frankford lines as well as trolley routes 6, 10, 13, 15, 23 and 36. ....Seashore Trolley Museum is raising money to move its newly-acquired "Bridge" car, #1023, from Philadelphia to Kennebunkport, ME. While the City donated the car, another \$4,000 is needed for crane and trucking expenses. Tax deductible donations should be sent to: Bridge Car Fund, Seashore Trolley Museum, P. O. Box 220, Kennebunkport, ME 04046-0220.

## PHILADELPHIA EXPRESS *(Continued from Page 9)*

The return of passenger rail service to Atlantic City got a big boost last month when New Jersey DOT announced that Resorts International, Inc. will pay \$23 million to the State in order to secure \$30 million in Federal funds already available. Until now, there had been considerable doubt that New Jersey could come up with the money to activate the project, which by law must be completed by September 30, 1985 (see December Cinders). Resorts will receive 18 acres of State land in the deal, and will build a \$12-million rail terminal in the shore resort to be directly linked to a proposed hotel and casino on adjacent land it already owns. The rest of the money will be used to rebuild the little-used ex-PRSL mainline from Haddonfield to Atlantic City, and the Conrail branch from the Delair bridge to Haddonfield. The agreement must still be approved by the U.S. DOT, NJ TRANSIT, the New Jersey Casino Control Commission and AMTRAK, which is planning to run express passenger trains over the 67 miles between Philadelphia's 30th Street Station and Atlantic City. Commuter service will also be offered--presumably by NJT--between PATCO's Lindenwold terminal and the gambling resort. Following the announcement, a homeowners' group in Cherry Hill known as "RAGE" (Residents Against the Gamblers' Express) said it would go back to court in an attempt to halt the project.



On the 50th anniversary of 30th Street Station December 15 (see story page 1), AMTRAK announced that more than \$18 million will be committed this year to improving the station's passenger handling facilities and to develop its commercial and office areas. Among the major projects are: relocating Amtrak ticket counters and platform improvements (\$3.7 million); rehabilitating the upper level platforms and commuter mezzanine, repairing upper level tracks and reopening the Market Street subway tunnel access (\$12.5 million); redesigning exterior driveways and expanding parking facilities (\$700,000); and rebuilding office areas to accommodate Amtrak regional offices now located in the Suburban Station Building, as well as upgrading 30th Street's electrical and mechanical systems (\$1.2 million).

AMTRAK now has a total of 51.4 track miles in the Northeast Corridor over which 120-mph speeds are authorized, according to Timetable #5 effective October 30, 1983. The only such area on the Philadelphia Division is along westbound track #3 between MP 62 (east of Levittown) and MP 69 (Croydon). By the end of this year there will be 128 miles and at the completion of the improvement program the total will rise to 265 miles. ....AMTRAK's revenues were \$664 million in Fiscal Year 1983 ending last September 30, up from \$558 million the previous year. This was good enough to cover 54 percent of costs, more than that required by Congress. Ridership stayed about the same (19,038,563 in '83 versus 19,042,325 in '82)[Rail Travel News].

AMTRAK's Penn Station in Baltimore has received a \$5 million facelift, including the restoration of three leaded-glass domes that had been painted black in World War II (Lancaster Chapter Dispatcher)..... AMTRAK has begun a 2-1/2 year, \$13.2 million program to redevelop Penn Station in New York City. Major improvements to the waiting room, ticket offices, escalators and platforms will be made (Traffic World)..... AMTRAK has adopted a new slogan for its New York State Empire Service: "Amtrak makes getting to the Big Apple easy as pie".....The Daily News reports that Trailways Bus System is negotiating with AMTRAK to relocate its Philadelphia terminal from 13th & Arch to 30th Street Station.....The State of Pennsylvania will spend \$1.3 million in Fiscal Year 1984 to subsidize 27 trains per week, including the Philadelphia-Pittsburgh Pennsylvanian and several Harrisburg runs.....AMTRAK has contracted with Budd Company to build the carbody shells for three low-level prototype passenger cars--two sleepers and one diner--at a cost of \$2.75 million(RTN).

NORFOLK SOUTHERN announced January 6 that it will begin studies "looking toward the possible inclusion of CONRAIL in the Norfolk Southern System." Chairman Robert B. Claytor said that preliminary indications were that "Conrail would be a logical addition to our system and would assure the continuation of competitive rail service in the East." Last year the SANTA FE conducted intensive studies of a possible Conrail takeover but later backed off after revealing its plan to merge with the SOUTHERN PACIFIC.....CONRAIL has passed the second of two profitability tests set up by Congress, requiring the U.S. DOT to try to sell the railroad as a single entity at least through June 1984. During the June 1-October 31, 1983 test period, the U.S. Railway Association reported, Conrail had net income of \$161.2 million, \$75 million more than forecast, contributing to an increase in working capital of \$51.2 million.....The Inquirer editorialized last month that the government should not rush to sell CONRAIL. "Now that Conrail is profitable, and no longer dependent on the government for operating subsidies," the Inquirer argued, "the transfer to private operation should proceed on an orderly basis without the pressure of any arbitrary deadline."



The last of 100 new locomotives from General Electric and General Motors were delivered to CONRAIL in December. These included 60 GE B36-7's and 40 EMD SD50's. Conrail has also ordered another 100 units from these builders for delivery in second quarter 1984.....The largest shipment of export coal ever handled through the Port of Philadelphia--59,148 tons in 650 hopper cars--was loaded on the Japanese vessel Sunosaki Maru October 29-31 at CONRAIL's Pier 124. The pier was recently expanded in a \$41 million program funded jointly by Conrail and the State. Last month the north side of the pier was placed in service, so that with both dumpers in operation up to 3,000 tons of coal an hour can be dumped..... CONRAIL Chairman L. Stanley Crane last November was named Citizen of the Year by the Penjerdel Council, a business-promotion group affiliated with the Greater Philadelphia Chamber of Commerce.

The January issue of Trains Magazine carries an article entitled "The Executive E," describing EB #4022 which powers CONRAIL's management inspection trains. The only E-unit used by any U.S. railroad for this purpose, #4022 is ex-Erie Lackawanna #833. The article includes a color photo of #4022 in action taken by Chapter President Larry Eastwood.....CONRAIL in 1983 spent \$6.2 million to upgrade its 136-mile Delmarva secondary track between Porter, DE and Pocomoke City, MD. The project included installation of nearly 90,000 new ties and 59,000 tons of ballast. Later this year, welded rail will be installed.

PHILADELPHIA EXPRESS (Continued from Page 10)

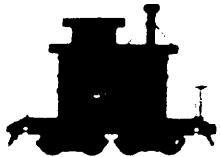
CONRAIL last month opened a new track connection at "Landis," near Vineland, NJ, between the former Jersey Central Winslow secondary and the ex-PRSL Millville secondary. This will allow Bridgeton-Camden freight trains to bypass the branchline between Glassboro and Bridgeton. That line, plus part of the Salem secondary below Swedesboro, have been identified as unprofitable by Conrail, leading to their possible abandonment..... CONRAIL has taken the block signal system out of service on the Pottsville branch between Reading and Pottsville, part of the former Reading Company mainline.....The ex-Pennsy Schuylkill branch through Norristown has been removed.....The Tropicana orange juice train(OJT), which operates twice weekly from Bradenton, FL to Kearny, NJ, has been seen passing through Philly on CONRAIL with SEABOARD cabooses.

Robert S. Korach retired last month as assistant general manager of PATCO, having had the distinction of being hired in 1967 as PATCO's first employee. He has been replaced by Chapter Member J. William Vigrass, formerly PATCO superintendent of equipment. Mr. Korach was guest speaker at the Chapter's October 1983 meeting.....Striking Greyhound employees last month voted by a 3-1 margin to accept a 7.8 percent pay cut in a new contract with the nation's largest bus line. After a 47-day strike marked by frequent violence in the Philadelphia area, the company resumed normal service just before Christmas.....Despite court challenges, the deregulation of railroad boxcar rates became effective on January 1.....GATX Corp., one of the nation's largest railcar builders and leasing companies, announced recently that it will stop building new cars and close its manufacturing plants at Sharon, PA and East Chicago, IN.

After many months of delay, Guilford Transportation Industries formally took control of the cash-starved DELAWARE & HUDSON on January 5. Guilford's 3,900-mile system, including the BOSTON & MAINE and MAINE CENTRAL, now stretches from eastern Maine to Buffalo, NY and Alexandria, VA.....NEW HOPE & IVYLAND 2-8-0 #40 returned to service in mid-December, hauling Santa Claus specials out of New Hope, PA.....ANTHRACITE RAILWAY SW1 #55 (ex-CONRAIL #8556) has been shifted from East Greenville to Boyertown, PA.....Buckingham Valley Trolley Association is trying to secure one of MBTA's double-end PCC's for use on the Penn's Landing trolley line. The double-enders originally came from Dallas, TX.....OCTORARO RAILWAY is about to purchase ex-Toledo, Peoria & Western RS2's #205 and 206 (Kermit Geary).

## Postal Service Announces 11-cent Railroad Caboose Stamp

RR Caboose 1890's  
USA 11c  
Bulk Rate



Copyright U.S. Postal Service 1983

An 11-cent regular stamp featuring an 1890's railroad caboose will be placed on sale February 3, 1984 in Chicago, IL, during the CHICAGO '84 Stamp Show. The stamp is being issued in the Transportation Series of coil stamps. No first day ceremony is planned.

The stamp features the type of caboose used by a logging company railroad in the Sierra Nevada Mountains in California to transport train crews and carry equipment, such as axes and saws needed for logging. Such railroads often built their own rolling stock to meet specific needs and stay within their limited budgets. The logging caboose depicted on the stamp is an example of one of these custom-built cars. Many of the small logging railroads were built to run only between the vast forests and the timber mills. Today, a number of these narrow gauge railroads still exist and operate primarily as tourist attractions.

Procedures for ordering first day of issue cancellations are as follows: Customers are urged to buy stamps and affix them to their own covers. All covers must be addressed on the right side at least 5/8 of an inch up from the bottom. Customers are reminded they must add at least nine cents additional to their envelopes (two cents additional postage if stamps are affixed to postal cards) to meet the minimum First-Class rate. Only uncanceled stamps issued prior to February 3 may be affixed for this purpose. Insert a filler in each envelope and mail covers by March 4 to: Customer-Affixed Envelopes, Postmaster, Chicago, IL 60607-9991. No remittance is required.

The Postal Service will affix stamps when requested to do so. Mail orders by March 4 to: Railroad Caboose Stamp, Postmaster, Chicago, IL 60607-9992. The cost is 20 cents per cancellation (a nine-cent Freedom to Assemble stamp will be affixed to covers to meet the minimum First-Class rate). Personal checks in the exact amount will be accepted for orders up to the limit of 50 covers. Do not send cash. Postage stamps are unacceptable as payment.

### ANNUAL AUCTION PRODUCES PROFITS FOR MEMBERS, CHAPTER

Philadelphia Chapter's annual auction, held at the November 1983 meeting, brought profits both to the sellers and the Chapter.

A total of 67 lots were handled and \$432.00 changed hands. Of this amount, 20 percent, or \$135.00 went into the Chapter's treasury, including contributions. Thanks are due to all who participated in this successful event.

## Data on Conrail's New Motive Power

Here are details on the 100 new locomotives received by Conrail in November-December, 1983:

<u>CLASS/MODEL</u>	<u>B36-7</u>	<u>SD50</u>
Builder	General Electric	Electro-Motive Division
Road Numbers	5000-5059	6700-6739
Horsepower (nominal)	3,600 hp	3,500 hp
Weight on Drivers	271,500 lbs.	389,500 lbs.
Tractive Effort	57,300 lbs.	96,300 lbs.
Minimum Continuous Speed	12 mph	9.8 mph
Maximum Speed	70 mph	70 mph
Dynamic Braking	Std. Flat System	Ext. Range-Taper System
Fuel Capacity	3,250 gals.	4,000 gals.
Sand Capacity	48 cu. ft.	56 cu. ft.
Cooling Water Capacity	365 gals.	255 gals.
Lubricating Oil Capacity	380 gals.	396 gals.

All units are equipped with cab signal equipment, Select-A-Power fuel savers, and Pulse model 48HC eight event recorders (registers speed, time, throttle position, automatic and independent brake activities, emergency brake application, traction motor current and fuel saver operation).

SD50 units are equipped with Hump Control/Power Reduction feature, not trainlined. Control circuitry automatically cuts out this feature when locomotive operates at speeds above 5 mph. This is done in order not to interfere with operation of "Super Series" wheelslip/adhesion system. EMD "Super Series" wheelslip control system utilizes controlled wheel creep to provide improved locomotive adhesion capability and reduced sand consumption. A radar unit provides accurate ground speed data for comparison to speed of each traction motor so each motor can be allowed to creep at speed which provides maximum adhesion for that axle. When speed exceeds 5 mph the sanding is automatically operated.

GE Sentry adhesion control system functions in the same manner as systems found on most modern GE locomotives. Namely, wheelslip is detected by comparison of signals from traction motor speed sensors located in each motor circuit. Slip is corrected by automatic application of sand and reduction of power.

The 60 GE B36-7's are equipped with Harmon Track Star radios and the 40 EMD SD50's have Motorola radios. All radios are of the "Clean Cab" concept and have 32 frequencies designed internally for both "Conrail" and "foreign" railroad selection. The channel selector method activates an illuminating device that displays the word "Conrail" when any one of the first 16 consecutive channels is selected and "foreign" as the remaining 16 channels are selected.

*(--from Susquehanna Valley Chapter Feedwater Heater and Central New York Chapter Green Block).*

### SEPTA 1984 CALENDARS STILL AVAILABLE

SEPTA's unique "Trolleys & Trains" calendar for 1984, featuring 13 historic street railway photos from the Philadelphia area, is still available. Printed on heavy stock, the calendar measures 8x16 inches when open.

Caleendars may be ordered for \$3 each from: Ms. Irene Mills, SEPTA, 130 South 9th Street, Philadelphia, PA 19107. They also may be purchased at the SEPTA information centers in the 15th Street concourse downtown and at 69th Street Terminal.

### EXHIBITION OF RAIL PAINTINGS CONTINUES

"Nineteenth Century Railroading in Pennsylvania," an exhibition of watercolor paintings by D. J. Kennedy, is continuing through this month at the Historical Society of Pennsylvania, 13th & Locust Streets in downtown Philadelphia. Kennedy, a turn-of-the-century employee of the Philadelphia & Reading Railroad, painted a series of scenes depicting railroads of the era.

The Society's gallery is open 1 to 9 PM Monday and 9 AM to 5 PM Tuesday-Friday. Admission is free.



METROPOLITAN CORRIDOR: RAILROADS AND THE AMERICAN SCENE. By John Stilgoe. 397 pages. Yale. \$29.95.

"Railroad iron is a magician's rod," Emerson wrote in the 1840's, marveling at the train's power to evoke the sleeping energies of land and water." In "Metropolitan Corridor," John Stilgoe, who teaches environmental studies at Harvard, treats Emerson's image as an invitation to analyze the spell cast by railroading over the American imagination in the 19th and early 20th centuries. Lavishly illustrated with more than 170 vintage drawings, photographs and advertisements, the text describes the zenith of railroading, from 1880 to 1930.

Through examples drawn from poetry, pulp fiction, movies, postcards and Lionel train sets, Stilgoe documents changing perceptions of every kind of artifact related to railroads, from the manicured shrubs surrounding suburban depots to the glowering chimneys of track-side factories with their "chiaroscuro of stack smoke and steam." Some aspects of the new technology seemed fearful: in 1904, 10,000 Americans were killed in railroad accidents, lethal proof of a train's implacable power. The mobility of tramps was so alarming to the middle class that any hint of hoboeing was banished from Lionel's elaborate train sets.

Affection: Still, as the success of such toy trains suggests, the railroad had become by the 1920's an object of popular affection, not the intruder in Eden disparaged by pre-Civil War romantics. Throughout America, the rails were a royal road to the future that "charged sleepy places with electric jolts, reoriented residential patterns...and struck an urban tempo along back roads." "Boarding a luxury train at some smaller city or town," writes Stilgoe, "meant entering at once into 'big-time' metropolitan life, the life of urban dreams where, in the words of the Rock Island advertisement, 'every desire is gratified and every moment a pleasure'." By 1920 the national network of railroads had helped to forge a crisp new esthetic of "efficient, well-maintained space—the space of terminals industrial zones, railroad rights-of-way, productive suburban back yards, and velvet-like lawns." Stilgoe's handsome book is a delight—a shrewd and entertaining look back at the age when the train remade rural America in its own urban image by producing a new social ethic of straight-line efficiency, futuristic speed and scurrying punctuality.

(---Review by JIM MILLER, from Newsweek)

#### FLANAGAN ENROLLED IN NRHS 25-YEAR CLUB

NRHS Twenty-Five Year Club Vice Chairman Leroy S. Dietrich has announced the new members of this distinguished group of NRHS members, and the 1984 additions include one Philadelphia Chapter member. Each member is presented with a sterling-silver 25-year pin in recognition of this milestone in the support of the Society and its activities.

Philadelphia Chapter salutes:

THOMAS F. FLANAGAN

on receiving this honor.

As mentioned in the report on this award last year, the Society has also created a 50-year pin which will be unveiled during NRHS's Golden Anniversary in 1985, which will be marked with convention activities in Lancaster, PA, where NRHS got its start in 1935.

#### YOU'RE INVITED TO DINNER!

Each year at this time, we devote space to the fine hospitality we enjoy through the facilities of the Engineers' Club, with our meeting facilities continuing to be provided to us without charge. In return, we ask that as many of our members as possible support the Club by eating dinner in the Club Dining Room, beginning at 6 PM on meeting nights, with your fellow members. You are also invited to visit the Club's bar, which is open prior to dinner, in order that you and your fellow members may enjoy a "happy hour".

Our meals at the Club have continued to be good, and with a reasonable price (\$8.50 per person), we encourage you to come out to dinner.

We do ask that you make reservations for dinner with Vice President Tatnall at 215-828-0706 at least two days prior to our meeting.

In 1984, we anticipate taking steps to strengthen our ties with the Engineers' Club, and we encourage

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

CHAPTER OFFICERS:

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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.

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

## Our Meeting:



We'll start 1984 off on Friday evening, January 20 with a sound movie and slide program entitled "The Rio Grande/California Zephyr," presented by Larry Eastwood and Frank Tatnall. Included will be scenes of the original California Zephyr, which was discontinued in 1970, the famed Rio Grande Zephyr operated between Denver and Salt Lake City 1970-1983, and Amtrak's recent revival of the CZ.

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, JANUARY 18, 1984.

We invite you to come out and enjoy an evening of passenger railroading Zephyr-style on Friday evening, January 20. Please bring a friend, too.

Looking ahead, our February 17 meeting will feature our annual Slide Contest, open only to members. Complete rules will appear in February Cinders but you should start digging out those prizewinning slides now!

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