



# CINDERS



May 1984



## IN THIS ISSUE

Extra List.....	3
ON THE SCENE, by El Simon.....	5
PHILADELPHIA EXPRESS, by Frank Tatnall.....	7
1984 NRHS Cincinnati Convention Information.....	12
SEPTA Regional High Speed Lines Roster.....	13
Philadelphia Chapter Meeting Notice.....	14

Volume 45    Newsletter of the    Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## The President's Message

In serving as an officer of Philadelphia Chapter for these many years, I've had plenty of time to prepare for higher responsibilities. It will not, I hope, be a case of on-the-job training.

You have given me a unique opportunity, as your new president, to build upon what Larry Eastwood has accomplished over the past 12 years. That's correct--TWELVE years. Larry's will be a very tough act to follow. Probably never before in the history of NRHS has a chapter president served so long and so ably, having revitalized an old and somewhat musty organization, expanded its size and influence and increased its services to the membership. So, where do we go from here?

"Challenge" is a very overworked word these days. Every politician and executive likes to talk about the challenge of his or her endeavor because that's what leaders--or would-be leaders--are supposed to talk about. They are supposed to point out what needs to be done in order to keep the enterprise moving ahead--whether it be a government, corporation, service club, Little League team or NRHS chapter. Then, they must decide HOW to do it. Finally, they must DO it.

As your president, my job will encompass all three steps. With input from as many of you as possible, and counsel from the board of directors, I want to define the goals of Philadelphia Chapter and then chart a strategy for moving us ahead. While we are a mature, nearly 50-year-old organization, our Chapter nonetheless must continue to grow in prestige, in numbers, in diversity of accomplishment and in member involvement. Make no mistake about it--I believe that the most important of these broad goals is GREATER INVOLVEMENT. Without your help, your commitment, your participation, Philadelphia Chapter could go the way of many other well-established organizations which became complacent, and forgot that they must serve a useful purpose in order to survive.

NOW is an excellent time for all of us to reflect on where we are--and where we should be headed. Your officers can't run the chapter alone. We need YOU to help us set priorities. We need YOU to pitch in with the many tasks which are the lifeblood of a club such as ours. There is no shortage of these jobs, I assure you. There is much work to be done in the areas of programs, publications, membership development, excursions and others we have not even thought of as yet. Please let me know how YOU want to get involved.

I very much appreciate the vote of confidence which you have given me and my fellow officers. In turn, I wish to express my personal gratitude to two men who have done a superb job for our Chapter for more years than any of us had a right to expect: Larry Eastwood, our president from 1971 to 1984, and Earle Finkbinder, who managed our financial affairs for an equally incredible 12 years. Larry will still be highly visible in his new office of Vice President-Eastern Region while continuing as editor of Cinders. And Earle, we hope, will still find time to counsel us on meeting nights and on other occasions.

Thanks, Larry and Earle, for what you've done for Philadelphia Chapter! Now, where do we go from here?

F. G. TATNALL, JR.,  
President

## Tatnall Elected Chapter President; Burshtin, Watts Are VP's

Frank Tatnall was elected president of Philadelphia Chapter for the year 1984-85 at the April 13 meeting held in the Engineers' Club. He succeeds R. L. Eastwood, Jr., who did not seek re-election after 12 years in office. Eastwood is now serving as Vice President-Eastern Region of NRHS, following his elevation to that post last fall.

Also elected were: Michael L. Burshtin, senior vice president; Douglas W. Watts, vice president & treasurer; Marie K. Eastwood, secretary; and James M. Myers, national director. Tatnall and Burshtin had previously served as first and second vice presidents, respectively. Marie Eastwood and Myers were re-elected to the same positions.

At the March 9 meeting of Philadelphia Chapter, the membership voted to spend a maximum of \$10,000 for an interest-free loan to the "Lemo" Tower Fund (see March Cinders), and for acquiring parts from SEPTA for use in maintaining RDC car #9163. The car, now the property of the Pennsylvania Historical & Museum Commission, was moved from Philadelphia to the State Museum at Strasburg on March 31. The Chapter has since bid on and tentatively been awarded a quantity of RDC parts for less than \$2,000, but the parts have not yet been officially turned over to NRHS.

---

### DEDICATION PLANNED AS RENOVATIONS NEAR COMPLETION ON AMTRAK'S WILMINGTON STATION

Amtrak's Wilmington (DE) passenger station, 12th busiest on the Amtrak system, will be rededicated on June 8 after a complete refurbishing. The Frank Furness-designed structure is located at Front and French Streets in Wilmington in a section of that city which is undergoing a massive redevelopment project.

The festivities will include a 10 AM official rededication ceremony, followed by an open house, with tours, in the afternoon, to which the public will be invited. In the evening, a black tie social event is scheduled, by invitation, with dancing to a live orchestra in the concourse, open bar, hors d'oeuvres and champagne, and valet parking.

The rededication activity is a joint project of the Delaware State Chamber of Commerce, Wilmington Waterways, the Junior League and the City of Wilmington, and, of course, Amtrak.

While all details were not available at press time, serious consideration has been given at a rail exhibit show in the ballroom of the Radisson Hotel, at 8th & King Streets, downtown Wilmington, on June 10, sponsored by Welcome Aboard Travel.

Further information will be available at Philadelphia Chapter's May 18 meeting.

---

### NEW BOOKS OFFERED FOR RAIL ENTHUSIASTS

Several new books of major interest to railfans have become available this spring. Here are some of them:

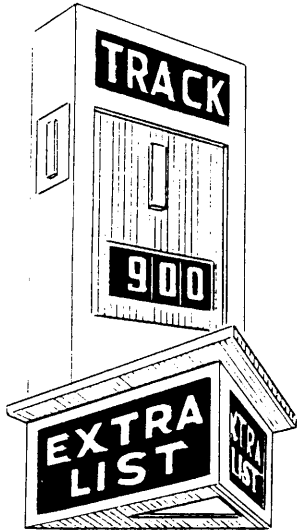
RAILWAY PASSENGER CAR ANNUAL, Volume 6 (1984), 160 pages, illustrated, 6x9", softbound. Price: \$10.50 postpaid. An update of all railroad-owned, operating authority and rail transit passenger cars currently on active rosters in the U.S. Includes disposition of cars retired since 1980. Contributors include Philadelphia Chapter Members Mike Burshtin, El Simon and Gerry Williams. Order from: RPC Publications, P. O. Box 296, Godfrey, IL 62035-0296.

19TH ANNUAL STEAM PASSENGER DIRECTORY, illustrated, 6x9" softbound. Price: \$5 postpaid (\$5.50 by first-class mail). Completely updated information on all rail tourist lines in the U.S. and Canada, including schedules, equipment, etc. Order from: Empire State Railway Museum, P. O. Box 666, Middletown, NY 10940-0666.

LONG STEEL RAIL, The Railroad in American Folksong, by Norm Cohen, 733 pages, illustrated, including words and music for 85 songs. Special price to NRHS members before May 30, 1984: \$35. The definitive work on railroad songs, their history and influence on American culture. Order from: University of Illinois Press, P. O. Box 1650, Hagerstown, MD 21741, adding \$1.50 per book for postage and handling and indicating NRHS order for Book #00343-8.

DINING CAR CHINA, by Dick Luckin, 300 pages, illustrated, 8-1/2x11" hardbound. Price: \$41.95. The complete reference work on railroad chinaware in the U.S. and Canada. Includes 700 photos. Limited edition of 2,000 copies. Order from: RK Publishing, 3875 Eaton Street, Denver, CO 80212, adding \$2 per book for postage and handling. Show street address when ordering.

THE TRAIN-WATCHER'S GUIDE TO NORTH AMERICAN RAILROADS, edited by George H. Drury, 220 pages, illustrated, 6x9" softbound. Price: \$10.95. Order from: Kalmbach Books, 1027 North 7th Street, Milwaukee, WI 53233, adding \$1 per book for postage and handling, or purchase from Philadelphia Chapter sales table. (See "Book Review" elsewhere in this issue.)



MAY 19, 1984: Special excursion on Maryland Midland Railway (former Western Maryland mainline) from Union Bridge to Westminster and Highfield, MD and return, sponsored by Western Maryland Railway Historical Society. Train departs Union Bridge 9 AM powered by Alco RS3's and featuring ex-Auto-Train dome coach. Fares: \$25 for members of WMRHS, \$30 for guests, box lunches \$2. Order tickets from: John G. Gruber, 7908 Colonial Lane, Clinton, MD 20735, enclosing stamped, self-addressed envelope.

MAY 20: Special train from Harrisburg and Lancaster, PA to West Point, NY, and return via Amtrak and Conrail, sponsored by Lancaster Chapter NRHS. Train leaves Harrisburg 5:30 AM, Lancaster 7:15 AM, Paoli 7:55 AM, returning to Paoli at 10 PM, Lancaster at 10:45 PM and Harrisburg at 12 midnight. Trip will operate via Amtrak Northeast Corridor to Newark, NJ, then via Conrail freight-only lines through Jersey City, Weehawken and along west shore of Hudson River. Bus tour of U. S. Military Academy included. THIS TRIP SOLD OUT.

JUNE 3: Delaware & Ulster Railroad Festival at D&U's restored depot, Route 28, Arkville, NY. Railroadiana and model trains will be for sale from 10 AM to 4 PM. Admission: \$3 adults, \$1.50 children. Fifty-minute rides in D&U doodlebug "Red Heifer" over ex-New York Central Catskill Mountain branch. For further information, send stamped, self-addressed envelope to: Delaware & Ulster Rail Ride, P. O. Box 243, Stamford, NY 12167-0243 (telephone 607-652-2827).

JUNE 14-30: "Scandinavian 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, contact: Richard Billings, Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265 (telephone 309-764-1834).

JUNE 16-17: "The Train Fair" at Pyramid Mall, Route 7, Oneonta, NY, sponsored by Leatherstocking Chapter, NRHS. The fair will feature model operating layouts, trains and supplies, railroadiana and collectibles and free railroad movies. Hours: 10 AM-8 PM Saturday, 12 noon-5 PM Sunday. Admission: \$2 adults, \$1 children under 12 (under 6 free). For information, write to: Leatherstocking Train Fair, P. O. Box 681, Oneonta, NY 13820-0681 (telephone 607-432-1167).

JUNE 16-17: Edaville Railroad 15th annual Railfan Weekend and Flea Market at South Carver, MA, 10 AM to 5 PM. Admission and train ticket: \$6 adults, \$3 children. For information, write: John Bryden, Edaville Railroad, P. O. Box 7, South Carver, MA 02366-0007 (telephone 617-866-4526).

JUNE 24: Special train, the Harrisburg Express, operating over Conrail freight-only lines from Newark, NJ to Harrisburg, PA via Allentown and Reading, returning via Enola yard, Enola and Trenton branches, sponsored by Tri-State Chapter NRHS. NJ Transit equipment will be used. Train departs Newark Penn Station 8:30 AM, returns about 8:30 PM. Fare: \$40 per person. Order tickets from: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 08015, enclosing stamped, self-addressed envelope.

JUNE 30: Diesel-powered excursion on Maryland Midland Railway from Westminster to Highfield, MD and return. Train departs at 12 noon. Fare: \$20 per person. Order tickets from: Maryland Midland Railway, P. O. Box A, Union Bridge, MD 21791.

JUNE 30, JULY 1: Steam excursions on Southern Railway from Alexandria to Charlottesville, VA and return, using Norfolk & Western 4-8-4 #611, sponsored by Washington, DC and Potomac Chapters NRHS and Chesapeake Division RRE. Train departs Alexandria 9 AM, returns at 7 PM. For information write: Steam Train, P. O. Box 456, Laurel, MD 20707, enclosing large stamped, self-addressed envelope.

JULY 7: Special train on Octoraro Railway from Chadds Ford, PA to Elsmere, DE, Sylmar, MD and return, sponsored by Delaware Valley Chapter NRHS. Train leaves Chadds Ford 8:30 AM, returns about 8:30 PM after covering trackage west of Oxford, PA not included in previous excursions. Ex-Toledo, Peoria & Western RS2's and Wilmington & Western ex-MU cars will be used. For information, write: Delaware Valley Chapter NRHS, P. O. Box 1179, Morrisville, PA 19067-0313, enclosing large stamped, self-addressed envelope.

JULY 7-8: Steam excursion from Alexandria to Norfolk, VA and return, using N&W #611. Southbound trip on Saturday will be through Richmond via RF&P-Seaboard-N&W, northbound on Sunday via N&W-Southern through Lynchburg. Train departs Alexandria 8 AM. For information, write "Steam Train" at address shown above.

JULY 8-17: "Rails to Hudson Bay" excursion from St. Paul, MN to Churchill, Man. and return, sponsored by Overland Chapter NRHS. For information, contact Overland Chapter at address shown above.

JULY 14: Diesel-powered excursion from Alexandria to Waynesboro, VA and return via Southern-N&W, using Southern's green-and-gold FP7's. Train leaves Alexandria 7:30 AM, returns at 8:30 PM. For information, write "Steam Train" at address shown above.

JULY 15: Diesel-powered excursion from Alexandria to West Point, VA and return via RF&P-Southern, using FP7's. Train leaves Alexandria 7:30 AM, returns at 8:30 PM. For information, write "Steam Train" at address shown above.

(Continued on Page 4)

---

**EXTRA LIST** (Continued from Page 3)

JULY 21-24, 1984: Independence Limited steam excursion from Alexandria, VA to Detroit, MI via Norfolk Southern lines, using N&W #611. Overnight stops at Bluefield, WV, Portsmouth, OH and Muncie, IN. For information, write: Roanoke Chapter, NRHS, P. O. Box 13222, Roanoke, VA 24032, enclosing large, stamped, self-addressed envelope.

AUGUST 29-SEPTEMBER 3: NRHS national convention in Cincinnati, OH, featuring steam excursions behind N&W #611, plus additional trips using ex-Nickel Plate 2-8-4 #765. Sponsored by Cincinnati Chapter. Complete information and registration packet will be mailed to all NRHS members within a few weeks.

SEPTEMBER 13-29: "Alpine Rails '84" tour to Austria and Switzerland, sponsored by Overland Chapter NRHS. For information, contact Overland Chapter at address shown on Page 3.

SEPTEMBER 21-OCTOBER 13: Philadelphia Chapter international tour to India, a fully deluxe rail tour including full-week trip on the Palace on Wheels, billed as the most luxurious train in the world. In addition to rides on three different gauges, considerable non-rail sightseeing is given attention on this unusual tour. Complete price is \$3,375 per person including air fare from New York and hotels on double occupancy basis. A \$500 deposit is required for each reservation. For information and reservations, write: Philadelphia NRHS India Tour, c/o Challenger Tours, P. O. Box 8965, Trenton, NJ 08650 (telephone 609-586-4664).

SEPTEMBER 30: Diesel-powered excursion from Philadelphia to Harpers Ferry and Martinsburg, WV and return using Amfleet equipment, sponsored by Philadelphia Chapter NRHS. Train will be routed via Amtrak Northeast Corridor and Chessie System Old Main Line, returning via Washington, DC. Flyers will be sent to all members or write: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

OCTOBER 19-29: "Texas Rails '84" tour from Chicago to the Lone Star State and return, sponsored by Overland Chapter NRHS. For information, contact Overland Chapter at address shown on Page 3.

---

**PENN'S LANDING TROLLEYS ROLL AGAIN ON DELAWARE AVENUE**

The vintage trolleys of Penn's Landing opened their 1984 season on Easter Sunday, April 22, as former Red Arrow #26 pulled out of Pier 5 for the one-mile journey along Delaware Avenue. The Penn's Landing service will continue on weekends only until Memorial Day, then Thursdays through Sundays to Labor Day and weekends to December 9. Hours will be 11 AM until dusk.

Buckingham Valley Trolley Association is operating the line for the third year on Philadelphia's historic waterfront. Members serve as volunteer motormen, conductors and shop workers, as well as ticket sellers and publicity agents. A new brochure has been prepared for distribution to tourists throughout the area.

Passengers may board the cars on Delaware Avenue at either Dock Street or Spruce Street. Tickets costing \$1 for adults and 50 cents for children under 12 may be purchased from the platform dispatcher or at the Spruce Street ticket office of the Cruiser Olympia.

---

**HIGH SPEED RAIL CONVENTION SET FOR THIS MONTH**

Proponents of high speed rail passenger service will meet May 16-18 at the Franklin Plaza Hotel in Philadelphia, the first such convention to be held in this country. The meeting is jointly sponsored by the High Speed Rail Association and the Interstate High Speed Rail Compact, of which the State of Pennsylvania is a member.

Among the scheduled speakers are Federal Railroad Administrator John H. Riley, U. S. Senator John Heinz of Pennsylvania and a high-level representative of Amtrak. Former FRA Head Robert Blanchette is chairman of the High Speed Rail Association. A tour of the PATCO line is included in the program.

Registration fee for the conference is \$300 for non-members of HSRA. Information may be obtained from: Mrs. Dorothy Ketner, Pennsylvania High Speed Rail Commission, House Box 240, Harrisburg, PA 17120 (telephone 717-787-8748).



As May arrives, we've receive a report that Amtrak has acquired some "Geeps" from Santa Fe. They are, according to sources, intended to replace Alco RS3's in work train service. I am trying to confirm this. However, a definite "April Fool" report was one, widely circulated, that new "F50" units would be arriving to re-equip the *San Francisco Zephyr* to provide extra power over the Rockies. First, no F50's have been designed or ordered. Second, the actual solution to this problem will most like find the *Desert Wind's* locomotive running east from Salt Lake City to Denver to provide the third unit.

Summer consists diagrammed for various Amtrak trains show some interesting items: (1) The *Sunset Limited* will carry a 10-6 sleeper from Los Angeles to New York (continuing via the *Crescent*). The lounge will continue to New Orleans (it now runs to Chicago via the *Eagle* beyond San Antonio, but that train now gets a lounge between San Antonio and Chicago); (2) The *California Zephyr* will operate over the Rockies with two baggage cars and 14 Superliners. The diner and a coach from the *Desert Wind* will continue beyond Salt Lake City to Denver to provide additional local seating and meal capacity; (3) Superliner coaches equipped with a downstairs snack bar will be renumbered into the 35000 series. One car is assigned to the *Mount Rainier* and one to each set of the *Coast Starlight*; (4) the *Crescent* will carry an 11-bedroom sleeper (surplus to the Auto Train pool) New York-New Orleans. In the peak summer period the train will run a full 18 cars below Washington (baggage, baggage-dorm, nine coaches, three sleepers, a slumbercoach, diner, lounge and an Amlounge II). Five of the cars will run above Washington.

More consist changes find the new *Gulf Coast Limited* between Mobile and New Orleans operating with two Amcoaches and an Amcafe. Elsewhere, the *Broadway Limited* will run 19 cars west of Pittsburgh again this year. Starting May 15, a Washington-Chicago slumbercoach will be added. The *Lake Shore Limited* will be expanded to 17 cars, including an Amlounge II to New York as well as a "Heritage" lounge to Boston. New York's Empire Service is protected by Turbos on all trains except the *Niagara Rainbow*, *Adirondaak* and Trains 70-71. Five Turbo trainsets protect the rest, diagrammed for five cars each.

As part of the World's Fair service improvements, the *City of New Orleans* goes to 17 cars between Centralia and Carbondale. It gets a slumbercoach and a full diner from Chicago. The Kansas City connection is known as the *River Cities* and consists of a sleeper, dome coach and an Amcoach II.

In the Northeast Corridor, the two hot Boston-New York round trips are known collectively as Shoreliner Service, trains 150-153. All are diagrammed for one F40, an Amcafe and three or four coaches. Trains 151 and 152 continue on to and from Washington as trains 180 and 185; in fact, train 151 has a Boston-Philadelphia baggage car on the rear. There are five trainsets in service on the remaining "clockers". Twenty Amcoaches are used on trains 200-225 and 202-227. Thirty-five Heritage coaches run on trains 250-221, 254-223, 252-219 and 222-231.

Doubleheaded AEM-7's replace a single E60 on the *Silver Star* north of Washington, permitting a reduction of 25-30 minutes in operating schedule over this segment.

The West's first Metroliner Service, a round-trip between San Diego and Los Angeles, is assigned two regular Amcoaches and an Amdinette.

There have been major changes in Amtrak's Empire Service, as follows: Eastbound, Train 72 is discontinued Syracuse-New York, Train 78 is redesignated as Train 72, Train 78 is added Saturdays only, 7:30 AM from Albany to New York, Train 62 is added daily leaving Niagara Falls 2:00 PM, arriving New York 10:14 PM, and Train 76 is dropped Saturdays only. Westbound, Train 57 is added Monday-Friday, leaving New York 7:30 AM for Albany, Train 65 is extended to Niagara Falls, Train 77 is discontinued beyond Albany, and totally discontinued on weekends, and Train 71 now also runs on weekends.

North of the border, VIA Rail Canada has cut the *Canadian* back to a Toronto-Vancouver service. However, trains 54-55 between Montreal and Toronto still carry a through baggage, coach and Manor-series sleeper. Meal service is a 750-series cafe lounge, still serving the meals offered west of Toronto, which means two choices of cooked on-board food. The cars are staffed by a cook and two waiters. Advance publicity has been issued by VIA to push its new *Panorama* - the train which will run daily between Winnipeg and Edmonton, and tri-weekly beyond to Prince Rupert. The three RDC round-trips between Montreal and Quebec via the north shore of the St. Lawrence River now operate out of Central Station and the Mount Royal tunnel. Now, Windsor Station is used only by Amtrak's *Adirondaak* and, of course, the CTCUM commuter trains.

The City of Philadelphia RDC's leased to British Columbia Railway are now renumbered BC20-BC22 (formerly Reading/SEPTA 9155-9156, 9160).

(Continued on Page 6)

## ON THE SCENE (Continued from Page 5)

While in Philadelphia recently, I watched the morning rush hour at Reading Terminal on April 13 and noted that the 9100-series "Blue liners" did not operate in revenue service, but a fourteen-car train deadheaded out to Wayne Junction at 7:25 AM, and later seven of these cars came back to the Terminal to serve as the afternoon reserve fleet. Six cars from the "Pennsy" side were noted in service, including the 234 and 235, comparatively rare Silverliner III's.

Metro-North Commuter Railroad had 44 new M-3 electric MU cars at the time the extension of electric service to Brewster was set to begin. Initial plans call for two round trips from April 30, gradually expanding to half the service by about July 1. Plans suggest that some FL9's and "steam" coaches will continue in service on New Haven trains to ease the standing conditions (no additional equipment has yet been ordered for this line).

A shot worth getting would have been Metro-North Train 904, a Budd RDC turn out of Brewster early mornings. A substitute makeup on April 18 found repainted FL9 534 pulling a single coach, SEPTA 2012!

NJ Transit has changed the livery of its former Burlington Northern cars to incorporate suede grey ends-like the cars repainted in the NJ Transit scheme. These cars have been noted so far: 5301, 5323 and 5324. Also, the 5400-series coaches being touched up with silvered roof and ends (Penn Central had painted the stainless steel roof black and NJT had refurbished the cars in grey).

A check of the rush hour just before Easter found 24 rebuilt Arrow II MU cars in service - perhaps half of the 70 cars in the project have been completed. The cars have allowed the release of Arrow III's to the heavy cleaning program to get the cars in shape for the introduction of A.C. electric service out of Hoboken this fall. At that time, present plans call for 132 paired cars and eight single units, to be assigned to Hoboken, with the remaining 90 cars in Northeast Corridor service. They will hold down the service out of Penn Station with the 60 refurbished Arrow II's. I did note 140 cars in service one weekday, which would leave a shop margin of about 15 percent. The 33 Arrow I cars remain in storage while NJ Transit examines plans for their future.

GGI electric locomotives 4872, 4876, 4881 and 4884 were moved recently from Wilmington shop to NJ Transit's Elizabethport, NJ facility. Seven of the machines are now at E'Port and six at Wilmington.

NJ Transit's new schedules for the New York-Trenton line feature eight additional round trips to Trenton; they formerly terminated at Jersey Avenue. Many trains have been renumbered but weekend service remains unchanged.

Toronto Transit Commission has stored many of its modernized PCC's and now has only 106 cars on its active roster. Boston, incidentally, has 80 cars considered as active.

Digging some more into Pennsylvania Railroad passenger history, the PRR introduced train telephone service between New York and Washington in 1947. The two trains involved were the *Congressional* each afternoon, as well as the southbound *Legislator* and the northbound *Potomac* were equipped with phones in the parlor-lounges John Adams and John Endicott. Later, the Budd-built *Congressional* and *Senator* equipment received this equipment in the *Senator's* observations and the *Congo's* room parlors. These latter cars, by the way, replaced seven-drawing room standard sleepers *Willow River* and *Willow Valley*, which long had served as parlors on the standard-weight *Congressional Limiteds*.



THE TRAIN-WATCHER'S GUIDE TO NORTH AMERICAN RAILROADS  
 Edited by George H. Drury. Published by Kalmbach  
 Publishing Company, 1027 North 7th Street, Milwaukee,  
 WI 53233, 1984. Softbound, 220 pages. Price:  
 \$10.95

This pocket-size encyclopedia will answer the most asked questions on railroads in North America. George Drury has done an excellent job in putting together a book that serves two purposes. The first is to be a primer text for the average railfan who's interested in railroads but doesn't travel. The second is for the serious rail hobbyist who travels and needs to have the reference material at his fingertips.

For the railfan, there are maps showing the routes of the railroad, information on the junctions with other railroads, the number of locomotives operated, the radio frequencies, the location of the principal shops and yards, and a bit of history. For many of the railroads that Drury has listed, the reader also has information on the historical and technical society that specializes in the road as well as some tips on recommended reading so that one can find out more about the railroad.

The book describes more than 140 railroads, including Class I roads, major short lines, commuter authorities and terminal companies. There are also 98 thumbnail maps and 173 black-and-white photos. This work for Kalmbach rates a place in your library shelf right beside the *Diesel Spotter's Guide* and *Diesel Locomotive Rosters* (also from Kalmbach). The Train-Watcher's Guide can be purchased direct from the publisher or from local hobby shops. The suggested retail price is \$10.95--a real bargain!

--Jerry Angier in *The 470*, newsletter of the 470 Club, RRE.

(NOTE: The Train-Watcher's Guide will be on sale at meetings of Philadelphia Chapter.)

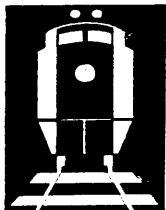
# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR.

By now it is obvious that shuttle service did not begin in the center city rail tunnel on April 28, as earlier predicted by SEPTA and the City (see April *Cinders*). While the SEPTA board on April 25 approved a tentative agreement for operating the City-owned tunnel, City Council did not act on the necessary legislation. Final approval by that body was not expected until the first or second week of May, meaning that the free shuttle trains cannot begin running before mid-month.

Two ex-Reading Budd Silverliners, #9012 and 9014, will reportedly be assigned to the service, but they will operate alternately on separate tracks between Suburban and Market East Stations. Manned only by one operator, trains are scheduled to make the three-minute trip every 20 minutes from 7 AM to 9:10 PM except Sundays, with seven-minute layovers at each end. Unexpectedly heavy demand, however, could force the use of two-car or longer trains.



Meanwhile, planning continues toward the anticipated Labor Day startup of full revenue service through the 1.8-mile tunnel. The tentative program shapes up as follows, according to SEPTA officials involved:

- Tuesday, August 28 - Last trains in and out of Reading Terminal.
- Wednesday to Friday, August 29-31 - Completion of track and wire connections to the tunnel route at "Brown" interlocking. All Reading District trains to originate/terminate at North Broad Street Station. Final test runs through the tunnel.
- Saturday, September 1 - First day of revenue service via the tunnel on Saturday schedule.
- Sunday and Monday, September 2-3 - Regular weekday schedules operated to prepare personnel during light-traffic period.
- Tuesday, September 4 - First day of full operation under normal weekday conditions.

Whether the long-delayed Airport High Speed Line will also open for business on September 1 is still a matter of some uncertainty, though SEPTA is now saying it may be delayed again until early next year. When service begins it will be on a 30-minute headway to and from the airport and the single one-way fare will be \$4 from or to downtown (intermediate Airport Line stations at 70th and 84th Streets, when built, will be considered as located in regular fare zone 1). Ultimately, it is planned to run airport trains through the tunnel to and from West Trenton (hourly) and Jenkintown (half-hourly). The tentative "pairing" of lines, by new route numbers, is as follows:

- R-1 - Airport - West Trenton/Jenkintown
- R-2 - Marcus Hook - Warminster
- R-3 - West Chester/Media - Wayne Junction (Note)
- R-4 - Bryn Mawr - Suburban Station (Note)
- R-5 - Paoli - Lansdale/Doylestown
- R-6 - Ivy Ridge - Norristown
- R-7 - Trenton - Chestnut Hill East
- R-8 - Chestnut Hill West - Fox Chase (Note)

NOTE: After a new connection to the Chestnut Hill West line is built at 16th Street Junction in North Philadelphia, R-3 will operate between West Chester/Media and Chestnut Hill West, R-4 between Bryn Mawr and Fox Chase and R-8 will be eliminated.

All Silverliners will be fitted with destination sign boxes, color coded, in order to reduce confusion at the three downtown terminals.....The proposed Civic Center station, which was to be built near "Arsenal" interlocking south of 30th Street Station, is apparently dead, the victim of a cutback in funding by City Council.....In spite of track and signal work still to be done on the Airport Line, Silverliner IV's 294 and 297 made several recent test runs over the line, using overhead power for the first time.....The new MU storage yard now being completed at Wayne Junction, as part of the tunnel project, will be known as Roberts yard for nearby Roberts Avenue. The new interlocking which allows entrance to this yard will be designated "Hunting Park" and controlled from "Wayne".

Philadelphia Chapter has written to SEPTA suggesting that a ceremony be held to commemorate the closing of Reading Terminal on August 28, after more than 90 years of continuous service, and that a special train of ex-Reading Blueliners be operated as the last train to depart from the famed station.

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

SEPTA plans to reduce many of its commuter rail fares in July to make the service more attractive to potential passengers, particularly in the suburbs. While the flat fare proposal of a year ago is apparently dead, SEPTA plans to eliminate the close-in terminal zone--which generates only three percent of system revenue--and zone 5 which includes only Trenton and West Trenton, NJ and Yardley, PA. Unless politics intervene, the terminal zone will become a part of zone 1 with a 50-cent increase in one-way fares, and zone 5 stations will become part of zone 4 with a 50-cent saving per ride. More important, however, is the planned reduction in monthly TrailPass prices in all four remaining zones, and the introduction of a new weekly TrailPass. The price of a zone 4 TrailPass between Lansdale and center city, for instance, will drop from \$105 per month to \$89, and a zone 1 TrailPass for Chestnut Hill West from \$61 to \$59. The weekly TrailPasses would cost \$28 and \$16 from zones 4 and 1 respectively.

These "fare incentives," as SEPTA calls them, are designed to "make the railroad more competitive.... to build ridership" and to simplify fare collection. With its existing service/fare package, SEPTA has been unable to recapture more than about 36,000 round-trip riders a day following the 108-day strike of a year ago. Before SEPTA's takeover of the rail system in January 1983 daily ridership was averaging about 44,000 per day. The agency has targeted 50,000 riders (100,000 fares) as its goal, claiming a \$2-million annual deficit for every 5,000 daily round trips it falls short of that goal. This shortfall is one of the major reasons for SEPTA's cash crisis in the current fiscal year (see below).

SEPTA last month reissued all of its commuter rail timetables, effective April 29, sporting the newly-designed transit style cover with a drawing of the city skyline.....SEPTA has embarked on a radio ad campaign intended to lure back vanpool riders who have defected from the trains. Sample comment from an unhappy van passenger: "The fat guy just sat on my lunch".....SEPTA has installed new clear Lexan windows in Silverliner #274, the prototype of a reglazing program designed to rid the system of cars with nearly opaque windows.....SEPTA is moving several Silverliners each week to Eastern Car Corp. in Pottstown, via special CONRAIL trains, for draining of their PCB-filled transformers. The toxic cooling fluid is being replaced with a mineral oil compound.....We have said that former SEPTA RDC #9163, now at the State Railroad Museum at Strasburg, is the first RDC to be preserved in a U.S. museum. Not so, responds the Gulf Coast Chapter, NRHS, pointing out that ex-SOUTHERN PACIFIC RDC-1 #10 is displayed at the Center for Transportation & Commerce, Galveston, TX. Maybe we should have said that #9163 (ex-Lehigh Valley #40) is the first RDC to be preserved for future operation.

## NJ TRANSIT

NJ TRANSIT has substantially increased its weekday off-peak service between Trenton, Princeton Junction, Newark and New York, effective April 30, by extending all midday trains westward from their former terminal at Jersey Avenue in New Brunswick. This gives stations along New Jersey's Northeast Corridor half-hourly service.....NJ Transit has begun printing card timetables for individual stations, a reminder of the old privately-printed TDI schedules of years ago.....NJ Transit has budgeted \$125 million for capital improvements to its rail lines this year. The Northeast Corridor will get \$13.9 million in station upgrading--AMTRAK owns the railroad itself (Tri-State Chapter Block Line).

Over 200 retired passenger cars will soon be put up for sale by NJ TRANSIT, including a group of still-green ex-Pennsylvania, ex-Penn Central MP54 MU's. Much of the equipment is stored at Mahwah, NJ..... NJT will soon begin a program of equipping its 13 GP40P diesels with head-end power, replacing the present steam generators. When completed, the 16-year-old units will be reassigned to Hoboken where they will relieve some of the newer but trouble-prone U34CH's, 23 of which will receive a complete rebuilding. In turn, NJT will replace the GP40P's on the North Jersey Coast Line with its venerable E8 cab units.....The Block Line reports that NJT last January completed the purchase of all 13 GP40P's for \$90,000 each. The units had been under lease to NJT by Lease Financing Company of Radnor, PA.

Late last year NJ TRANSIT concluded negotiations with CONRAIL for the purchase of 76.6 acres of land in the Meadows yard area east of Newark for \$7.5 million. Land clearance has begun there for a \$112-million car and locomotive shop complex to be completed in 1986. The new shop will replace the ex-Jersey Central facilities at Elizabethport and the ex-Erie Lackawanna shop at Hoboken (Block Line).....Railpace Magazine carried a story that NJ TRANSIT expects to receive funding this year for prototype conversion of an E8 unit into a dual-powered diesel-electric/electric locomotive complete with roof-mounted pantograph. If successful, a fleet of such units could haul trains directly from Bay Head to Raritan into New York's Penn Station without change of power.....NJT's original Arrow I MU's, now stored, may be de-electrified and converted into Comet-compatible coaches for diesel-hauled service on the North Jersey Coast Line (Railpace).

SEPTA last month did something it hadn't done since 1982. It asked for a fare increase. Under the proposal, base transit fares would be raised from 75 to 85 cents on July 1, weekly TransPasses would go from \$9 to \$10.50 and monthly TransPasses from \$35 to \$38. Riders, however, could still save money by buying ten tokens for \$7.75, or 77-1/2¢ per ride. Commuter rail fares (see above) would either remain the same or be reduced, except that the relatively small number of riders within the so-called terminal zone would pay higher zone 1 fares. The new fare package is part of SEPTA's proposed \$455-million operating budget for Fiscal Year 1985 beginning July 1, which is up about seven percent from this year's \$425 million budget.

(Continued on Page 9)



PHILADELPHIA EXPRESS (Continued from Page 3)



Among the reasons for the higher fares, SEPTA said, are "dramatic increases" anticipated in electric power costs and in accident claim settlements. Electric costs are significant because 65 percent of SEPTA vehicles are operated with power purchased from Philadelphia Electric, which this year is charging SEPTA 18-20 percent more than a year ago and may secure at least two more rate increases in the next year. Public hearings on the new fare structure will be held in all five area counties between May 29 and June 6. The Philadelphia hearing will begin at 6 PM on Monday, June 4 in the Philadelphia Centre Hotel, 1725 JFK Boulevard downtown. Notices of the hearings have been posted throughout the system.

SEPTA's threat to shut down its system on May 11, unless more cash is received from Harrisburg, appears to have evaporated. On April 24 the State House of Representatives approved a bill passed earlier by the Senate (see April Cinders) which would give SEPTA about \$21.5 million in immediate financial help, as well as provide more funding for other transit authorities across the State. The bill, however, had to go back to the Senate for another vote because the House had added an extra \$3 million for rural transit systems. Governor Thornburgh has promised to sign the bill quickly, cut the normal red tape and speed the money to SEPTA. This supplemental appropriation would bring total State support for SEPTA to \$139 million in this fiscal year ending June 30. To tide the agency over, however, the SEPTA board on April 25 approved \$20 million in loans from two Philadelphia banks, which had already agreed to advance the funds. This action pointed up SEPTA's improved credibility with the financial community, which only a few years ago refused to loan any money to the debt-ridden authority.

SEPTA will move its Allegheny District buses to a temporary depot in June. While Allegheny is demolished and rebuilt, SEPTA will lease a building in the now-idle Midvale-Heppenstall complex in Germantown and will call it the Midvale District. Among the buses to be assigned to Midvale are 50 new Volvo articulateds to be delivered this summer.....SEPTA has completed Phase I of its \$48-million general overhaul program to rebuild the 260-car Market-Frankford fleet. The first phase covered only 50 cars but, SEPTA says, this effort provided valuable experience in rebuilding and rewiring the rest of the 24-year-old cars. In July work will begin on the balance of the program, which will be completed over the next six years at 69th Street shops. As previously reported, a new motor shop at that location will assist in this and other "GOH" programs.

The Inquirer on April 9 printed a tongue-in-cheek report on a Broad Street subway fantrip operated the previous day by Buckingham Valley Trolley Association. Among those quoted in the report were Chapter Member Jimmy Sparkman, who opined that the new Kawasaki cars "Don't turn me on. They don't make the right sounds and the right noises." The reporter noted that all conversations on the train of three old cars "had to be conducted at full volume, for the subway experience just would not be the same without open windows."

The Norristown High Speed Line has been operating on a single track between Conshohocken Road and Hughes Park while all-new roadbed, ties and welded rail are installed on the inbound track. A new crossover has also been put in at Hughes Park. This work complements the rebuilding of the outbound track between the same points, completed last year.....Seventeen Kawasaki trolleys had to be removed from service last month because of cracked bolts discovered in their brake systems. The withdrawal caused delays on all West Philadelphia subway-surface routes beginning April 12. The rare sight of PCC cars operating on Route 10 Friday, April 13 was the result of the temporary car shortage.

SEPTA expects to have its brand-new city route map ready for public distribution in June..... David Williamson, former transportation director for the City of Philadelphia, is moving to the NEW YORK CITY TRANSIT AUTHORITY to join ex-SEPTA General Manager David L. Gunn.....Gunn was the subject of a lengthy front-page article in the Wall Street Journal on April 23. The article catalogued Gunn's problems since he took over as TA president in February, quoting him as exclaiming, "What a bloody mess this place is in!" The Journal concludes that the assignment calls for a "fanatic," and Gunn "probably fits that bill." Already under attack for allegedly exaggerating the transit system's woes, Gunn is holding his ground on an earlier decision to junk 850 Grumman Flexible buses. He is also reported to be looking for ways to streamline the TA's middle management ranks, of which some 5,000 are union members who cannot be fired or promoted regardless of their competency or lack of it. The Journal, however, seems to feel that if anyone can meet the challenge of the TA's low morale and rundown physical plant, David Gunn is that person.

SEPTA got dragged into a controversy last March over provocative full-size posters of nearly nude women plastered on bus-stop shelters around the City. The Temple University Women's Law Caucus wrote to SEPTA General Manager Joseph T. Mack complaining about the Penthouse Magazine ads, but Mack referred the complaint to the City's Public Property Department which contracts with a private firm for the advertising in return for free installation of the shelters. The offending ads later disappeared, but Penthouse reportedly has purchased more ads of the same variety this month.....Another private company, MTA, is planning on issuing a 200-page publication in June to be called SEPTARail Directory, which will show shopping areas around various SEPTA subway and commuter rail stops. The booklets will be distributed free, according to a Daily News report..... The U.S. DOT has approved a \$315,000 grant to SEPTA to develop a computer system to allow commuters to buy TrailPasses or TransPasses from automated vending equipment by using credit cards.....According to the Dayton Railway Historical Society, San Francisco is now tops among U.S. transit systems in trackless trolley operation. The breakdown is as follows:

CITY	SAN FRANCISCO	DAYTON (OH)	SEATTLE	PHILADELPHIA	BOSTON
Trackless Trolley Coaches	348	65	109	110	50
Miles of Trackless Trolley Wire	140	136	110	85	25

PHILADELPHIA EXPRESS (Continued from Page 9)

AMTRAK last month renamed its new "54th Street" interlocking in Philadelphia. It's now known as "Phil," in line with a program which reportedly will convert many of the Pennsy-era towers and interlockings to single-syllable names.....AMTRAK says it will spend \$3.4 million this year for track improvements on its Philadelphia-Harrisburg mainline. The program will include new ties and continuous welded rail in certain locations.

In a major article last month entitled: "AMTRAK: Stability at 13," Railway Age examined the reasons for the railroad's improved service and greater credibility in Washington. "The most important thing about



Amtrak," says President W. Graham Claytor, Jr., "is that over the past three to five years we've achieved stability. For the first decade it was a hand-to-mouth operation and the uppermost question was: Can we stay alive?" The magazine makes it clear that Claytor himself has a lot to do with Amtrak's new status. "On the occasion of birthday number 13," concludes the article, "there is plenty to admire in Amtrak. It has improved its relationship with the railroads; it provides reliable and comfortable service to its riders; it is chipping away at its Federal subsidy; and it is finding better ways to use its assets".....Federal Railroad Administrator John Riley also points out that "AMTRAK in 1985 will run more route miles than it did in 1981 at approximately 28 percent lower funding" (Rail Travel News)

Allegheny Corp. of New York on April 10 filed a formal offer with the U.S. DOT for the purchase of CONRAIL. Allegheny, which once held a controlling interest in the New York Central, said it will pay \$1 billion in cash for the government's 85 percent share of Conrail's common stock. The company also said it would give up about \$1 billion in operating loss carryforwards and investment tax credits now held by Conrail, making its total offer worth about \$2 billion--the same value as placed on an offer submitted last year by a group of the railroad's unionized employees. In addition, Allegheny has put together a \$700-million package to buy out the remaining 15 percent of the stock now held in an employee stock ownership plan, and set up a profit sharing plan for all 39,000 employees--provided they agree to maintain the concessions which keep Conrail wage levels 12 percent below those of other railroads.



DOT Secretary Elizabeth Dole immediately pronounced the Allegheny offer "worthy of serious consideration" and referred it to the Department's investment advisor, Goldman, Sachs & Company, for evaluation. She later set June 18, 1984 as the deadline for submission of any further bids for Conrail, a move which will lend urgency to studies by the NORFOLK SOUTHERN CORP., already reported to be seriously interested in acquiring its large neighbor. Also still in the group of potential suitors are CSX CORP., SANTA FE SOUTHERN PACIFIC CORP. and CHICAGO & NORTH WESTERN, as well as additional undisclosed parties who may yet come forward.

Congressman James J. Florio of New Jersey, however, has said publicly that he believes the Allegheny offer is far less than Conrail is worth. "There is a certain humorous irony in having former owners of the railroads that were run into the ground (a reference to the New York Central and Penn Central) now coming forward to relieve the government of the obligation of running a profitable railroad," he said. In an appearance before the West Jersey Chapter NRHS on April 23, Florio reinforced his view that Conrail should only be sold when the government can get a fair price from a buyer who will maintain existing service levels. In his position as chairman of the House Subcommittee on Transportation, Florio will have a key role in passing legislation needed to complete the sale, an event which the authoritative Kiplinger Washington Letter says will not happen before 1985. In addition, press reports indicate that the General Accounting Office, an arm of Congress, is considering a study to establish a specific value for Conrail, in order that the Allegheny offer and others may be judged on their adequacy.

"Rags to riches CONRAIL riding high." That was the headline in a midwestern newspaper shortly after the Allegheny offer was announced, and shortly before the railroad reported net income of \$90.9 million for the first quarter of 1984--by far the best first-quarter results in Conrail's eight-year history. Revenues were \$857.1 million, up 17.5 percent over the same period of 1983. It was the sixth consecutive quarter in which the railroad showed an earnings improvement over the year-ago period, a fact which Chairman L. Stanley Crane attributed to "the still expanding national economy and resulting increases in freight hauled, our continuing cost controls and wage concessions by all Conrail employees." Conrail, now slimmed down to the smallest size and employment level in its history, should continue to show a trend of improvement in earnings for the rest of the year, Crane said.

CONRAIL has announced that it will spend some \$520 million this year for capital improvements, a 15-percent increase over the spending level in 1983. Included is a \$250 million track program which calls for installation of about 480 miles of welded rail, 1.3 million ties and 618 turnouts, as well as surfacing 5,800 miles of track.....CONRAIL has received an arbitration award under which it can remove cabooses from about 34 percent of its through freight trains, beginning May 1. The railroad has said that its first priority in eliminating cabooses will be on piggyback trains. A union-backed effort to require cabooses on all trains of 25 cars or more in the State of Delaware was defeated in the Legislature last month.

A contractor has removed the PCB-laden transformers from the remaining CONRAIL E33 and E44 electric locomotives stored in the Harrisburg area. The big freighters, in storage since 1981, are to be traded into General Electric on new diesel locomotives ordered by Conrail (Harrisburg Chapter Rail Review).....CONRAIL will begin operating a double-stack container train for American President Lines by July 1, as part of a once-

(Continued on Page 11)

PHILADELPHIA EXPRESS (Continued from Page 10)

weekly transcontinental movement between Los Angeles and the Kearny terminal in North Jersey. The train, which carries 200 containers and requires unusually high clearances for eastern railroads, will operate over the ex-Erie Lackawanna Southern Tier route through New York State.....CONRAIL's Philadelphia Division offices have recently moved from 30th Street Station to a Port Authority building near Tioga Marine Terminal in Northeast Philadelphia.

Pilot tests of a new computerized freight rate system for the railroad industry will be performed this month. Distribution Sciences, Inc. of Chicago has signed a contract with CONRAIL and is working with the UNION PACIFIC and SEABOARD for installation of such a system (Journal of Commerce).....Abrams yard near Norristown was closed as a classification facility last month. The engine terminal there had been previously shut down. Through trains which formerly picked up and set off at Abrams now work at West Falls yard in West Philadelphia. Perishable train PXCA from Elkhart, IN to Camden has been redesignated as PXPB and operates via the former Reading, terminating at South Philadelphia.....CONRAIL has shut down its ex-Reading coal dumper at Port Reading, NJ on New York harbor, the result of a change in market conditions. A proposed \$39-million modernization program has been cancelled. The Port Reading secondary track has been given a new direct connection to the former Lehigh Valley mainline at Bound Brook, but now has little traffic on it (Tri-State Chapter Block Line).

NRHS directors were to hold their spring meeting in Syracuse and Binghamton, NY May 4-5, with a train ride over the SUSQUEHANNA connecting the two. The board will come to Philadelphia for the fall season November 9-11, hosted by Philadelphia Chapter.....PATCO ridership during midday periods is off about six percent this year, due to higher fares and fewer shoppers.....STRASBURG RAIL ROAD plans to run ex-Pennsy steam locomotives #1223 and 7002 and a special train to Harrisburg and return on September 29, if AMTRAK okays.....Chapter Member Paul Kutta had an article on riding the OCTOPUS RAILWAY published in the April issue of Railpage.....Emmons Industries, Inc., the York (PA)-based car-leasing company which owns the MARYLAND & PENNSYLVANIA RAILROAD, has filed for bankruptcy. The company said its petition does not affect operations of the "Ma & Pa" or WEST VIRGINIA NORTHERN, its other shortline.

Supplementing our Guilford roster of last month, DELAWARE & HUDSON GP39-2's #7601-7620 have been sold to a leasing company and leased back. They may be renumbered BOSTON & MAINE 350-369 (Mohawk & Hudson Chapter Call Board).....The Monroe County (PA) Railroad Authority failed to meet a March 31 deadline to pay \$6.6 million to CONRAIL for the 88-mile ex-Erie Lackawanna mainline between Port Morris, NJ and Scranton, PA. The County and its associates have been trying to come up with the money since last year, when Conrail declared its intention to abandon the largely-unused line. After intervention by Pennsylvania State officials, Conrail agreed to extend the deadline for settlement to June 4 and all parties agreed not to ask for any further extensions beyond that date.

Several rail unions, including the Brotherhood of Locomotive Engineers and the United Transportation Union representing operating employees, have served notice that they will seek a 30-percent pay hike and cost of living adjustments over the next three years. Present contracts with the nation's railroads expire on June 30. ....Wilmington Chapter reports the formation of a new shortline called the Chesapeake Railroad, which may take over operation of the ex-Pennsy Clayton, DE-Easton, MD branch formerly run by the MARYLAND & DELAWARE.....NEW HOPE & IVYLAND expects to begin shipping trainloads of stone from Wycombe, PA to Pleasantville, NJ this month, via CONRAIL and SHORE FAST LINE. NH&I will recall U30B #2887 from U.S. Steel's Fairless Works to assist #2880 with the heavy trains.

... ARE YOU A SHORTLINE FAN? "THE SHORT LINE" IS FOR YOU

Members with a special interest in railroading off the mainlines have a magazine catering to their tastes. It's called The Short Line and is published bi-monthly at the following yearly subscription rates: \$9 for second-class mail delivery and \$12 for first-class.

The Short Line is a quality 12-page publication featuring photographs and current reports on shortlines and industrial roads throughout the U.S., as well as articles of historical interest on specific lines both active and abandoned. The editor, Garreth M. McDonald, is also looking for up-to-date items of interest on small railroads and industrial lines with emphasis on their motive power.

Subscriptions may be obtained by sending a check or money order to: The Short Line, Route 2, Box 46, Talbot Road, Pleasant Garden, NC 27313. News and items for publication should be sent to: G. M. McDonald, editor, The Short Line, P. O. Box 587, Pleasant Garden, NC 27313 (telephone 919-674-2168).

A sample copy will be available for perusal at the April 13 Chapter meeting.

# NRHS Convention Set for Ohio's Queen City



The 1984 NRHS national convention will be held in Cincinnati, OH from August 29 to September 3, hosted by the Cincinnati Chapter. A series of pre-convention activities has also been scheduled for August 25 to the 28th.

Convention headquarters will be the Clarion Hotel downtown. Philadelphia Chapter members will want to mark these dates on their calendars, bearing in mind that direct train service is available to and from Cincinnati via Amtrak's Cardinal.

A complete packet of information, including ticket order forms, will be mailed to all NRHS members within the next few weeks.

Following is a summary of the principal events of this spectacular steam-filled convention:

## PRE-CONVENTION ACTIVITIES

**SATURDAY, AUGUST 25:** Nickel Plate 2-8-4 #765 pulls a special train over the Norfolk Southern to Muncie, IN, running via Chessie trackage rights and former PRR and NKP lines.

**SUNDAY, AUGUST 26:** The 765 pulls another special train. The destination isn't final yet, but it will cover a different line from those used by the other convention specials.

**MONDAY & TUESDAY, AUGUST 27 & 28:** For conventioners who arrive early, there will be extra sections of the Dayton, OH trolleybus tour and other local events.

## THE CONVENTION

**WEDNESDAY, AUGUST 29:** Conventioners may choose between two all-day activities: (1) a chartered steam-powered train on the Whitewater Valley Railroad from Connersville to Metamora, IN, OR (2) a tour of the Dayton trolleybus system using preserved Marmon-Herrington equipment. In the evening, enjoy a dinner cruise on the Ohio River.

**THURSDAY, AUGUST 30:** N&W 4-8-4 #611 pulls a special train on the Norfolk Southern up Erlanger Hill and over High Bridge to Danville, KY. In the evening, enjoy railroad movies and old-time theater organ music at the Emery Theater.

**FRIDAY, AUGUST 31:** This day holds a variety of local activities. The morning is set aside for the national directors' meeting and the general membership meeting. In the afternoon, conventioners may choose: (1) a program on the history of Cincinnati's never-completed subway, including a visit to the portion of the downtown tunnels, (2) a visit to Chessie's modern Queensgate Yard, one of the country's newest classification yards, OR (3) a tour of historical Cincinnati Union Terminal, once one of the nation's busiest rail terminals. There will also be time to visit the railroadians sales area in the Clarion Hotel. In the evening will be the NRHS Annual Banquet, featuring Robert B. Claytor, chairman and chief executive officer of the Norfolk Southern Corp., as guest speaker.

**SATURDAY, SEPTEMBER 1:** This day's major event will be a diesel-powered circle excursion to Columbus, OH over some rare trackage, going north via Conrail's ex-NYC line through Dayton, and returning on Chessie's line through Midland City.

**SUNDAY, SEPTEMBER 2:** NKP 2-8-4 #765 pulls a special train to Russell, KY on Chessie's scenic line along the south bank of the Ohio River.

**MONDAY, SEPTEMBER 3:** Southern 2-8-2 #4501 pulls an excursion train over another rare piece of track, the Seaboard System line south through bluegrass country to Winchester, KY. The train will be back in time for you to join Cincinnatians at the annual Riverfest Celebration.

---

## RESTORATION GROUP SEEKS DATA ON B&LE 2-10-4

A Pittsburgh group which intends to restore ex-Bessemer & Lake Erie 2-10-4 steam locomotive #643 is seeking information on the piston and valve design of this huge coal-burner. Built by Baldwin Locomotive Works, Eddystone, PA in 1943, the Texas type is now owned by Glenn E. Campbell and is housed in the Union Railroad roundhouse near Pittsburgh. Unfortunately, the B&LE removed the pistons and valves several years ago and replacements must now be custom manufactured before #643 can be restored to operating condition.

Any member familiar with the details of these parts, or who may know a former Baldwin shop employee, is urged to contact: Donald D. Francis, RD #1, Harrisville, PA 16038 (telephone 814-786-9250). If desired, the information may be given to a Philadelphia Chapter officer for transmittal to Mr. Campbell or Mr. Francis.



## SEPTA REGIONAL HIGH SPEED LINES



## Roster of Electric Multiple-Unit Cars

(Corrected to April 1, 1984)

<u>ROAD NUMBERS</u>	<u>MODEL</u>	<u>BUILDER</u>	<u>YEAR BUILT</u>	<u>BUILT FOR SERVICE ON</u>	<u>TOTAL UNITS</u>
101-188 (married pairs)	Silverliner IV	GE	1975-76	RDG	88
201-209, 211-219	Silverliner II	Budd	1963	PRR	18
220-239	Silverliner III	St. Louis	1967	PRR	20
244-248	Silverliner I	Budd	1957	PRR	5
251-269	Silverliner II	Budd	1963-64	PRR	19
270-303	Silverliner IV	GE	1974	PC	34
304-399 (married pairs)	Silverliner IV	GE	1974-75	PC	96
9001-9017	Silverliner II	Budd	1963	RDG	17
9018, 9019, 9021-9031	Silverliner IV	GE	1974	RDG	13
9101-9105, 9107-9111, 9113-9131, 9133, 9135, 9136, 9138	Blueliner	Bethlehem	1931-32	RDG	33
				GRAND TOTAL =	343

NOTES:

244-248 formerly known as "Pioneer III" cars

9100-series cars rebuilt from former 800-series cars

All cars air-conditioned except 9110-9138

Following cars owned by City of Philadelphia: all Silverliner II's and III's, Silverliner IV's #123-182, all Blueliners

BUILDER ABBREVIATIONS:

Budd - Budd Company

Bethlehem - Bethlehem Steel Corp.

GE - General Electric Company

St. Louis - St. Louis Car Company

ROAD ABBREVIATIONS:

PC - Penn Central Transportation Company

PRR - Pennsylvania Railroad

RDG - Reading Company

CREDITS:Transfer Table, newsletter of Wilmington Chapter NRHSRailway Passenger Car Annual, Volume VI, 1984

Southeastern Pennsylvania Transportation Authority

City of Philadelphia, Department of Public Property

## SUPPLEMENT TO AMTRAK MOTIVE POWER ROSTER

The following should be added to the Amtrak motive power roster published in the November 1983 issue of Cinders:

<u>ROAD NUMBER</u>	<u>MODEL</u>	<u>NUMBER OF UNITS</u>		<u>HORSEPOWER</u>	<u>GEARED MPH</u>	<u>BUILDER</u>	<u>YEAR BUILT</u>
		<u>ACTIVE</u>	<u>STORED</u>				
10-20 27, 28	RDC-1 "Roger Williams"	1	5	600	84	Budd	1953
		-	2	600	84	Budd	1956
30-36	RDC-2	2	1	600	84	Budd	1951-55

The above units are self-propelled cars.

CREDIT -- Elbert W. Simon, Jr.

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

CHAPTER OFFICERS:

President.....F. G. Tatnall, Jr.  
Senior Vice President.....Michael L. Burshtin  
Vice President & Treasurer.....Douglas W. Watts  
Secretary.....Marie K. Eastwood  
National Director.....James S. Myers  
Membership Chairman.....Samuel L. James  
Editor.....R. L. Eastwood, Jr.

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 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: Douglas W. Watts, Vice President & Treasurer, 504 S. Lansdowne Ave., Apt. B-11, Yeadon, PA 19050-2416.

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

CINDERS is published monthly except July by Philadelphia Chapter NRHS Inc. Correspondence regarding Cinders should be directed to the President at P. O. Box 7302, Philadelphia, PA 19101-7302.

EXCHANGE COPIES SHOULD BE SENT TO: Wm. P. MacIver, Jr., Exchange Editor, 150 N. Bethlehem Pike, Apartment D-11, Ambler, PA 19002-4343.

## Our Meeting:

Philadelphia Chapter's monthly meeting will be held on Friday evening, May 18, 1984, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, beginning at 7:30 PM.

Our entertainment program will feature three excellent films. The first, "Trespass!," was recently produced by Conrail to illustrate the dangers of trespassing on railroad property. It was actually filmed using Conrail employees rather than professional actors. The second, "Stations," shows how unused railroad stations--many of them architectural landmarks--can be preserved for other uses. It is from the Free Library of Philadelphia collection. Finally, we will enjoy another fine movie from the NRHS Film Library entitled "New York Calling," a rare New York Central color film extolling the joys of a visit to the Big Apple--by NYC steam and electric train, of course.

Our usual sit-down dinner, BY ADVANCE RESERVATION, PLEASE, will be served at 6 PM in the Club Dining Room (\$8.50 per person). Reservations MUST BE MADE ON OR BEFORE WEDNESDAY, MAY 16 to President Tatnall at 215-828-0706.

As advance word for our June 15 meeting, we are going to try a "do it yourself" slide program. There will be no prizes--just the opportunity for members to share their best rail or traction slides with an appreciative audience. Details in the June issue of Cinders.

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



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

## First Class Mail