



CINDERS

SUMMER 1984



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Volume 45 Newsletter of the Number 7

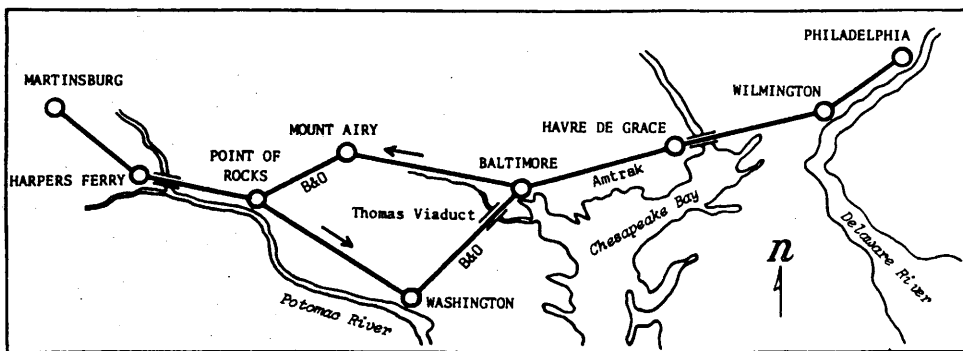
PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

"Harpers Ferry Special" Set for September 30; Promotion Needed



Philadelphia Chapter's major excursion for 1984, the Harpers Ferry Special, is set to roll on Sunday, September 30, Trip Chairman Larry Eastwood has announced. Informational flyers have been sent to a large mailing list and copies are enclosed with this issue of Cinders.

The Amfleet-equipped train, including two cafe cars serving sandwiches, beverages and snacks, will be powered by a pair of F40PH diesel locomotives. Leaving 30th Street Station, Philadelphia at 8:30 AM and Wilmington, DE at 8:55 AM, the 12-car special train will race to Baltimore on Amtrak's high-speed Northeast Corridor mainline. At Bayview yard the train will switch to Chessie System's onetime Royal Blue line for the journey through the Howard Street tunnel beneath downtown Baltimore. It will pass ancient Camden Station, proceeding to Relay, MD via the pioneer Baltimore & Ohio route opened for service on May 24, 1830. From there the special will turn west to follow the B&O's Old Main Line, now freight-only, along the scenic Patapsco River valley through Ellicott City, Sykesville and Mount Airy, rejoining the present mainline at Point of Rocks, MD where the famous old station has recently been refurbished. A fast run through Brunswick will bring the train to the historic town of Harpers Ferry, WV, site of John Brown's raid in 1859 and today a beautifully restored Civil-War-era village. Arrival is scheduled for 1:45 PM.

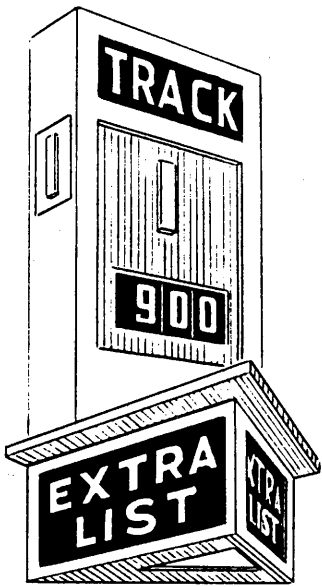
After detrainning passengers at Harpers Ferry, the special will back across the Potomac River bridge and execute a runby for photographers assembled on the West Virginia shore. It will proceed directly without stopping to Martinsburg, where it will be turned and serviced.

Those detrainning at Harpers Ferry will have about three hours to tour the National Historic Park with its period buildings, listening to lectures by park rangers or watching films about the colorful history of the town. There are numerous shops and eating places in Harpers Ferry, including Hilltop House which overlooks the valley from a bluff high above the railroad station.

Departure from Harpers Ferry will be at 4:45 PM, with the return trip to operate via the Metropolitan Subdivision to Washington, DC, thence to Baltimore over Chessie's passenger route through the Maryland suburban area. After crossing famed Thomas Viaduct, a stone-arch bridge constructed in 1835, the train will rejoin the Old Main Line at Relay and proceed through Baltimore to Bayview yard. After backing onto Amtrak rails, a fast trip north along the corridor will bring the special to Wilmington at 9:15 PM and a scheduled arrival in Philadelphia at 9:45. The entire excursion will cover more than 400 miles.

Ample parking is available near 30th Street Station, and SEPTA commuter trains provide convenient access from and to many suburban Philadelphia communities. Amtrak's Train 51, the Cardinal, leaves New York Penn Station at 6:30 AM, Newark at 6:43 and Metropark at 7 AM, arriving in time to connect with the Harpers Ferry Special. In the evening, Train 50 leaves 30th Street at 10:28 PM, arriving New York at 11:57 PM.

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JULY 28, 1984: Special trips on Wanamaker, Kempton & Southern Railroad, Kempton, PA, sponsored by Hawk Mountain Chapter, NRHS. Doubleheaded steam and diesel trip leaves 4 PM, diesel-powered mixed train at 5:30 PM. Photo runbys, night photo session. All-day pass \$4.

AUGUST 4-5, 11-12: "Stourbridge Rail Country Fair Run", sponsored by the Wayne County, PA Chamber of Commerce, diesel excursion Honesdale to Hawley, PA and return, departing Honesdale at 11:00 AM and 2:00 PM each day. Tickets are available by advance reservation only at \$9.00 each, or \$7.50 for groups of five or more, by mail from: Wayne County Chamber of Commerce, 865 Main St., Honesdale, PA 18431. Telephone 717-253-1960.

AUGUST 11: "Lackawanna Electrics" retirement party, sponsored by NJ Transit, at Maplewood Railroad Station, Dunnell Road, Maplewood, NJ, beginning at 10 AM. Festivities will include an auction of memorabilia from a Lackawanna Electric (displayed beginning at 9 AM), and nostalgic train ride between Maplewood and Morristown. Entertainment, balloons for kids, refreshments, and commemorative items for sale.

AUGUST 11: Annual National Railroad, Transportation & Travel Paper Collectible Show at Marriott Hotel, Stamford, CT, 9 AM to 3 PM, sponsored by National Association of Timetable Collectors. Large variety of timetables, maps, rulebooks, tourist literature, dining car items, trolley and airline material will be for sale. Admission: \$2 per person. For information, contact Max Brunswick, NAOTC, 155 W. Rock Avenue, New Haven, CT 06515.

AUGUST 18: Diesel-powered excursion from Washington, DC to Morgantown, MD and return via Amtrak mainline and Conrail freight-only Popes Creek branch, sponsored by Baltimore and Washington, DC Chapters NRHS. For information, write: Baltimore Chapter NRHS, P. O. Box 10233, Baltimore, MD 21234-0233.

AUGUST 18-19: Observance of 50th anniversary of original G1 electric locomotive #4800 at Railroad Museum of Pennsylvania, Strasburg, PA. Cab will be open for inspection. Regular museum admission charges apply.

AUGUST 19: "Farewell to DL&W MU's" excursion on NJ Transit electrified lines from Hoboken to Montclair, Gladstone, Dover, NJ and return, sponsored by Tri-State Chapter NRHS. Matched eight-car consist of heavy 50-year-old electric cars will cover entire DC-powered system just prior to expected Labor Day conversion to AC power and new Jersey Arrow equipment. Several photo stops will be included as well as return to Hoboken via non-electrified Boonton Line behind Morristown & Erie Alco diesels. Parlor car seating available. Train leaves Hoboken terminal 9 AM, returns about 3 PM. Fares: \$20 per person, \$50 in parlor car (buffet lunch included). Order tickets from: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope. For information, telephone 201-857-2987.

AUGUST 25: Boston trolley tour, part of weekend celebration of 50th anniversary of first railfan excursion, will feature Type 5 car #5734 and picture window PCC #3295 covering entire Green Line streetcar system as well as out-of-service Watertown line. Trip leaves Watertown car house 9 AM, stopping at downtown Park Street station 9:35 AM, returning to Watertown about 5 PM. Fares: \$18 adults, \$14 children. Anniversary banquet 7 PM at Summerside Lodge, restored Boston & Maine station in Malden, MA, adjacent to MBTA Malden Square station. Tickets: \$12 per person. Order from: Massachusetts Bay RRE, P. O. Box 136, Ward Hill, MA 01830, enclosing stamped, self-addressed envelope.

AUGUST 26: Mass Bay RRE will sponsor special Half Century Limited from Boston to Pittsfield, MA and return via Boston & Maine, including trip through Hoosac Tunnel, to commemorate 50th anniversary of world's first railfan excursion. On August 26, 1934 the Railroad Enthusiasts operated a fantrip over the now-abandoned Hoosac Tunnel & Wilmington Railroad, which connected with B&M at east portal of the famed tunnel near North Adams, MA. Special anniversary train consisting of MBTA F40 diesels and coaches will depart Sullivan Square, Boston, at 8 AM, returning about 9:30 PM. Fares: \$39 adults (\$44 after August 11), children \$24 (\$29 after August 11). Bus side-trip along HT&W route \$5 additional (\$4 children). "Quick escape" bus from Pittsfield to Albany \$7 additional. Order tickets from: Mass Bay RRE, P. O. Box 136, Ward Hill, MA 01830, enclosing stamped, self-addressed envelope.

AUGUST 29-SEPTEMBER 3: NRHS national convention in Cincinnati, OH, sponsored by Cincinnati Chapter, features four mainline rail excursions with motive power to include Norfolk & Western 4-8-4 #611, ex-Nickel Plate 2-8-4 #765, ex-Southern 2-8-2 #4501 and diesels. Banquet and variety of other tours are also offered. Information and registration packet has been mailed to all members. Discount available to passengers who ride all four trips. For further information, write: 1984 NRHS Convention, P. O. Box 36365, Cincinnati, OH 45236, enclosing stamped, self-addressed envelope (telephone 513-896-5559).

SEPTEMBER 21-OCTOBER 13: Philadelphia Chapter international rail 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). See the June 1984 issue of National Geographic Magazine for a feature article entitled "India by Rail."

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EXTRA LIST (Continued from Page 2)

SEPTEMBER 30: Diesel-powered excursion from Philadelphia to Harpers Ferry, WV, Martinsburg, WV and return via Amtrak and Chessie System, using Amfleet equipment, sponsored by Philadelphia Chapter NRHS. Train will leave 30th Street Station, Philadelphia, at 8:30 AM, Wilmington, DE (Amtrak station) 8:55 AM, returning to Wilmington at 9:15 PM, Philadelphia 9:45 PM. Route will include historic Baltimore & Ohio freight-only Old Main Line from Relay to Point of Rocks, MD, with return via Washington, DC, Thomas Viaduct and B&O's Baltimore tunnel. Three-hour layover in Harpers Ferry will allow walking tour of national historic park and town. Photo runby on bridge at Harpers Ferry for interested photographers. Fares: \$47 adults, \$40 children (5-12). Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope.

OCTOBER 6-7: Special Alco-powered diesel excursions on Winchester & Western Railroad from Gore, VA, 12 miles west of Winchester in the Shenandoah Valley, sponsored by Winchester Chapter NRHS. Train leaves 10 AM each day. W&W discontinued regular passenger service in 1934 and the only trip since then took place in 1952. Train will consist of former Amtrak coach and privately-owned heavyweight Pullman car. Fares: \$19 adults, \$17 children. Order tickets from: Winchester Chapter NRHS, P. O. Box 282, Winchester, VA 22601-0282, specifying day of trip and enclosing stamped, self-addressed envelope. For information, telephone 703-662-8964.

OCTOBER 13-14: Repeat of Amtrak excursion from Harrisburg and Williamsport, PA to Corning, NY and return via Conrail freight-only lines, including daylight run through "Grand Canyon of Pennsylvania." Fares: \$75 per person from Harrisburg, \$55 from Williamsport, including local bus transportation. For tickets and information, write: Lycoming County Tourist Bureau, 454 Pine Street, Williamsport, PA 17703.

OCTOBER 19-29: "Texas Rails '84" tour sponsored by Overland Chapter NRHS, originating in Chicago and returning to that point by train. For information and reservations, contact: Richard Billings, Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265 (telephone 309-764-1834).

OCTOBER 20: Autumn foliage excursion from New Haven, CT to Beacon, NY via South Norwalk and Danbury, CT, Brewster and Hopewell Junction, NY, returning via Croton-Harmon and New York, sponsored by New Haven Railroad Historical & Technical Association. Trackage will include Metro-North's former New Haven and New York Central routes and Conrail freight-only lines. Train will consist of Metro-North commuter equipment powered by FL9 diesel locomotives. Fare: \$39 per person. Order tickets from: New Haven Railroad H&T Association, 5 Cannondale Drive, Danbury, CT 06810, enclosing stamped, self-addressed envelope.

NOVEMBER 3-4: Wilmington Chapter, NRHS will sponsor a series of two trips over the Octoraro Railway, using ex-PRR "doodlebug" #4662. Each trip will cover portions of both the ex-Reading Wilmington & Northern branch and ex-PRR Octoraro branch. Leave Greenville, DE 8:30 AM each day. For further information, send self-addressed, stamped envelope to: Wilmington Chapter, NRHS, P. O. Box 1261, Wilmington, DE 19899.

COMPLETED MEMBERSHIP FORMS SHOULD GO TO VICE-PRESIDENT WATTS

To end the confusion which apparently exists with regard to applications for membership in Philadelphia Chapter, the following procedure should be followed:

(1) Persons interested in applying for membership, or their sponsors, should contact Membership Director Sam James at 114 Myrtle Avenue, Havertown, PA 19083-5706. Mr. James will furnish information regarding either full national/chapter membership or membership only in Philadelphia Chapter. He will also furnish the necessary forms.

(2) Completed membership forms, accompanied by checks in the proper amount, should be sent to Vice President & Treasurer Doug Watts at 504 South Lansdowne Avenue, Apt. B-11, Yeadon, PA 19050-2416.

The special half-year membership fee of \$9 (\$4.50 for Chapter-only membership) is now in effect through the end of 1984.

Philadelphia Chapter has agreed to join in an effort initiated by the Bluewater Michigan Chapter to simplify the present complex membership form prescribed by the national NRHS. It is believed that this issue will be docketed for discussion at the board of directors meeting in Cincinnati on August 31.

"HARPERS FERRY SPECIAL" SET FOR SEPTEMBER 30 (Continued from Page 1)

Tickets are priced at \$47 for adults and \$40 for children from five to 12 years old. Orders should be addressed to the Chapter at P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS." Members are urged to mark their calendars for this date and to order their tickets early! Based on the strong public response to last year's Susquehanna & Reading Special and a planned advertising campaign, Chapter officers expect a large turnout for the Harpers Ferry Special. It will be the Chapter's major fund-raising effort for this year, helping to support a number of rail preservation activities.

A full-fledged promotional campaign must be started to get the word out to the public about this unique excursion. Members who are willing to help publicize the trip by distributing flyers to friends, clubs, hobby shops and other display locations are urged to call Larry Eastwood at 215-947-5769 evenings. Every member's support is needed to make this project another big success for Philadelphia Chapter!



As the peak summer season moved into full swing, Amtrak's equipment consists were affected by two accidents, which caused equipment to be shifted around. The derailment of Train 60, the *Montrealer*, at Williston, VT on July 7, believed caused by a washout after a heavy rain, when a wall of water ripped out track and culvert after beaver dams broke, was the most serious. Involved in the derailment were F40's 202 and 211, baggage 1184, sleeper 2915, slumbercoach 2083, Amdinette 28302, Heritage coaches 4729, 4715, 4606, 4704, 4730, Amdinette 28301, and Amcoaches 21880, 21867 and 21839. The 2083 is most likely a complete write-off, with other equipment suffering serious damage. The last three cars were apparently not derailed. Five were killed.

On Wednesday, July 11, Train 82, the *Silver Star*, struck a tank truck loaded with diesel fuel at an unprotected grade crossing near McBee, SC, killing the engineer and the truck driver, and seriously injuring the fireman. The entire train passed through the wall of fire caused by the explosion, but there were no serious passenger injuries reported. The consist of #82 was two F40's, led by the 386, baggage 1235, baggage-dorm 1611, Amfleet II coaches 25103, 25062, 25036, 25042, Amlounge II 28016, diner 8507, sleepers 2458 and 2457, lounge 3111, and Amcoach II's 25113, 25022 and 25004. Most damage seemed limited to running gear and scorched sides and popped windows, the latter two caused by the heat.

Elsewhere in Amtrak's equipment picture, the quarterly equipment listing was issued on May 10, and here are some of the major changes: P30CH's 716, 718 and 722 have been restored to service, assigned to New Orleans, and the 706 has also been activated, and assigned to Chessie for the summer, with sleeper 2981, and these two will be found on Chessie's track geometry train. Elsewhere in the motive power area, RS3 126 has been placed into storage, and steam generator cars 662 and 663 have been sold.

In passenger-carrying equipment, cars released from Beech Grove include baggage cars 1189 and 1192, 11-bedroom sleepers 2232-2234, food service car 8704, and dome coach 9411. Amcafe 20019 has been converted to Amdinette 20240. Amtrak has placed in storage 10 "steam" coaches previously leased to Metro-North, and has sold six dome coaches to the Alaska Railroad. Also sold were 43 miscellaneous cars previously reported as retired.

VIA RAIL CANADA's flagship *Canadian* continues to run 17 cars between Toronto and Calgary and 20 beyond to Vancouver. This is the same size as last summer, but more intensive use of former CP Budd-built cars has been scheduled. A sleeper and the diner have been replaced, in theory, but some days a blue ex-CN car is operated instead. East of Toronto, there are still two through coaches, a snack coach and two sleepers to Montreal. Diners, Skyline domes and Park-series observations are turned now at Toronto and a 750-series cafe-lounge is added to provide cooked on-board meal service.

Both the *Hudson Bay* and the new *Panorama* are diagrammed to carry two "E" class sleepers, each with four sections, eight duplex roomettes and four bedrooms. However, these trains likely will carry extra cars since they are popular with tour parties. The *Panorama* replaces the *Skeena* between Prince Rupert and Edmonton (tri-weekly on a revised schedule), continuing on to Winnipeg on a daily basis. Full meal service is provided in a Skyline dome through mid-September, reverting to a cafe-lounge, same as on the *Hudson Bay*.

The *Ocean* now has two Budd-built sleepers, replacing a "Green" and a "Bay" series car. The sleeper-lounge is now a "Park" series dome-observation to Halifax. The overnight service between Toronto and Ottawa is up for discontinuance, but sections are now offered to increase the loadings. The *Chaleur* to Gaspé now offers full meal service in a cafe-lounge (the cafe-lounges are numbered 750-765).

The two "flagship" trains have both a full diner and a second car (a Skyline on the *Canadian* and a cafe-lounge on the *Ocean*). We've noted that full meal service is available also on the *Chaleur*, *Hudson Bay* and *Panorama*. The secondary trains offer snack and beverage service; whatever this entails is not clear. Cafe-coach-lounges in the 3000-series are assigned to the overnight Montreal-Cochrane train and to the *Northland*. They also provide additional food-service capacity between Calgary and Vancouver on the *Canadian*. Between Montreal and Toronto, conventional trains generally have a 2500-series cafe-lounge; some continue to Windsor. Otherwise, corridor trains make do with a snack coach.

Full meal service, where offered, consisted of two entrees for each meal. Skeptics have argued this is of limited variety, but they overlook the fact that the entrees change each day of a trip, so that you might have eight choices for dinner on a transcontinental trip. Breakfast choices are usually an egg item and something like waffles or pancakes (a Continental breakfast is also served). For lunch, it's usually some kind of cold salad plate and a hot entree (with soup and sandwich available). Dinners are more elaborate and usually offer a meat and fish selection. Unlike Amtrak's unhappy recent experiences with its dining service, long-haul riders in Canada should have nothing to fear.

(Continued on Page 5)

ON THE SCENE (Continued from Page 4)

The *Canadian* and *Ocean* really are the last vestiges of the grand cruise trains once common in the United States. Some of the amenities have fallen victim to changing times and costs, but consider the features on the *Canadian*: coaches and leg-rest coaches, domes for coach and sleeper passengers, dining car, coffee shop and snack bar, lounges for coach and sleeper passengers. In addition you'll find six kinds of sleeping car space available: sections, duplex roomettes, roomettes, bedrooms, compartments and drawing room. All of this is highlighted by classic "covered wagons" for motive power. Apart from the all-sleeper *Super Chief*, what American transcon of the 1950's offered more?

On the other hand, VIA's LRC's are a matter of taste. One has to applaud the effort to embrace new technology, but certain features are annoying. Half the seats ride backwards, and luggage space is limited by overhead aircraft-style bins. Food service is by trolley; there are no lounge areas. LRC trains are identified by note 5 in the schedules. Look for additional LRC trains as soon as 50 more cars, now on line, are delivered. They are numbered 3350-3399, and plans presently call for 40 coaches and 10 clubs. They've already replaced conventional cars on the last Montreal-Ste. Foy round-trip (the others already were LRC) and should go on additional Montreal-Toronto round-trips soon.

Observations in VIA's corridor noted extra coaches scheduled on weekends and holiday weekends see yet more cars booked. Trains 62 and 63 are the heaviest Montreal-Toronto trains, often requiring a third locomotive. Extra units are obtained by borrowing a small group of CN GP9's and RS18's equipped with high-speed gearing, steam lines and signal lines, but no boilers. Surplus LRC locomotives and even CN units alone are used on conventional trains in the summer. For example, I noted a Montreal-Toronto train (#65 with 10 cars) pulled by RS18's 3724 and 3725 the Monday of Canada Day weekend. Needless to say, its departure up the stiff grade out of Guildwood was noisy and smoky. VIA also assigned surplus Dayneters (leg-rest coaches) into coach service over the holidays and at least once ran a train of borrowed GO Transit bi-levels west from Toronto. I have no idea if anyone was turned away, because I was watching trains from the nearby Spadina St. bridge, but VIA was making intensive use of what it had.

Power for the Toronto coach yard is a group of eight CN S-13's (8512-8519) built in 1959. With 251 engines, they are similar mechanically to an Alco T-6, but of different appearance. Montreal's Point St. Charles passenger yard is worked by GMD SW1200RS and SW8 units. Elsewhere in VIA motive power, only eight former CP F units (five A's and three B's) remain in service for VIA—having been rebuilt. They're numbered upwards from 6550 and 6651. Thirty A and 12 B units built by MLW in 1958-59 (the FPA4 and FPB4's) continue to soldier on in the corridor and east to the Maritimes.

Certainly the largest operator of RDC's remaining, VIA operates about 30 in the Toronto area alone. Two RDC-9's (6001 and 6004) are in CN livery yet—very rare on VIA. For the record, British Columbia Railway, MBTA, Metro-North, Maryland DOT and Amtrak are the only other North American RDC operators (revenue service).

While in Canada, I also observed rush-hours in Toronto and Montreal commuter operations. GO Transit (Toronto) has 32 locomotives of four types. Units with head-end power are in the 500 series, consisting of eight GP40TC's of 1966 and six F40PH's of 1978. They are usually assigned to trains with a control coach at the other end. Eleven GP40-2's with Canadian-style wide cabs and seven ex-Rock Island upgraded GP40's have no HEP capability and must be teamed with a power car—one of 11 FP7/F9A or three F7B units. These units fill in as second power units on trains consisting of more than eight bi-levels. These distinctive coaches protect all runs except one trip to Georgetown and a morning-only "short-turn" from Port Credit. In addition, there are five cars leased to Quebec this summer for service out of Quebec City. With almost a hundred single-level cars surplus to their needs, GO has leased 53 to MBTA and 14 to MARC (Maryland).

In Montreal, all of the equipment operating out of Windsor Station has been repainted in CTCUM's blue and white scheme. Forty-one coaches, nine gallery cars and seven FP7's are the fleet. New platforms are going in at stations, and Westmount is being relocated two blocks west to the Vendome subway stop. On the other side, the CN commuter service remains suspended in a time warp—definitely a treat. The original six electrics are still active, going on 70 years, and five English Electric boxcars of 1924-1926 can be seen as well. Three "youngsters" are now 33 years old, GE center-cabs 6725-6727. In the rush hour, two trains of 1952 MU's are operated in base service (in sets of one motor to two trailers). They have incandescent lights and a growl that would be well-known to riders out of Hoboken. These MU's also have what I swear are cowbells. The motors are virtually silent, and the bell is a useful warning that the train is about to move. In rush hours, four locomotive-hauled trainsets of up to 12 cars are operated—mostly railroad roof cars (with a few streamlined ex-VIA cars), all in CN black and gray and very well maintained—truthfully, though, they don't get much abuse. A lot of fun, to be sure.

Also in Montreal, Line 2 Metro has been extended northwest three stations to DuCollege. Work continues on a new Line 5 to run north of Mount Royal across town.

In other news this summer, Metro-North has determined that 24 FL9's will be retained and renumbered to 2001-2024. Of this group, the first six are 1750-hp versions built in 1957; the remainder are 1800-hp numbers built in 1960, EMD's last major production of F units. Another nine will not survive and will finish their days as 2025-2033 (six are 1750-hp and three are 1800-hp types).

(Continued on Page 6)

PRESERVED GG1'S NOW TOTAL 13

Since the report carried in Cinders' January 1983 issue, three more GG1 electric locomotives have been saved from the scrappers by various museum groups. Now a total of 13 of the famed G's are being preserved out of the total fleet of 139 units built for the Pennsylvania Railroad between 1934 and 1943. Twelve others, retired from active service by NJ Transit, are stored and will probably be scrapped.

Here is an up-to-date listing of GG1's to be permanently displayed:

ROAD #	ORIGINAL #	LAST OWNER	YEAR BUILT	DISPLAY LOCATION
4800	4800	Conrail	1934	Railroad Museum of Pennsylvania, Strasburg, PA (Note 1)
4859	4859	Conrail	1937	Amtrak Station, Harrisburg, PA (Note 2)
4877	4877	NJ Transit	1939	Not determined (Note 3)
4890	4890	Amtrak	1940	B&O Railroad Museum, Baltimore, MD (Note 4)
4906	4903	Amtrak	1940	"Age of Steam" Museum, Dallas, TX
4913	4913	Amtrak	1942	Railroaders Memorial Museum, Altoona, PA (Note 5)
4916	4918	Amtrak	1942	National Museum of Transport, St. Louis, MO
4917	4919	Amtrak	1942	Roanoke Transportation Museum, Roanoke, VA
4926	4933	Amtrak	1943	New York State Fairgrounds, Syracuse, NY
4932	4909	Amtrak	1941	Steamtown, Scranton, PA (Note 6)
4934	4917	Amtrak	1942	Wilmington & Western Railroad, Marshallton, DE
4935	4935	Amtrak	1943	Railroad Museum of Pennsylvania, Strasburg, PA (Note 7)
4939	4927	Amtrak	1942	Illinois Railroad Museum, Union, IL

Note 1 - Restored to original passenger paint scheme (dark green, pinstripes)

Note 2 - Temporarily stored at Strasburg, PA, pending restoration

Note 3 - Painted in tuscan red scheme. Stored at Elizabethport, NJ

Note 4 - Restored to 1955-era paint scheme (dark green, large keystone)

Note 5 - Painted in tuscan red scheme

Note 6 - Temporarily stored at W&W Railroad, Marshallton, DE

Note 7 - Restored to PRR paint scheme (dark green, closely-spaced pinstripes)

NRHS JOINS IN REDEDICATING WILMINGTON STATION

The \$10.4-million renovation of Amtrak's classic passenger station in Wilmington, DE has been completed after six years of planning and construction. Designed by famed Architect Frank Furness, the beautifully-restored building was rededicated at a special ceremony on Friday morning, June 8, which included remarks by Governor Pierre S. duPont IV, U. S. Senators William V. Roth, Jr. and Joseph R. Biden, Jr., Congressman Thomas R. Carper of Delaware, Wilmington Mayor William T. McLaughlin, Amtrak Executive Vice President Thomas P. Hackney, Jr. and other dignitaries.

Upstairs at track level, Amtrak AEM-7 electric locomotive #900 and Wilmington & Western's 4-4-0 #98, under steam, were on display along with four Amfleet cars, two vintage W&W coaches and a caboose. That evening, in spite of record heat, a gala dance entitled "Locomotion" was held in the refurbished waiting room, with a reported 1,200 persons in attendance. The event was sponsored by Wilmington Waterways, the Junior League of Wilmington and the Delaware State Chamber of Commerce.

The rededication weekend was concluded on Sunday afternoon the 10th with a "railfan gathering" at the station. Philadelphia Chapter was represented with a display of appropriate photographs and other memorabilia prepared by Member Roy Soukup. Wilmington Chapter contributed an exhibit as did the Wilmington & Western Railroad and Mitchell's Hobby Shop.

The renovation project was funded by the Federal Railroad Administration as part of its Northeast Corridor Improvement Project, by the Delaware Department of Transportation and by Amtrak. The 79-year-old brick station, marked by its distinctive clock tower, is located at Front & French Streets in downtown Wilmington. It was placed on the National Register of Historic Places in 1976. About 55 trains a day serve Wilmington station.

ON THE SCENE (Continued from Page 5)

Also on Metro-North, the two E8's leased from NJ Transit have been returned to that agency, and are being spruced up at Elizabethport shops. Two leased Amtrak E8's, the 495 and 497, remain in service. Two 1000-series MU cars remain in service on Metro-North — club 1037 and "material" car 1077. The latter has a baggage door cut into its side. In late June, Morrison-Knudsen had rebuilt 29 of 42 1100-series MU's for M-N. Earlier, GE had done a more limited program on 11 similar cars at Hornell. All such cars in service have been in blue and silver for several years (1077 is still PC green — possibly the only active PC green car?).

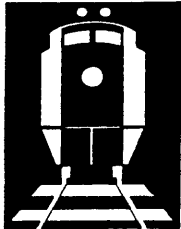
Miami's Metro did begin service on May 20, on the south end. In San Francisco, the California St. cable car line was restored to service June 3 and the two Powell St. lines on June 20. Atlanta is scheduled to open nine additional miles of line in December, extending its north-south line north as far as Brookhaven (three stations) and south to Oakland City (also three stations). Cleveland's 60 new rapid transit cars from Japan are being assembled at General Electric's Cleveland shop.

PHILADELPHIA



FRANK G. TATNALL, JR.

It's going to be a long, hot summer for SEPTA. Service cuts, a looming budget deficit and another delay for the center city rail tunnel have produced the latest in a long series of crises which have bedeviled the authority over its 20-year lifespan.



Most immediately impacted is the commuter rail system. Following the recent defection of several dozen qualified engineers to higher-paying jobs with AMTRAK, CONRAIL, NJ TRANSIT and other carriers, SEPTA has been forced to cut service on eight of its 12 commuter lines, effective July 23. Described as temporary, the reductions average seven percent on weekdays with 595 trains operating instead of 638. On Saturdays, a total of 414 trains are scheduled instead of 473. The eight lines affected are Chestnut Hill East and West, Elwyn-West Chester, Paoli, Fox Chase, Lansdale-Doylestown, Norristown and West Trenton. Notices listing the discontinued trains were distributed to riders, but changes on Elwyn-West Chester were so extensive that a new timetable was issued (dated July 22). Shuttle bus service has been instituted between Elwyn and West Chester during off-peak hours.

Though SEPTA has tried to combine locals and expresses and otherwise temper the severity of the service cuts, it's estimated that more than 1,100 of the 75,000 one-way riders who currently use the system will be seriously inconvenienced. With SEPTA engineers paid from \$10.14 to \$13.40 an hour depending upon their seniority, many who had been previously laid off elsewhere have now left SEPTA to reclaim jobs paying more than \$17 an hour. These jobs--some of them in freight service--have recently opened up because a one-time provision of Federal retirement law has induced a number of 60-to-61-year-old workers to take their pensions this summer.

By mid-July, the ranks of available SEPTA engineers had dwindled to 145--34 below the budgeted workforce of 179--and still others may "flow back" to their former employers within the next few weeks. Meanwhile, SEPTA is feverishly training more than 100 new recruits in a 134-day instructional program, but the first 30 graduates will not enter service until September.

As a direct result of the engineer shortage, it is likely that SEPTA will again postpone the long-awaited start of full service through the \$338-million rail tunnel. Though scheduled to open on September 1, it appears highly probable that the changeover will not occur before November at the earliest--assuming that the supply of engineers has stabilized by that time. Another snag is the delay in construction of "Walnut" interlocking, a new set of crossovers on the Suburban Line between 30th Street Station and "Arsenal" tower which SEPTA insists is necessary to channel trains into and out of the tunnel. The City administration is understood to be resisting any plan to backpedal on the tunnel's debut, as well as on the opening of the nearly-completed Airport High Speed Line, but the present circumstances may leave SEPTA no other alternative.

In truth, a major victim of all these problems is SEPTA itself, whose campaign to boost ridership on the anemic commuter rail system could suffer a dramatic setback. "It's perhaps not the wisest business decision in the world to promote heavily while you have fewer trains on the line," lamented one official.

A bright spot in the local transit scene this summer was the startup of free shuttle service through that part of the tunnel between Suburban and Market East Stations. After a mid-morning ceremony July 2 featuring Mayor Goode and SEPTA bigwigs, two ribbon-bedecked Budd Silverliners (#9012 and 9014) began the back-and-forth service on a 20-minute headway. A new timetable was issued for the daily-except-Sunday shuttle, which will continue running until the entire tunnel is opened for service. During the week of July 9 spic-and-span Silverliner IV #274 took over as the regular shuttle car, with #9007 as backup.

SEPTA has rented AMTRAK's automated "Track Laying System," a quarter-mile-long collection of machines which replace rail, ties and ballast in one continuous operation. Working weekends only until October, the TLS is scheduled to replace 32 miles of track on the former Reading system. It began the project in June on the Ninth Street branch between Wayne Junction and 16th Street Junction, and will later move to the New York, Lansdale and Doylestown Lines....Yes, lines. On July 1, SEPTA renamed all of its ex-Reading branches "lines"--Ninth Street Line, Norristown Line, Chestnut Hill East Line--a terminology favored by CONRAIL.....The SEPTA board on July 25 approved a plan (see May Cinders) to realign its commuter rail system when the center city tunnel opens.

SEPTA has issued a new promotional brochure for its Paoli service.....The Chestnut Hill East timetable was reissued July 1, reflecting faster schedules as a result of the now-completed welded rail project on that line.....A double rail crossing has been installed at "Wayne" to allow access to the new Roberts MU storage yard, part of the center city tunnel project.....SEPTA will reconnect the old Forest Park siding on the Doylestown Line east of Chalfont, which will allow trains to meet there after the tunnel schedules take effect.....SEPTA has torn down the remains of the old Pennsy station at West Chester, replacing it with an open shelter.

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A set of five ex-Reading Blueliners made several revenue trips between Suburban Station and Elwyn in late June, later returning through the tunnel to Wayne Junction.....With the tunnel now operational for deadhead movements, SEPTA has discontinued its weekend practice of moving MU cars with diesel locomotives between Wayne Junction and Powelton Avenue yards. These moves usually took place via CONRAIL through the Belmont connection.....Mixed consists of Budd and General Electric Silverliners have now become common on the ex-Pennsy lines. Though done routinely on the Reading side, such mixing was for years a "no-no" on the Suburban Station side.....More and more Silverliners are receiving new Lexan windows to replace the almost-opaque glazing which has annoyed riders for too long. The replacement Lexan is said to be almost immune to scratching by car wash machines and chemicals.

The first two truckloads of RDC parts purchased from SEPTA by Philadelphia Chapter (see May Cinders) were hauled to the State Railroad Museum at Strasburg on July 14. Additional loads of wheels and other parts are expected to be moved to Strasburg for storage within a few weeks. The Chapter has also purchased the parts originally acquired by Historic Red Clay Valley, Inc. for use with City-owned RDC's #9151 and 9152, which were to be leased for operation by HRCV's tourist-hauling WILMINGTON & WESTERN RAILROAD. The City, however, has decided not to lease the cars to the Marshallton (DE)-based line. At Strasburg, the parts will be used for repairs to ex-Reading #9163 (originally Lehigh Valley #40), which was recently donated to the Museum by PennDOT.

A landmark disappeared from downtown Philadelphia on June 29, when the famed Reading Terminal clock was removed from its foundation at 12th & Market Streets. The 92-year-old clock, still owned by the Reading Company, will be completely rebuilt by an antique clock expert and, restored to its Victorian splendor, reinstalled next year in the same area.



NJ TRANSIT is still shooting for Labor Day weekend to cut over to its new electrical power system. Tri-State Chapter has scheduled a "Farewell to the DL&W MU's" trip for Sunday, August 19 (see "Extra List").....NJT is sponsoring a farewell party for its half-century-old Lackawanna electric cars at the Maplewood (NJ) rail station, beginning at 10 AM on August 11. Events will include an auction of memorabilia from one of the cars and a "nostalgic train ride" between Maplewood

and Morristown.....NJT is considering September 29 as the date for its fourth annual "Hoboken Terminal Renaissance Festival."

NJ TRANSIT has issued the 1984 edition of its "Guide to the New Jersey Shore," a colorful brochure showing public transit, park and beach information. Copies can be picked up at various SEPTA facilities and city bus terminals.....NJT has a new telephone number for Philadelphia-area residents seeking transit info for the Garden State: 215-569-3752 (Delaware Valley Rail Passenger).....Only 6.9 percent of NJT's capital project funding directly benefits the 25 percent of state residents who live in South Jersey, according to a recent study (DVRP).....Governor Kean announced in June that NJT will have no fare increases in this fiscal year (Tri-State Chapter Block Line).

Of the ten ex-Pennsy MP54 MU cars owned by NJ TRANSIT, eight have been sold to Naporano Iron & Metal for scrap and two will be preserved. All are stored at Wilmington, DE.....Work is proceeding on NJT's \$112-million car and locomotive maintenance facility at Meadows yard, Kearny, three miles east of Newark.....NJT will demolish the existing station buildings at Princeton Junction and construct a new station, high-level platforms and expanded parking areas. Over the past several years, the station has become the focus of a mammoth commuter trade to and from New York (RRE Journal).



SEPTA dropped a bomb on the City July 20 when it announced plans for widespread service cuts affecting 30,000 to 40,000 daily riders, in order to balance an expected budget deficit of \$20.2 million. Reportedly spurred by a demand from Mayor Goode to trim expenses by five percent during the current fiscal year, SEPTA's staff proposed a reduction of \$9 million in maintenance, fuel and power costs, \$7 million in transportation and \$4.3 million through the layoff of 264 operators and management personnel. Among the routes to be eliminated are the Norristown and Ivy Ridge commuter rail lines, shoppers' special and race track special buses, the downtown Penn's Loop and Fox Chase-Newtown shuttle buses, and bus routes F, M, U, X, XA, 28, 44G, 63 and 90. In addition, segments of ten other bus lines would be discontinued, service would be reduced in several areas and Routes 5 and 50 combined.

SEPTA Chairman Lewis F. Gould, Jr. wrote to Mayor Goode strongly protesting the cuts, which he called "draconian" and "damaging," and criticizing the City for its failure to provide \$3.1 million in anticipated subsidies which caused a \$7 million shortfall in matching payments from the State. He scored the Mayor for demanding budget cuts at the same time that SEPTA's ridership is growing--up by ten million trips (six percent) on the City Transit Division over the period from July 1983 to April 1984. One special target of Gould's ire was the City's insistence that the price of tokens not be increased under the fare plan which became effective July 1, an action which SEPTA says will cost it \$7 million a year.

Upon returning from the Democratic convention in San Francisco, Goode continued to urge reductions in SEPTA overhead costs and elimination of "low-passenger and/or high-deficit operations." He said that he would not support SEPTA's call for an increase in token prices from \$7 to \$7.75 for a package of ten, and would have the City's representatives on the SEPTA board veto the proposal if necessary. "I'm prepared to continue to challenge SEPTA to be more cost-effective in providing services," the Mayor emphasized. None of the proposed

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cuts can be implemented until early fall, after public hearings and approval by the board. As the Inquirer pointed out in an editorial, this debate will "force a public airing of SEPTA's financial needs and the funding required to meet the metropolitan area's requirements for adequate mass transit service." It also may sharpen the conflict between SEPTA and its principal funding source, the City of Philadelphia.

SEPTA on July 1 increased its base transit fares from 75 to 85 cents, following approval by the authority's board the previous week. Other changes included an increase in weekly TransPasses from \$9 to \$10 and in monthly TransPasses from \$35 to \$38, but a planned increase in the price of tokens from ten for \$7 to ten for \$7.75 was withdrawn under pressure from Philadelphia's two representatives on the board. Also approved was an operating budget of \$455 million for the fiscal year beginning July 1, an increase of about \$23 million over the previous year, even though board members warned of an impending deficit (see above) similar to that which almost shut down the system last May.

Over on the ailing commuter rail system, SEPTA decided to reduce the cost of monthly TrailPasses in all zones except for the inner-city Terminal Zone, effective September 1. At the same time, the Terminal Zone will be designated Zone 1 and the other zones will be renumbered upward by one, except that the few stations in existing Zone 5 will be included in the new Zone 5 with concurrent fare reductions. TransPasses good for unlimited travel on City Transit Division vehicles will also be honored on commuter rail trains within City limits during off-peak hours, without payment of another fare.

SEPTA will hold a public hearing August 6 at its downtown headquarters to consider a proposed capital budget for Fiscal Year 1985, as well as its longer range capital program for 1985-1990. Among the projects to be discussed are: Luzerne depot modernization (\$18 million), engineering design for new light rail vehicles (\$500,000), commuter rail track and roadway improvements (\$20 million), track and overhead wire improvements on the City and Suburban Transit Divisions (\$8.6 million), rehabilitation of Norristown High Speed Line cars and ex-Reading Blueliners (\$5 million), and a \$400 million program for the purchase of new commuter rail, surface trolley, Norristown High Speed Line and Broad Street subway cars. Additional funding is also proposed for such major projects as reconstruction of the Frankford elevated and modernization of the troublesome Wayne Junction electrical substation.

SEPTA on June 25 dedicated its new \$14-million Woodland heavy repair shop for surface rail cars, located on the site of the old Woodland depot at 49th & Woodland in Southwest Philadelphia. The 95,000-square-foot facility is intended to replace the 2nd & Courtland repair shop in North Philly. Woodland will rebuild 32 PCC cars (80 have been done), in addition to maintaining the 141 new Kawasaki cars delivered to SEPTA in recent years. To date, only the wheel truing and pressing machines are in operation, but the entire shop should be going full blast by this fall.....SEPTA was the subject of a favorable article in the June issue of Railway Age, entitled "Winning a Catch-up Game".....SEPTA is interested in buying a portion of the former Eaton-Yale Corp. property at 11000 Roosevelt Blvd. for its long-proposed Northeast bus garage.

Route 23-Germantown Avenue has been bused over its entire length this summer while street and track repairs are performed. The trolleys are expected to return with the advent of fall schedules on September 2... ..Subway-surface Route 10 is also using substitute buses during the summer between Overbrook and downtown.At least 12 Kawasaki LRV's are out-of-service because of worn wheels, awaiting their turn at the new Woodland wheel truing machine. Only the busing of Route 10 this summer has prevented a cutback in service on the other four subway-surface lines.....LRV #9018 derailed in the subway near Juniper Street during the morning rush hour of July 10, apparently as the result of misaligned track. Later #9065 derailed in the same area. Service was not restored until 4 PM.

An empty baby stroller thrown off the 15th Street subway platform caused a near two-hour shutdown of the Market-Frankford Line during the evening rush hour of July 13. The resulting power outage delayed thousands of riders on the high speed line as buses had to be pressed into service between 5th and 30th Streets stations. Subway-surface cars were also halted for a time.....At least four cases of malfunctioning car doors have occurred on the Market-Frankford Line in recent weeks, including one incident on June 20 when the doors on four cars of a moving six-car train opened unexpectedly. The problems have caused SEPTA to speed up its rebuilding program on the 25-year-old Budd cars, completing the replacement of door circuits in all 250 cars by next January.....Meanwhile, engineers from Budd and the consulting firm of Louis T. Klauder & Associates have been unable to pinpoint the cause of last year's mysterious door openings on several trains of new Kawasaki cars operating in the Broad Street subway, the Daily News reported.

As mentioned before, SEPTA has experienced substantial gains in ridership on its transit lines since last summer. The six percent increase on the City Transit Division is well above the 3.3-percent average growth over the previous year for other major U.S. and Canadian transit systems, according to industry figures. The fastest growing line is the Broad Street subway, up 11.2 percent largely as the result of its shiny new equipment. The Market-Frankford Line handled seven percent more riders, while buses were up 4.6 percent and trolleys four percent--again partly the result of new and rebuilt equipment. SEPTA's total increase for the period was ten million more trips.

SEPTA has completed work on this year's phase of its Norristown High Speed Line improvement program. New welded rail has been installed on the inbound track between Hughes Park and Conshohocken Road stations.....SEPTA expects the first of 50 new articulated buses--Philadelphia's first--to be delivered in August. They're being built by Volvo.....The Daily News says that SEPTA is sending 4,000 of its bus and trolley operators to a two-day "charm school" to learn "communications skills" and anti-confrontation techniques. About 500 workers a year will receive the training.....SEPTA is continuing its corporate pass program under which participating employers sell monthly transit passes at a ten percent discount. (Continued on Page 10)

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A "heat kink" in welded rail along AMTRAK's mainline track #3 has been blamed for the June 8 derailment of Train 169, the Boston-to-Washington Patriot, near the 49th Street bridge in Southwest Philadelphia. The nine-car train had left 30th Street Station just minutes before and was traveling at an estimated 75 mph when, at 2:30 PM, the six rear cars derailed. The last three flipped on their sides and the next two came to rest leaning at a 45-degree angle. Thirty-two passengers were injured out of a total of 364 passengers and nine crew members on board. Two trains, southbound #95 and northbound #142, were detoured over CONRAIL's High Line behind Amtrak diesels, and by 5:30 both Amtrak and SEPTA trains were moving past the scene on an adjacent track. Early the following morning the derailed cars were removed to Wilmington shop. For the next two days, Amtrak imposed a top speed of 80 mph along the Northeast Corridor as the late spring heat wave continued.

The Philadelphia incident was the first of four serious wrecks suffered by Amtrak trains over a period of six weeks. On July 7 five persons were killed and 137 injured when the Montrealer hit a washout on the CENTRAL VERMONT near Williston, VT, and four days later the engineer of the northbound Silver Star died when his train struck a tank truck at a grade crossing near McBee, SC. The truck driver also perished as the truck, filled with diesel fuel, exploded in a ball of flame. Then, on July 23, Trains 151 and 168 collided on an elevated approach to the Hell Gate Bridge in New York City, killing one and injuring 141. The accident, which occurred while one of two tracks was out of service for repairs, appeared to be caused by a tower operator's error.

It's highly unlikely that AMTRAK will be able to start its much-heralded service to Atlantic City on October 1, 1985, as ordered by Congress last year. According to a Daily News report, the Resorts International casino has not yet come up with its promised \$23 million in matching funds needed to release the \$30-million Federal appropriation, and track repairs have yet to begin.....New highway bridges have eliminated all but two of the grade crossings along AMTRAK's high-speed Northeast Corridor between New York and Washington. These are in Prince Georges County, Maryland (RRE High Green). AMTRAK will install new track and turnouts in Penn Coach yard near 30th Street Station, to be completed by mid-1985 (Amtrak News).....With the opening of "Phil" interlocking in Southwest Philadelphia last spring, "Brill" tower was removed from service. Now there is some doubt about the future of "Arsenal" tower one mile south of 30th Street, because it no longer controls any switches on AMTRAK's mainline. It's only function is to handle SEPTA's Marcus Hook and Elwyn-West Chester trains which pass nearby, and to control "Cane" interlocking on the West Chester branch near Secane.....AMTRAK GP7 #760 based in Philadelphia is apparently the first "pumpkin" unit to be repainted in the current silver paint scheme with equal-width red, white and blue stripes.

A House committee has approved \$738 million for AMTRAK in the fiscal year beginning October 1, while a counterpart Senate committee recommended \$700 million plus \$10 million for Northeast Corridor work (Rail Travel News).....Special Auto Train tickets will be on sale through September 5 (good until September 25). Round-trip fares are \$178 adults, \$98 children, \$250 per auto. The trip must be completed in 21 days (NARP News).....AMTRAK in early May sent a cost study to Ohio DOT covering possible extension of the New York-Pittsburgh Pennsylvania to Cleveland. In April Amtrak ran an inspection train over several possible routes between Pittsburgh and Cleveland (Lake Shore Chapter Timetable).....Lancaster Chapter operated an 18-car Amfleet excursion from Harrisburg, PA to West Point, NY and return May 20 behind F40's 386 and 276. It was the first AMTRAK train ever to operate over CONRAIL's West Shore freight line along the Hudson River (20th Century Railroad Club Fast Mail).....Have you seen AMTRAK's recent series of TV commercials, as well as the Miller Lite beer ad featuring Sports caster John Madden on an Amtrak train?.....AMTRAK has started a new telemarketing sales group headed by former Philadelphia Sales Manager Tom Sabo.



Continuing its record of increased profitability, CONRAIL has reported net income of \$179 million for the second quarter and \$270 million for the first half of 1984. The quarterly figure is 84 percent higher than in the same period a year ago and the six-month earnings are 146 percent higher than in the first six months of 1983--the highest for any half-year period in Conrail's eight-year history. Conrail reported \$313 million in net income for the year 1983 and Chairman L. Stanley Crane has said that a forecast of \$450 million to \$500 million is "reasonable" for the full year of 1984--barring unforeseen economic disruptions.

CONRAIL in late July ran the first full train of containers stacked two-high from Chicago to Kearny, NJ via the former Erie Southern Tier route. Loaded on special Budd-designed, Thrall-built articulated flatcars, the 200 containers belong to a water carrier, American President Lines, which has purchased three sets of the special five-platform cars for operation from Seattle to Kearny via UNION PACIFIC, NORTH WESTERN and CONRAIL. The first train, with the symbol TV-300, arrived July 25 at Kearny intermodal terminal near Newark, and will repeat the trip every two weeks.....CONRAIL also joined with the SANTA FE in starting a new coast-to-coast run-through train for piggyback perishable traffic. Originating in Los Angeles, the train runs three times a week through Chicago to the Morrisville (PA) and North Bergen (NJ) terminals via Harrisburg. Carrying the symbol TV-56, the train is due here Sunday, Monday and Tuesday midday.....CONRAIL is now running cabooseless piggyback trains on AMTRAK's Harrisburg and NEC mainlines (see June Cinders). The trains include MAIL-8, 9, 10, 11 and TV-1, 2, 22, 23, 24 and 25.

CONRAIL Locomotive News: All 50 new General Electric C30-7A diesels were delivered before July 1, as were the 40 new EMD SD50's. They're numbered 6550-6599 and 6740-6779 respectively. However, ten micro-processor-controlled C32-8's from GE (#6610-6619) have not yet shown up. Ex-Erie Lackawanna SDP45's #6667-6684 were turned back to the lessor and have since been sold to NORFOLK SOUTHERN.....SEABOARD SYSTEM in July borrowed three CONRAIL C30-7A units for testing and in turn loaned CR four of its GP40's (#6649, 6727, 6759,

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6785).....CONRAIL's 57 remaining E44 and nine E33 electric units were officially retired in June. Many have been moved from Harrisburg to the GE plant at Erie, PA for storage.....Also retired was ex-New York Central SW1 #8400, built in 1939, once recognized as the oldest diesel in service on any U.S. Class I railroad.West Jersey Chapter's Crew Caller reports that eight of CONRAIL's ten ex-PRSL GP38's have now departed. The most recent sale was #7666, 7667 and 7668 to Speno Rail Services of Syracuse, NY, where they will be re-numbered 3-5 for service on rail-grinding trains.....BOSTON & MAINE has acquired ex-CONRAIL U33B's 2916, 2919 and 2925, renumbering them B&M 190-192 (Mohawk & Hudson Chapter Call Board).....Fourteen ex-CR GP40's and six U33B's were reportedly delivered to the DELAWARE & HUDSON at Albany on July 7.

Early on July 24 about 1000 feet of CONRAIL's beltline track near Laureldale, PA, just north of Reading, collapsed into a 100-foot-deep sinkhole, taking with it several cars of westbound Train OIIN-3. A number of other trains had to be detoured via AMTRAK and Conrail lines through Philadelphia and Morrisville. Within two days the out-of-service East Penn branch between Reading and Blandon was restored to operation, allowing east-west freights to bypass the cave-in.....Now that the Monroe County (PA)-VentuRail scheme to purchase 88 miles of the ex-Lackawanna mainline (see June Cinders) has failed, a CONRAIL salvage train is removing rail from the famed "Cutoff" east of the Delaware River. By mid-July, 11 miles of the single-track line had been lifted in the area of Blairstown, NJ.....Steamtown still intends to operate its excursion trains over the 13 miles between Scranton and Moscow, PA, though no activity has been seen thus far this summer.

CONRAIL has begun a \$9.6-million program to build 250-high-capacity gondola cars at its Samuel Rea shops, Hollidaysburg, PA. To be used for loading scrap metals, the gons are the first new cars built at Hollidaysburg in four years.....In May CONRAIL expanded its rail-truck "SteelNET" service for the distribution of steel products by adding a new warehouse operation in Pottstown. It is one of eight warehouses systemwide offering savings to steel shippers of up to 20 percent versus trucks.....Harrisburg Chapter's Rail Review reports that ex-SANTA FE heavyweight business car #56 was seen moving in a CONRAIL freight train June 26 enroute to Reading. Two years ago Conrail purchased sister car #55 which was converted into state-of-the-art track geometry car #21.....CONRAIL has extended until September 30 its advertising campaign headlined "Conrail delivers as promised or your money back!" (see June Cinders).

The task of moving historic "Lemo" tower from Lemoyne, PA to the STRASBURG RAIL ROAD property should be completed by early August. Philadelphia Chapter has loaned \$5,000 to the "Lemo Fund" (see March Cinders) and Lancaster Chapter is also a substantial backer of the project.....The Strates Shows carnival train was scheduled to move from Harrington, DE to Elmira, NY July 29 via CONRAIL.....Member Kermit Geary, Jr. has authored the lead article in the September issue of Railfan & Railroad. It's all about the Alco fleet on OCTORARO RAILWAY in Chester County.....Delaware Valley Chapter's July 7 fantrip on the OCTORARO operated as advertised with ex-Toledo, Peoria & Western RS2's #202 and 205 leading the all-day excursion to Elsmere, DE and Sylmar, MD.....The proposed doubleheaded steam trip with ex-Pennsy #1223 and 7002 from Strasburg to Harrisburg, PA on September 29 has been postponed to next spring.

CHESSIE SYSTEM discontinued its seasonal "Orange Blossom Special" piggyback train between Florida and Wilmington (DE) on July 1, replacing it with southbound train SBDT and northbound CSTT.....CHESSIE is still trying to reach agreement with neighborhood groups in Elsmere (DE) to begin construction of a huge \$33-million intermodal terminal.....CHESSIE is working to increase overhead clearances in its mile-long Howard Street tunnel beneath downtown Baltimore.....Wilmington Chapter had a tour of Phoenix Steel's Claymont (DE) plant on June 22, riding a rare ex-Great Northern NW5 diesel switcher.....MARC--the new name for Maryland's commuter rail service--will lease 14 GO TRANSIT cars to replace its NJ TRANSIT Arrow II MU's until new cars arrive next year (RRE Journal).....STEWARTSTOWN RAILROAD's 44-ton GE #10 will soon depart its longtime home at Jim Thorpe, PA to return to its owner. The STEW is talking about resuming service as far as York, PA following PennDOT's rebuilding of the old Pennsy Northern Central branch which was the shortline's only connection. The NC branch--and the STEW--have been out of service since the Hurricane Agnes flood of 1972.....The BLUE MOUNTAIN & READING shortline has acquired ten of SANTA FE's rebuilt CF7 diesels for leasing out (Hawk Mountain Chapter Hostler).

The June issue of Cinders at 22 pages was the largest in Chapter history.....Branford Trolley Museum has changed its name to the Shore Line Trolley Museum.....Broad Street subway car #182, now owned by Buckingham Valley Trolley Museum, arrived at BVTA's Pier 5 shop June 23 on its own wheels, hauled by a CONRAIL diesel.....BVTA's Penn's Landing trolley operation suffered a setback on May 20 when ex-Wilmington single-trucker #120 crashed into ex-Red Arrow #26, the former suffering severe damage. BVTA is now rushing repair work on Red Arrow #80 to get it in service by early August. The 1932 Brill has gotten rebuilt motors and a brand-new red and silver paint job.....Ridership on the Penn's Landing line has been strong this season, with over 1,800 passengers carried in the first seven weekends.

Center-City Developer Richard I. Rubin announced in June that he wanted to move the Greyhound bus terminal from his Six Penn Center building to a location on the site of the historic Lit Brothers store at 7th & Market. Despite efforts to preserve the famed iron facade of the Lits building, it now appears that the abandoned structure will be demolished, and Rubin will have to find somewhere else to move Greyhound.....U. S. DOT recently proposed new Federal rules to crack down on alcohol and drug abuse by railroad operating crews. The long-awaited rules fill a void in government regulation which has drawn increased attention following several rail accidents allegedly caused by crewmen under the influence.

As we go to press, we learn that National Director Jim Myers is recovering from a heart attack. He is expected to be at home as you read this, for those who wish to send a note of cheer.

Feds Pushing Sale of Conrail; Mull Six Offers

When the clock struck midnight on Monday, June 18, the U. S. Department of Transportation had in hand no fewer than 15 offers to purchase the government's 85-percent stock interest in Consolidated Rail Corp. That moment had been set by Transportation Secretary Elizabeth Dole as the deadline for bids on the vast, 14,000-mile northeast rail system, which since 1976 has cost the United States more than \$7 billion to purchase, rebuild and operate, but is now highly profitable with \$313 million in net income for 1983.

CONRAIL



Last to file its bid was the giant Norfolk Southern Corp., which offered \$1 billion in cash for Conrail and another \$325 million for the remaining 15 percent of the stock now held in an employee stock ownership plan. Overall, the 15 bids ranged from \$1 (by Tippecanoe Warehousing, Inc. of Lafayette, IN) to \$7.6 billion (by First Allied Corp. of Rochester, NY). DOT quickly referred all bids to its financial advisor, Goldman, Sachs & Company, for detailed analysis and recommendation.

Then, one month later on July 18, the department announced that it had narrowed its list of bidders to six finalists, with whom it would conduct intense negotiations to determine a "winner." Most likely, the ball would then be passed on to Congress, which must enact legislation to forgive all or part of Conrail's debt and clear the way for an actual sale.

Press reports indicate that Secretary Dole is anxious to wrap up the selection process in time to submit legislation to Congress this summer, in order to allow consideration before the lawmakers adjourn for the political campaign on October 4. Several Congressmen, however, among them Representative James Florio of New Jersey, chairman of the powerful House Transportation Subcommittee, and Senator John Heinz of Pennsylvania, have stated publicly that they will resist any quick sale that does not appear to be in the interest of Conrail's customers, employees and area residents. On July 26 a group of 19 Northeast Congressmen, led by Representative Robert W. Edgar of Pennsylvania wrote to Florio demanding a one-year moratorium on the sale.

The six finalists include one of the nation's largest railroads and a major financial institution, as well as wealthy individuals and venture partnerships formed solely for the purpose of bidding on Conrail. Here is a list of the six contenders and their last known offers, all of which are in the \$1-billion-plus range:

BIDDER	OFFER
Alleghany Corp., New York	\$1 billion in cash, waiver of most tax benefits
Citicorp, New York (includes Prudential Insurance and Burlington Northern)	\$1.25 billion in cash, options for partial ownership by Conrail union and management employees
Guilford Transportation Industries, Inc., New Haven, CT	\$1.2 billion in cash, partial stock ownership for Conrail employees
J. Willard Marriott, Washington, DC (includes Bass Brothers investment group, Fort Worth, TX)	\$1 billion in cash, partial stock ownership for Conrail employees
Norfolk Southern Corp., Norfolk, VA	\$1 billion in cash, surrender of tax benefits, \$325 million for employees' stock
Railway Labor Executives Association, representing Conrail unionized employees (later joined by Loews Corp., New York)	\$1 billion in cash (increased from previous bid of \$500 million), waiver of tax benefits and continued wage hold-downs

A strong possibility exists that two or more of these bidders may get together in a joint offer to strengthen their position with the government. A key role is expected to be played by Conrail's unions who are believed to hold a virtual veto power in Congress against a takeover considered "unfriendly" to labor. Indeed, other bidders including Alleghany Corp. and the Marriott Group, are known to have negotiated with union leaders and received at least some encouragement in pursuing their quest for the railroad. Conrail Chairman L. Stanley Crane and the Conrail board of directors are also expected to play an important part in the final decision. They are bolstered by a confidential in-house study conducted for Conrail by the investment firm of Morgan, Stanley & Company, which suggests that the railroad may be worth as much as \$1 billion more than what was offered by some favored bidders.

One plan which was virtually rejected out of hand by DOT came from CSX Corp., NS's arch rival for rail dominance in the Southeast. CSX, in saying that Conrail could not survive over the long term because of a shrinking traffic base and severe competition, proposed that Secretary Dole use her power under existing law to call a conference for the purpose of breaking up Conrail. This would result in the sale of separate lines to CSX, NS and "other affected parties." CSX further stated that an outright purchase either by NS or itself would "raise serious anti-trust problems and engender massive shipper opposition." Nonetheless, CSX warned that if its proposal were rejected it would have no choice but to file its own bid for the government's interest in Conrail. CSX is the holding company which controls both Chessie System and Seaboard System Railroads.

(Continued on Page 13)

FEDS PUSH CONRAIL SALE *(Continued from Page 12)*

The City of Philadelphia, while not directly involved in the bidding process, is watching developments closely. Its principal fear is that sale to an entity such as Norfolk Southern would mean closure of Conrail's system offices in Philadelphia and loss of as many as 7,000 jobs in the Delaware Valley area. Certain other bidders, however, have pledged that they will keep Conrail's offices--and present management team--in place. Pennsylvania Governor Dick Thornburgh has gone so far as to advise Secretary Dole that Conrail should remain the property of the government.

CHAPTER IN URGENT NEED OF PROGRAM CHAIRMAN AND PUBLICATION SALES DIRECTOR - CAN YOU HELP?

Philadelphia Chapter has two critical vacancies for which volunteers are needed to assist in Chapter operations. These are the positions of program chairman and publication sales director.

For several years, Chapter officers have been doubling as program chairman, but the many other demands made upon these individuals require that a new program chairman be found. Normally, programs must be arranged for eight meetings per year. Outside speakers, professional film and slide programs have been among past favorites, but new ideas are also needed.

The position of publication sales director is an important function in providing Chapter members with an easy source to obtain the latest rail publications for their libraries, while at the same time providing the Chapter with a source of additional income from these sales. The sale of rail-oriented goods at numerous train shows and on our own rail excursions provides substantial financial benefit to the Chapter, enabling us to hold our dues level at a lower rate than would otherwise be necessary. The function entails control of inventory, arranging for event staffing and actual operation of the sales tables.

Any member with an interest in either of these vital functions is urged to contact President Tatnall at P. O. Box 289, Plymouth Meeting, PA 19462-0289 (telephone 215-828-0706). Volunteers are particularly needed to sell publications on the September 30 Amtrak excursion to Harpers Ferry.

UPDATE OF TOURIST LINE SURVEY

June 1984 Cinders readers should make the following change in the listing of tourist railroads carried in the issue:

RAIL TOURS, INC., JIM THORPE, PA (Telephone 717-325-3673)

Schedule: Saturdays, Sundays and Holidays (July through Labor Day): Leave Jim Thorpe hourly 1:00 to 4:00 PM.

Fares: Adults, \$2.50, children (6-12) \$1.50.

Distance: Jim Thorpe-Nesquehoning 3 miles.

Added Attraction: Museum in historic Jim Thorpe railroad station.

"OLD NUMBER ONE" STEAMS AGAIN AT B&O MUSEUM

A 102-year-old steam locomotive will again "do a strut" for her admirers at the B&O Railroad Museum in Baltimore. "Old Number One," the museum's ex-Clinchfield 4-4-0 built by a predecessor of the Pennsylvania Railroad in 1882, is scheduled to operate short excursions on three weekends this summer: July 28-29, August 18-19 and September 15-16.

The trips will leave the museum grounds at 901 West Pratt Street for Mt. Clare Junction beginning at 10:30 AM each day. The fare is \$2 per person, with free shuttle bus service also operated between the museum and Baltimore's celebrated Inner Harbor district downtown. The old locomotive pulls a vintage open-window passenger car on the two-mile trips.

Built in Logansport, IN, the #1 worked for several railroads and logging lines in the South after leaving the employ of the PRR. Following her retirement by the Black Mountain Railroad, a North Carolina short-line, in the mid-1950's, #1 was stored for several years at Erwin, TN and finally rebuilt by the Clinchfield Railroad for excursion service. Having achieved new fame on that mountain railroad, a subsidiary of Seaboard Coast Line, the historic engine was sidelined by mechanical problems but in 1981 she was donated by Seaboard to the B&O Museum. Restored once more by workers at Chessie System's Riverside shops in Baltimore, #1 returned to excursion service at the B&O Museum last year--shortly after her 100th birthday--quickly becoming a major attraction at the famed museum.

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. Membership applications should be forwarded to: Douglas W. Watts, 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.

MARK FRIDAY, SEPTEMBER 21

FOR CHAPTER MEETING

Philadelphia Chapter's first meeting of the 1984-85 season will be held Friday, September 21 at the Engineers' Club in downtown Philadelphia, beginning at 7:30 PM. The program will be a film report of the national convention in Cincinnati.

A full-course dinner will be served, as always, in the Club dining room, beginning at 6 PM. The price this year will be \$9 per person. Reservations for dinner should be made with President Tatnall at 215-828-0706 not later than Wednesday, September 19.

BVTA OFFERS CABOOSE FOR SALE

The Board of Directors of Buckingham Valley Trolley Association has authorized the sale of a wooden railway caboose. The car, a traditional double-truck caboose from the former Central Railroad of New Jersey, is now stored at BVTA's property on Route 413, Buckingham, PA.

The car is in good condition, but needs some repair work, particularly on the end sills and platforms. In addition to the purchase price, the buyer will be responsible for its movement and transport from the Buckingham site. For further information, contact John Derr, President, BVTA, P. O. Box 7285, Philadelphia, PA 19101-7285.

CHAPTER DINNER IN DOYLESTOWN DRAWS 25

Twenty-five members and guests enjoyed a fine dinner at Missy's Inn in Doylestown on Friday evening, July 20. Three others, including Regional Vice President Larry Eastwood and his wife Marie, were forced to cancel out at the last minute.

At least four members made the trip to Doylestown aboard SEPTA's Train 480 from Reading Terminal, which arrived ten minutes early at its destination. It was the last run for this train beyond Lansdale prior to the service reductions instituted the following Monday.

Once again, the assembled group gave Bill Wagner a round of applause for handling all arrangements and reservations for the annual summer event.

SEPTA ISSUES NEW PHILADELPHIA STREET & TRANSIT MAP

A completely new edition of SEPTA's street and transit map of the Philadelphia area is now available. The 36x45-inch full-color map locates more than 7,000 streets in the City and nearby suburban areas and shows all bus, trolley, subway-elevated and commuter rail lines operated by SEPTA.

An index of streets and a listing of transit routes is included, and schools, stadiums and historic sites are also shown. An additional feature is a detailed blow-up of the downtown area.

This highly-readable map is the first to be issued by SEPTA in more than eight years. Copies may be obtained at many SEPTA locations for \$1.50 each, or by mail for \$2.30. Write to: SEPTA Map, c/o SEPTA Customer Services, 841 Chestnut Street, Philadelphia, PA 19107.

RAILROADERS MUSEUM OFFERS PENNSY PHOTOS

A large number of 8x10 black-and-white photos from the Pennsylvania Railroad Collection are available from the Railroaders Memorial Museum in Altoona. Subjects include steam locomotives, passenger cars and physical facilities, and the photos sell for \$3 each.

For a complete catalog, write the museum at 1300 Ninth Avenue, Altoona, PA 16602, enclosing a large stamped, self-addressed envelope.