

# CINDERS

January 1985



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Volume 46

Newsletter of the

Number 1

PHILADELPHIA CHAPTER

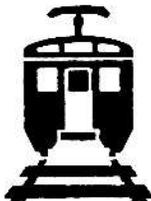
National Railway Historical Society Inc.

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## Tunnel Reopens for Christmas Rush Columbia Bridge Replaced in 22 Days

After a hiatus of one month, SEPTA restored commuter rail service through Philadelphia's center city tunnel on Saturday, December 15, just in time to help boost Christmas sales for downtown merchants.



The brand-new \$338-million tunnel had been mothballed November 16 when a bridge on the former Reading mainline at 9th Street & Columbia Avenue was found to be in structurally dangerous condition, forcing its immediate closure. Stunned by the news, City and SEPTA officials reacted swiftly, cutting through bureaucratic red tape so that reconstruction work could begin quickly. Mayor Goode at first demanded that a temporary span be completed within ten days, but after studying a plan submitted by SEPTA he agreed to a permanent replacement which would restore two of the line's four tracks by December 19 and the other two four days later.

On November 23, the day after Thanksgiving, contractors began demolishing a 150-foot section of the bridge at Temple University station, as well as the old Columbia Avenue station building which adjoined the east side of the bridge. Both the building and the waiting room directly beneath the tracks had been used by the R. W. Brown Community Center since 1948 to provide recreational facilities for neighborhood residents. The severely rusted girders of the 73-year-old bridge, in fact, had long been concealed from view by the ceiling of the community center, a secret revealed when a newly-assigned SEPTA inspector decided to tear a hole in the ceiling and take a look at the girders.

Rather than rebuilding the deteriorated bridge section, it was decided to simply erect a retaining wall of interlocking concrete beams, dubbed "Lincoln Logs," and deposit solid fill material beneath the track area. Aided by unusually mild weather the work proceeded rapidly, to the point where SEPTA General Manager Joseph T. Mack was able to announce on December 7 that full tunnel service would resume December 15, four days ahead of schedule. The entire job required just 22 days of round-the-clock work.

"I'm delighted that we have demonstrated that the City, SEPTA and others can work together to do things in a hurry when they are needed in a hurry," said City Managing Director Leo A. Brooks. Speaking for the Gallery shopping complex, which stood to benefit from increased rail service to Market East Station, Mall Manager Rick Dunston said that he expected "a real bang of an end" to the holiday shopping season.

Final track and wire work over the new fill was finished late on Thursday the 13th and the next day a special train carrying the Mayor, U. S. Senator Arlen Specter, SEPTA Chairman Lewis F. Gould and other dignitaries was operated from Market East to a brief ceremony at the construction site. The train was made up of Budd Silverliners #204, 206, 258 and 212. The entire replacement project is expected to cost about \$3 million, of which the Federal government is contributing \$1.9 million, the State \$440,000, and the City and SEPTA the balance.

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## MANNIX COMPLETES NEW ARTWORK FOR "CINDERS" (ABOVE)

Three years ago Chapter Member Joe Mannix designed a new "flag" or front page design for Cinders. Featuring contemporary rail equipment in the Philadelphia area (Kawasaki trolley, Broad Street subway "B-4" car, Silverliner IV and Amtrak AEM-7 locomotive), the design has served to brighten our front pages ever since.

Now Joe has topped himself with the new artwork seen above. This companion flag harks back to Philadelphia, circa 1915, picturing a Philadelphia Rapid Transit "Nearside" trolley, a Market Street subway car, Pennsylvania Railroad MP54 MU and Reading Camelback steam locomotive. The two designs will alternate every other month.

Once again, the staff offers its sincere thanks to Joe Mannix for putting his talent to work for NRHS!

## TUNNEL REOPENS FOR CHRISTMAS RUSH (Continued from Page 1)

On Saturday morning, regular service was resumed on Routes R1 through R8 using the timetables which became effective with the first opening of the tunnel on November 10. Temple U station, however, was missing from the schedules. In spite of the fact that the former track alignment was retained at Columbia Avenue, the station will not be rebuilt there. Instead, SEPTA and Temple University have informally agreed to relocate the station two blocks north at Berks Street, a more convenient location for those traveling to the campus. Construction is expected to begin in 1986.

During the bridge closure, SEPTA reverted to its early November "transition" schedules in which all Reading-side trains terminated at North Broad Street station, with passengers transferring to the Broad Street subway either there or at Logan. On the Penn Center side, trains again terminated at Suburban Station except for Paoli-Bryn Mawr runs which continued through the tunnel to Market East. Later, on December 3, all Chestnut Hill West and Trenton trains were extended to Market East, in an effort to provide additional traffic for the hard-pressed retailers in Gallery II above the station. Because of restricted capacity at the Vine Street crossovers, however, the remaining lines continued to turn at Suburban Station.

The month-long bridge shutdown cost SEPTA a substantial share of its commuter rail business, with weekday volume reported as dropping 30 percent from 79,000 to 53,000 revenue trips per day. Most of the losses occurred on the Reading side, where many passengers found the subway transfer inconvenient. Reopening of the tunnel, it was hoped, would bring ridership back to--and above--the 79,000 level, closer to SEPTA's stated goal of 100,000 daily trips.

No major delays were reported on Saturday or Sunday following the startup of tunnel service, and except for one delay on the Chestnut Hill East line the morning rush on Monday, December 17, went smoothly. Extra SEPTA personnel wearing large red, white and blue "ASK ME" badges were on hand at Market East and Suburban Stations to help direct passengers to their proper trains. At 94 percent, it was the best on-time rush hour performance since the tunnel's original opening. With the end of trackwork on the West Trenton Line and improved operations at the new Roberts Avenue MU yard near Wayne Junction, said a SEPTA spokesman, "there is nothing we know of that should cause delays."

Not until the evening rush, that is, when the on-time record dropped to 71 percent. Just before 6 PM two trains derailed in widely separated locations, Norristown and Lansdale, but because both were at the end of their respective lines, few passengers were affected. In the Norristown accident, Train #457 with Silverliners 322 and 323 derailed on the single-track section between DeKalb Street and Elm Street stations, and shuttle buses had to be used until the next afternoon while track repairs were made. At Lansdale, Train #351 with cars 224 and 238 split a switch near the station but was rerailed within three hours. No one was injured in either mishap.

On Tuesday morning 25 percent of the trains were behind schedule by more than five minutes--making them officially late--and that evening things got much worse with 64 percent of the trains running late. Some of this trouble was caused by an inoperative switch at Roberts Avenue yard and by a disabled train at Suburban Station. But the next day the system rebounded with a morning on-time record of 90 percent, declining to 64 percent in the evening rush because, SEPTA said, of bad weather causing slippery rails.

For riders of the ex-Reading lines, Thursday was a real disaster. Switch and signal failures at strategic Newtown Junction, just north of Wayne Junction, caused massive delays during the morning rush period to trains on the Lansdale-Doylestown (R5), Warminster (R2), West Trenton (R1) and Fox Chase (R8) Lines. At about the same time the switches and signals went out at Fox Chase station, causing an additional backup. And, as has been amply demonstrated before, delays on one side of the system affect the other side as well because of the through-routing of most trains. A total of 26 of 100 rush hour trains that morning were clocked as late, a few of them by nearly an hour.

Over the next two weeks operations on the Regional High Speed Lines settled down, with no major problems except for a burned out fuse in a signal circuit near 30th Street Station on the morning of December 27, which delayed several inbound trains for up to half an hour.

In spite of some improvements in equipment utilization made possible by elimination of the two former stub-end terminals in center city, SEPTA is currently experiencing a shortage of operable Silverliners. With at least 14 "Silvers" out for repairs as the result of accidents and others undergoing programmed maintenance, no less than four sets of the 1931-vintage Blueliners are in rush-hour operation. Twenty-eight of the 33 "Blues" are available for service, and they have become regular visitors to Market East and Suburban Stations, principally on Elwyn and West Trenton trains. One regular assignment is Train #2255, the 4:59 PM Secane express from Market East, which numbers five cars.

On the same day that the center city tunnel was returned to service, another major headache for SEPTA disappeared. On that date the project to rebuild track #1 between Jenkintown and Neshaminy Falls was completed and the track reopened, ending more than two months of delays on the West Trenton (R1) Line caused by single-tracking. The last section completed was between Bethayres and Philmont stations, with welded rail now installed on that track for 10.4 miles north of Jenkintown.

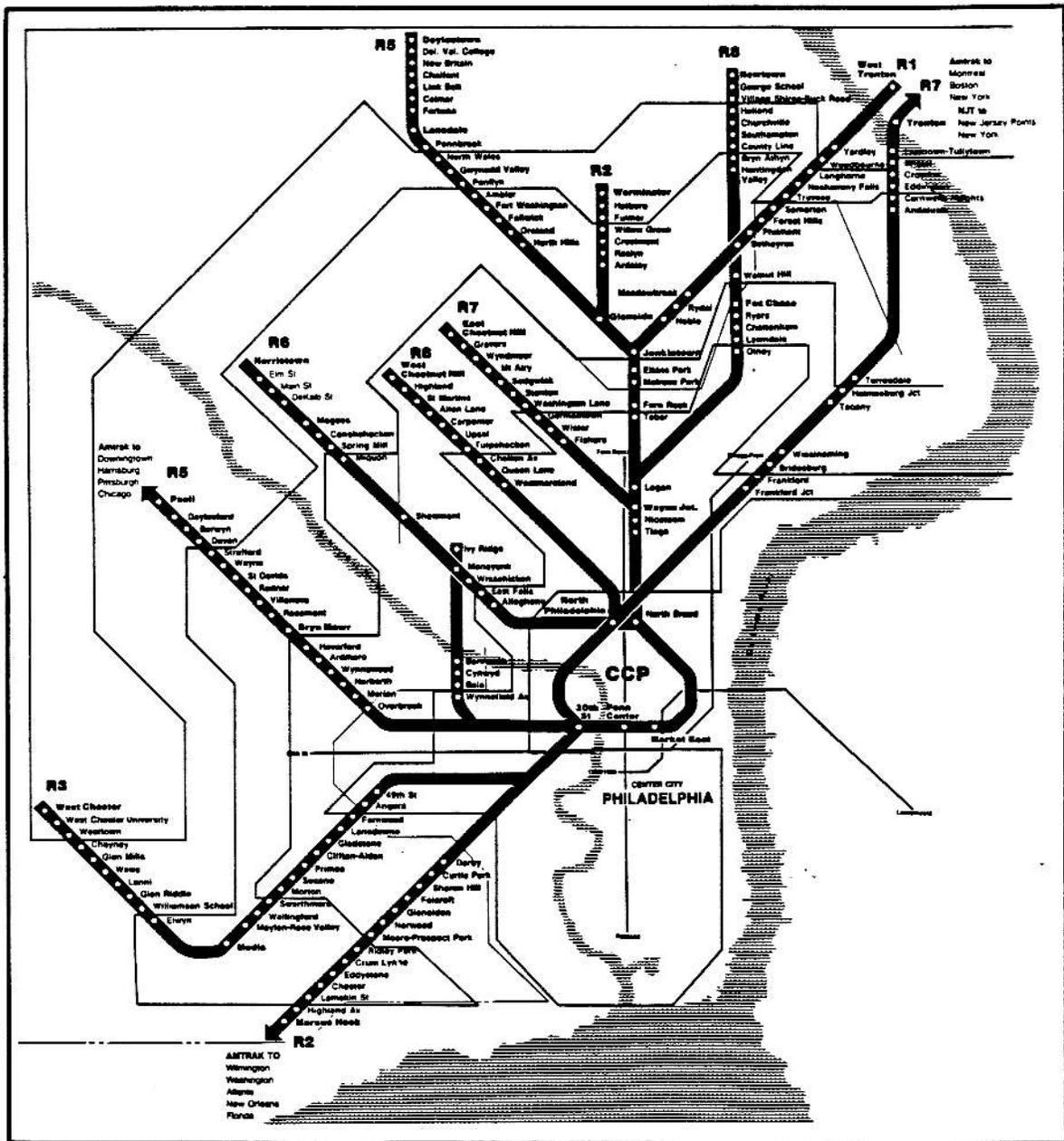
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TUNNEL REOPENS FOR CHRISTMAS RUSH (Continued from Page 2)

Now SEPTA's twin tasks are to continue rebuilding both the system's physical plant and its ridership base. With an estimated \$100 million needed just to modernize the 435 existing bridges and \$800 million to rebuild the entire system, the first of these challenges is colossal. On the second count a great deal of management effort will be required to "sell" the public on what SEPTA refers to as America's first truly unified regional rail system, which it is.

The hurry-up replacement of the Columbia Avenue bridge gave SEPTA a good test of fire for what lies ahead, and the signs are somewhat encouraging. In a December 12 editorial entitled "Heroics at the Bridge," the Philadelphia Inquirer said that SEPTA officials deserved "public applause for expediting the project." The editorial concluded by saying that "SEPTA still faces enormous problems, including widespread deterioration of infrastructure and inadequate funding for operations and maintenance--and it still must demonstrate that it can provide on-time, full-schedule service through the tunnel--but it responded to the Columbia Avenue bridge emergency in a manner that was impressive."

## Southeastern Pennsylvania Transportation Authority Regional High Speed Line





As a longtime observer of passenger trains, I have to admit that recent years have not been what they once were. One only has to refer to notes made twenty years ago at a "hot spot" like North Philadelphia or Chicago's Roosevelt Road to see what we have today is but a pale shadow of the "old days". Still, once in a while a hint of what things once were like can be gleaned by watching Amtrak being taxed to its limits. As the Pennsy used to cope with heavy travel by using heavyweight (or, in Pennsy parlance, "standard weight") sleepers as coaches, so Amtrak leases electric MU and commuter coaches. The volume has declined, to be sure, but so has the fleet and thus the really busy days can still give one the chance to see the regular cast plus some interesting "extras".

This leads, of course, to our annual review of Amtrak's activity on the Sunday after Thanksgiving. As the weather was temperate, I was able to spend much of the day on the platform at Newark. Contrary to popular opinion, I hardly ever spend a full day watching trains anymore. It goes without saying that consists were lengthened and extra sections scheduled. My general impression was that Amtrak had less standees than last year; the only case I observed was due to a late-running train off the "New Haven".

Here are some notes from my observations: Doubleheaded AEM-7's were noted on Trains 51, 61, 89, 198 (turned to 169), 170 (turned to 175), 147, 174 (turned to 177), 189, 94 (turned to 193), 231, 81 (turned to 176), 90 and 20. In reality, Train 193 had three AEM-7's on the point! All but four of the AEM-7's were noted in service: wrecked 924, 933, 936, plus 931.

The E60's were out in force as well. They turned up Sunday on trains as indicated: #956 (Train 19, turning to 50), 957 on Train 60, 970 on Train 41, 974 on Train 88 (turning to 87), and the 975 on Train 82. The 969 has been shopped for a long time, leaving the 964 and 965 unaccounted for. However, the 965 had been seen at 30th Street Station.

Extra sections were operated on the following trains: Trains 170-175 between Washington and New Haven; Train 174 (Philadelphia-New Haven — three cars to Train 147, two held at New Haven); Train 94, Washington-New Haven; Train 173, New Haven-Washington and Train 160, Philadelphia-Boston. Five six-car 800-series Metroliner trainsets worked the usual Harrisburg-New York train plus extra sections of Trains 60, 90, 170, 95, 181, 85 and 177, with some sets operating all the way to Washington, others only to Philadelphia. Their place on the Harrisburg line was taken by six leased SEPTA 220-series Silverliner III's. Standard "Metroliner Service" trainsets of Amfleet equipment provided hourly service between 10 AM and 9 PM, providing five extra trips by more intensive use of equipment.

The "clocker" coaches roamed the length of the Corridor and Amtrak was making announcements that the "commuter equipment" was being used to "offer the convenience of non-reserved seating" (VIA, take note!). The equipment from Train 46, the Pennsylvanian, was operated through to Boston as Second 176. Train 152, the Shoreliner, was made up with eight coaches and a lounge (Heritage cars) off the Crescent and three Amfleet II coaches off the Broadway Limited. These cars would ordinarily spend the rest of the day at Sunnyside yard.

Sixteen of Maryland DOT's 22 coaches were leased for Corridor service between New York and Washington, formed into four-car sets with an Amclub for meals and lavatories. Only five of Maryland's cars have rest rooms and four of these were at Brunswick with the GO Transit cars.

Twenty-four SEPTA Silverliner IV MU's, from both the former Penn Central and Reading groups, were leased and operated on clockers plus Advance 144, Advance 142, Advance 169, Advance 173, Advance 177 and Advance 147 (all between New York and Philadelphia). Reportedly, Amtrak wanted SEPTA's fastest cars, which is why cars without toilets were used in intercity service (Amtrak may not have realized that SEPTA Silverliner IV's don't have the conveniences of the similar Arrow III's previously borrowed from NJ Transit).

In other areas on Amtrak's busiest day of the year, the Empire Service employed three six-car and two five-car Turboliner sets. Amfleet equipment replaced Turbos on Train 73 and the Turbos thus released were assigned to Advance 65, Advance 74 and Advance 49 (generally between Albany and Grand Central). One and possibly two sets of Metro-North steam-heated cars were used Sunday. Train 75 consisted of FL9 2004, coaches 2107, 2110, 2122, 2128, 2127, 2123, 2127 and FL9 2017. How often do we see intercity "steam" cars? Amcoaches were borrowed from Chicago and the Corridor to fill out the consists of Amfleet trains in Empire Service, too.

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## ON THE SCENE (Continued from Page 4)

Chicago, of course, is much smaller in scope than the Corridor, but still, they fielded longer trains and one extra section (the Eagle to St. Louis). The Hoosier State got Superliner equipment, as did the round trip on Trains 332-333 to Milwaukee, and the Shawnee. Chicago-Detroit trains 350 and 355 added two 9600-series bi-level coaches to its Amfleet consist, with the Illini receiving the other 9600's. A "grab bag" of two dome coaches and three Amcafes made the other two Chicago-Milwaukee round-trips that day.

As 1984 comes to an end, the news that President Reagan's proposal to completely end Amtrak funding for future fiscal years must give one pause. But it's wise to remember that it's only a negotiating point and not the last word on the matter. Letters to Congressman and Senators from Amtrak supporters will be sure to be heard.

RTG Turbo set 67-88-86-87-66 was taken on October 12 to Beech Grove for examination as a possible candidate for rebuilding for Empire Service.

Amtrak repainted three of the five Washington Terminal RSI's, but it appears that the 59 and 62 will stay blue until their retirement, expected shortly. Elsewhere in motive power, some of the former Santa Fe units acquired recently will be assigned to locations where Amtrak has relied on railroad switchers (such as Seattle and Miami) in an effort to cut costs.

Boston's South Station is undergoing a major rebuilding and a temporary station is being constructed at the end of the seven remaining tracks (the ones nearest the Post Office). The old station will be closed for about two years in late January for a complete rebuilding of its interior.

North of the border, VIA Rail Canada has started a policy of limiting access to "unreserved" trains if you don't have a ticket for that train and date (which seems like a "reservation" in the same sense as Amtrak's Metroliner Service, on which you are guaranteed a seat, but not a specific seat). Reliable sources claim the Atlantic, running from Montreal to Halifax via northern Maine and St. John, N.B. will be restored next June, fulfilling one of the Conservative Party's election promises. Other sources indicate a possibility that VIA may be merged into CN Rail as early as next April 1, the start of the new fiscal year. We'll wait and see.

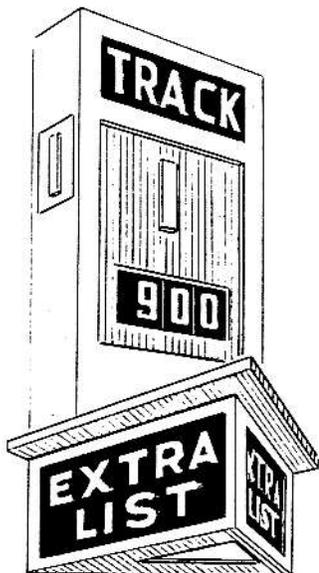
In commuter rail news, Metro-North has refurbished eighteen 2100-series coaches for continued service, with two more under way at Madison Avenue yard (Grand Central). With two trains in service to Stamford on the New Haven line, 49 cars are still needed, with 55 cars (including the 22 SEMTA cars) available. Plans to initiate a third trainset on the New Haven line in January will require the use of non-refurbished 2400-series coaches. But, help is on the way. An order for 54 new M-4 type MU cars was placed in December with Tokyu Car Company of Japan. Delivery is perhaps two years away, but at least relief for long-suffering commuters is on the way. Since new Bombardier cars will be received earlier for the "steam" trains to Danbury and Poughkeepsie, it looks like the New Haven line trains will close out vintage equipment out of Grand Central.

Across the Hudson River, NJ Transit has assigned 133 MU cars to Hoboken, compared to 140 cars which were actually refurbished. Actually, seven married pairs were assigned to Northeast Corridor service while seven non-refurbished single-unit cars went to Hoboken. Leased C&NW F7's 423 and 425 were returned to that railroad, but four others will be leased for an additional year to allow the rehabilitation of U34CH locomotives at Elizabethport. Three NJT E8's were still active at year's end: 4248, 4253 and 4267 see occasional service. Four additional "Erie Lackawanna" MU cars were withdrawn from NJ Transit's recent sale and will be held for its historical collection, or for parts to restore cars previously selected. Cars are motors 3501, 3504, 4602 and "high-roof" trailer 4310.

In transit news, the weekend of December 16 was a red-letter day for rapid transit, for it saw the introduction of extensions on four systems. Boston added service to Porter Square and Davis Square, extending the Red Line west from Harvard Square. An important gain is a connection to MBTA's B&M Fitchburg line at Porter Square, augmenting an awkward temporary transfer station in Cambridge. Miami's system was extended five miles north of the present terminal, and will ultimately reach Hialeah next June. Officials hope that a downtown people-mover, now under construction, will boost disappointing ridership. Atlanta added segments to its north-south line and expects to reach the airport within four years. Nine miles were added and the line now runs from Brookhaven south to Oakland City. Last, Washington's Red Line has reached the important Rockville area, terminating at a large park-and-ride lot and shopping area. The latest segment, beyond Grosvenor station, is largely along the Baltimore & Ohio right-of-way.

In the Newark, NJ area, NJ Transit's rehabilitation project on the Newark City Subway is under way, and its fleet of 24 PCC cars should be completely rehabilitated and in the new NJT livery by the end of 1985. PATH ordered 95 new cars from Kawasaki, to be assembled at the old Otis Elevator plant at Yonkers. They'll replace the 42 K cars of 1958, still in service, and permit additional service between Journal Square and 33rd St. and between World Trade Center and Newark. All 248 PA-type cars will be refurbished in Brooklyn, a project which will replace all crosswise seating with lengthwise type (less seating, more standee room).

On a historical note in the Newark area, service to Pennsy's Exchange Place station in Jersey City ended in early 1961. At the end, one Bay Head train and five MU services were scheduled, obviously in the rush hour only. Running time from Newark ranged from 13 to 15 minutes.



**FEBRUARY 9-10, 1985:** Greenberg's Great Train, Doll House and Toy Show at Philadelphia Civic Center, 34th Street below Spruce, Philadelphia, 11 AM to 5 PM. Admission: \$4 per person (children under 12 admitted free with adult). For information, telephone 301-795-7447. Philadelphia Chapter is expected to have a table for sale of railroadiana and distribution of membership information.

**FEBRUARY 23:** Excursion from Boston, MA to Amsterdam, NY and return via Conrail's Boston & Albany route, Castleton bridge and Selkirk yard, returning via Albany and Rensselaer, sponsored by Massachusetts Bay RRE. For information, write: Mass Bay RRE, P. O. Box 525, Bedford, MA 01730-0525 (telephone 617-277-2843).

**FEBRUARY 24:** Annual Spring Thaw Train Meet at Allentown Fairgrounds Agricultural Hall, Allentown, PA, 9 AM to 4 PM. Admission: \$3 adults, \$1.50 children. For information, telephone 215-821-7886.

**MARCH 3:** Railroadiana and model train show at Hilton at Lackawanna Station, Scranton, PA, 9 AM to 3 PM. Admission: \$3 per person, family \$5 (children under 12 admitted free with adult). Sponsored by Scranton Hobby Center. For information, telephone 717-342-1963 or 717-347-3314.

**MARCH 23-APRIL 20:** "South African Steam Safari IV" sponsored by Philadelphia Chapter NRHS, featuring 2,000-mile Trans-Cape Limited excursion behind 12 classes of steam locomotives. Tour leaves New York via South African Airways and will be escorted by Chapter Member Larry Steingarten, a professional travel agent.

Cost is \$3,050 per person, which includes round-trip air fare from New York, all hotels, first class train accommodations, all breakfasts, most lunches and dinners. Three-week tour also available with departure date of March 30. Deposit of \$500 per person will hold reservations. Write Challenger Tours, P. O. Box 8965, Trenton, NJ 08650 (telephone 609-586-4664).

**APRIL 14:** Spring Railroad Extravaganza with over 100 tables of railroadiana for sale, sponsored by Tri-State Chapter NRHS, 10 AM to 4 PM at Boy's & Girl's Club of Union, Jeanette Avenue, Union, NJ. Admission: \$2 adults, children under 12 and senior citizens \$1. For information, write: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015.

**THROUGH APRIL 14:** Exhibit of paintings by Grif Teller, famed calendar artist for the Pennsylvania Railroad, at the Railroad Museum of Pennsylvania, Strasburg, PA. Sponsored by Friends of the Railroad Museum and Pennsylvania Historical & Museum Commission. Regular museum hours and admission charges apply.

#### ON THE SCENE (Continued from Page 5)

Digging back into history, in April 1942, the Government froze all passenger cars which had not reached a certain stage of construction. Pullman Company lost 37 cars as a result, and these cars were cancelled on February 9, 1944. What's interesting is that 18 were for Santa Fe, but the other 19 were intended for the Pennsylvania Railroad. Pennsy would have received five additional Cascade-series 10-5 sleepers, and 14 sleeper-lounges, split equally between Colonial-series and Falls-series cars.

What might have been: the South Philadelphia extension of the Broad Street subway was to have been complemented by a Northeast extension via the Roosevelt Boulevard and the stillborn Northeast Freeway. A brochure showed stations at 9th Street, 5th Street, Rising Sun Avenue, Adams Avenue, Martins Mill Road, Knorr Street, Cottman Avenue, Napple Street and Rhawn Street.

Frank Tatnall has compiled a current Conrail motive power roster elsewhere this issue, and to enlarge on that, there are 83 Conrail locomotives assigned to Pavonia yard. These units will be most likely to be seen in our area:

6	GP15-1	1646-1648, 1684, 1691-1692
1	GP9	7267
3	GP10	7572-7574
5	GP38	7670-7674
4	MT4	1005, 1007-1008, 1010
1	SW8	8601
7	SW900	8712, 8714, 8716, 8718-8721 (8718 leased to Gulf Oil)
8	SW7	8853-8854, 8874, 9062, 9066-9067, 9092, 9097
1	SW9	8955
21	SW1001	9400-9401, 9403, 9407-9424
16	SW1500	9593-9597, 9599, 9611-9620
10	SW1200	9315-9319, 9335, 9358-9359, 9372, 9381

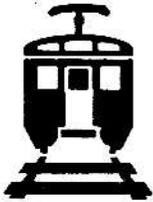
In addition, GP10's 7567, 7576 and SW9 9123 are leased to SEPTA, and SW1200 9332 is leased to duPont at Deepwater, NJ.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

What's that you say, Bunky, it's a new year in Philadelphia? And a new year for SEPTA's commuter rail system? Will it be another 1984, a year of good news and bad news, of major improvements and shattering setbacks? Who knows? Last year had its good-bad extremes--the opening of the center city tunnel and the shutdown of the Columbia Avenue bridge--leading many riders to wish for a smoother, more predictable operation in 1985.



On the upside, SEPTA appears to be getting a handle on its workforce problems, and with a corps of newly-commissioned engineers available may be able to restore the service cuts of last summer. New cars are on the drawing board and real progress is being made in rebuilding the deteriorated track inherited from predecessors. Among the downers, however, are the disappointing levels of ridership compared with just a few years ago and the chronic shortage of funding to pay for vitally needed improvements. SEPTA says that it will cost \$800 million to bring all of its Regional High Speed Lines up to modern standards, but it currently gets only about \$150 million a year for all capital programs--commuter rail, bus, trolley and subway.

Contributing to SEPTA's headaches are the changing travel patterns of commuters in the five-county region. An increase in commercial activity in the suburban counties--part of a nationwide trend--has led to some decline in downtown growth and in demand for rail service to the central business district. The Philadelphia Inquirer recently published 1980 census figures which show that of the 686,000 persons who work in Philadelphia each day, only four percent come from Bucks County, one percent from Chester County, nine percent from Delaware County and seven percent from Montgomery County. The vast majority of Philadelphia workers live in the City itself or in New Jersey, and relatively few of them have occasion to use the commuter rail system.

In absolute numbers, a total of 149,000 persons commute daily to work in Philadelphia from the other four counties, though many of them do not go downtown. Along with shoppers and "reverse" commuters, these people make up almost the entire pool of actual and potential rail riders. While the ongoing spate of downtown construction is a positive sign, the counter growth of suburban office and commercial developments--many of them remote from the rail lines--should be of concern to urban transportation planners.

SEPTA intends to begin service on the Airport High Speed Line with the spring timetable change April 28. It will be through-routed with the R1 West Trenton Line.....SEPTA is planning a "mini-rehab" program for its fleet of 28 Blueliner cars, to keep them running until the new "Silverliner V's" are delivered in three to five years. The 1931-vintage "Blues" are now the oldest electric commuter cars in regular service anywhere in the U.S. or Canada.....SEPTA's program to install clear Lexan windows on its commuter fleet is moving ahead. Already done are the Budd-built Silverliners and the St. Louis cars are being worked on. Next on the list will be the General Electric "singles" followed by the married pairs, though some reglazing has already been completed on these cars.

SEPTA's Regional High Speed Line offices will remain in Reading Terminal at least until May, even though the station itself is closed.....Three of SEPTA's commuter rail routes physically loop over themselves: R6 Ivy Ridge-Norristown, R7 Trenton-Chestnut Hill East and R8 Chestnut Hill West-Fox Chase.....SEPTA Chairman Lewis F. Gould has been appearing on radio spots to plug the new tunnel service.....SEPTA is pushing its special fare to New York City--only \$9.80 from Philadelphia and most other SEPTA stations via Trenton and NJ TRANSIT beyond.....SEPTA will eliminate all smoking cars effective January 20 (see December Cinders).

John LaForce, SEPTA's general superintendent-signals, should have been included among Philadelphia Chapter members whose names appear on that bronze plaque in Market East Station (see December Cinders).....The two "Last Train from Reading Terminal" signs which SEPTA prepared especially for the Chapter's special train on November 6 have been donated to the Railroad Museum of Pennsylvania at Strasburg.

"One Reading Center" is the name of that distinctive new building at 11th & Market Streets in downtown Philadelphia. Last month, however, co-owner Reading Company announced that the 32-story Art-Deco-style structure will be renamed the ARA Tower at Reading Center. ARA Services, Inc., the food and transportation giant now headquartered at 6th & Walnut Streets, plans to move its general offices to Reading Center sometime this fall. ....The famed Reading Terminal clock, which stood on Market Street near the Terminal from 1897 until last June, is being restored by a Strafford (PA) antique clock expert, and will be installed at One Reading Center.

The City of Philadelphia has sent bid invitations to at least 30 possible buyers covering nine of its 12 RDC's, #9151-9154, 9157-9159, 9161 and 9162. Bid opening is set for February 15.....The four PennDOT-owned RDC's that were up for sale (see November Cinders) have been disposed of as follows: #9166 and 9169 went to the Electric City Railway Museum in Scranton, PA for \$10,150 and \$5,000 respectively; #9167 was donated to the State Historical & Museum Commission for display at Bellefonte, PA; and #9168 was purchased by the BLUE

## PHILADELPHIA EXPRESS (Continued from Page 7)

MOUNTAIN & READING RAILROAD for \$3,505. The latter is stored at Hamburg, PA (Harrisburg Chapter Rail Review).  
 .....Ex-SEPTA RDC #9170 is in storage on the MIDDLETOWN & HUMMELSTOWN at Middletown, PA. Owned by Ohio rail equipment dealer George Silcott, the car may be sold to M&H for possible excursion use (Rail Review).

SEPTA has fired the engineer and conductor of the Bryn Mawr local which backed into a following train at Narberth station on November 21, injuring 158 persons (see December Cinders). SEPTA's investigation of the mishap placed the blame on the crew of the local train, the same conclusion reached earlier in a preliminary report by the Federal Railroad Administration. Both agencies determined that the crew had violated railroad rules by failing to position a flagman behind the train. Chapter Members Larry DeYoung and Dick Reuss were involved in the accident but were not injured.....SEPTA has tightened enforcement of its operating rules, and recent reports by passengers of backing incidents were termed "a very serious matter" by John Tucker, SEPTA's director of operations. Investigation revealed, however, that two of the incidents reported last month, at Overbrook and at Suburban Station, were in compliance with the rules because they occurred within interlocking limits and the tower operators had authorized them. An AMTRAK spokesman was later quoted as saying that rules violations by SEPTA crews would not be tolerated. "As an ultimate weapon," he told the Daily News, "we can bar (SEPTA) from operating on our railroad."

On December 19 Train 817 failed to stop at Chestnut Hill West station and plowed into the platform at end of track. No one was hurt but the crash resulted in \$50,000 damage to Silverliner #394.....Five days earlier an Elwyn-bound train struck a motorized golf cart on the Crum Creek bridge. The unoccupied cart, which had been stolen by teen-agers from a nearby golf course, was pitched into the ravine but there were no injuries.

Hearings last month on the proposed abandonment of the R6 Ivy Ridge-Norristown rail line stirred considerable protest from riders and community leaders. The hearing examiner's report has not yet been filed with the SEPTA board. The uncertain future of the line, which carries about 3,000 riders per day, has delayed a planned track repair program between 16th Street Junction and Norristown.....Meanwhile, the Inquirer reported that a task force set up by the Delaware General Assembly is pressing for the partial restoration of commuter rail service between Wilmington and Philadelphia. The task force has initially asked SEPTA to provide an operating plan and cost estimate for four morning northbound and four evening southbound trains over the AMTRAK mainline. Half of the trains would also serve Newark, DE. "SEPTA will under no circumstances take a loss on this out-of-state service," said Ronald DeGraw, SEPTA's chief operations planning officer. "But we're not out to make a profit."

On December 10 the Inquirer ran an article on SEPTA's unused branch to Newtown, and the groups which favor and oppose restoration of rail service to the 15.2-mile line. RDC operation between Fox Chase and Newtown was discontinued in 1982. Now, a \$16-million plan to electrify the line has pitted Bucks County officials and Rail Activist Lettie Gay Carson, the 83-year-old president of Newtown Area Rail Action, against the Montgomery County Planning Commission and Bryn Athyn Landowner Feodor Pitcairn, president of the Pennypack Watershed Association. Pitcairn says that the cost of electrification is not justified and that the railroad right-of-way should be converted into a bicycle path. PennDOT, once a strong backer of the plan, is now asking Bucks County for a new feasibility study and the Delaware Valley Regional Planning Commission last month agreed to undertake another ridership survey. After that, SEPTA will have to decide whether and when to allocate any money to the Newtown project.

SEPTA last month said that 20 to 30 bridges must be replaced on its crucial mainline between Wayne Junction and 9th & Poplar Streets, a distance of about four miles. The line, which includes the recently replaced Columbia Avenue bridge, was given a detailed inspection last month as a result of the closure of the deteriorated Columbia span. Opened in 1911, much of the line is elevated and contains a total of 58 bridges, the longest of which extends 3,300 feet between Jefferson & Poplar Streets. That structure had earlier been identified for replacement. Frank Wilson, SEPTA's assistant general manager, emphasized that none of the bridges is in dangerous condition and can be replaced in phases without halting service.

NJ TRANSIT once again provided free rides between 8 PM on New Year's Eve and 8 AM the next day, to help keep drunken drivers off the highways. Jerome C. Premo, executive director of NJT, said that more than 55,000 people took advantage of the free transportation last year.....NJ TRANSIT trains were on time 91.8 percent of the time in November, the best performance since May 1983, based on an allowance of five minutes over scheduled arrival times.

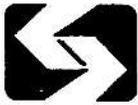


Princeton University has signed a contract to purchase the Princeton (NJ) rail station and surrounding property from NJ TRANSIT for \$893,700. At least 150 parking spaces will remain available for commuters, who use NJT's "Dinky" shuttle trains over the 2.7-mile branch to and from Princeton Junction.....The Federal Urban Mass Transportation Administration has announced \$135 million in grants to NJT for various transit projects in New Jersey. They include an initial grant of \$18 million for the extension of electrification on the North Jersey Coast Line from Matawan to Long Branch.....NJT has decided to rebuild its 34 retired Arrow I MU cars with electric head-end power and push-pull capabilities for locomotive-hauled service (NJ Transit Inside Track).

SEPTA on December 16 resumed trolley service on Route 23 between Venango Street, near Erie Avenue, and South Philadelphia. Bus service continued between Erie Avenue and Chestnut Hill while studies continued of the newly-installed track in Germantown where three cars derailed last fall (see November Cinders).....New track

## PHILADELPHIA EXPRESS (Continued from page 8)

has been installed on Island Avenue between Buist and Lindbergh Avenue in Southwest Philadelphia. The Route 36 extension will be reopened after a new highway bridge over the Airport High Speed Line is completed south of Lindbergh, at which time the trolleys will operate "side of the road" instead of in a center strip as before.



SEPTA will take delivery of 150 more buses this year, 100 from Neoplan and 50 articulateds from Volvo.....Work will soon begin on the \$230-million rebuilding of the Frankford El structure.....When commuter trains had to be terminated last fall at North Broad Street, SEPTA reopened the long-closed passageway from there to the North Philadelphia subway station. Another underground passage connecting the subway with AMTRAK's North Philadelphia station remains closed.....SEPTA has erected a new cyclone fence around the car yard at Luzerne depot.....A new passenger shelter has been installed at the Richmond & Westmoreland Streets trolley loop, which serves Route 15 and two bus lines.....An early morning fire December 19 heavily damaged the eastbound platform at 63rd Street Station of the Market-Frankford Line. The blaze on the elevated wooden platform disrupted morning rush-hour service on the line.

In early January SEPTA received \$32 million in operating subsidies from the Federal government, \$8 million less than SEPTA had budgeted for the current fiscal year. The shortfall contributes to an expected deficit of \$11 million in the Authority's Fiscal 1985 operating budget of \$455 million, helping generate a number of service reduction proposals. Only a few such cutbacks have actually been implemented, however. Last month the SEPTA board deferred action on a plan to restructure several bus routes in the Northeast at an annual saving of \$89,000.....On December 28 SEPTA received \$6.47 million in Federal funds for the current phase of a \$52-million general overhaul program on the 250-car Market-Frankford fleet. Fifty of the 25-year-old cars have been rebuilt at 69th Street shops in the first two phases of the program, which were financed with an 80-percent contribution from Uncle Sam.....Governor Thornburgh last month signed a bill appropriating \$43.7 million in State funds to SEPTA, out of a total of \$85.2 million for transit-related capital projects across Pennsylvania. Included in the measure were \$440,000 for rebuilding of the Columbia Avenue rail bridge and \$10.3 million for the Frankford El reconstruction project.

SEPTA and AMTRAK have asked the State Public Utility Commission to prescribe a lower rate structure for electric power sold to them by Philadelphia Electric Company. Their plea was filed in a case now being considered by the PUC in which PE has requested an overall rate increase of \$152.2 million a year. SEPTA has projected that its traction power costs would rise 26 percent to \$24 million a year, five percent of its total operating budget.....An audit by the U.S. Department of Transportation has found that SEPTA was deficient in administering the current \$16.2-million program to overhaul 112 PCC cars, according to a recent Daily News report. The audit also found that SEPTA charged the Federal government some \$446,000 in labor costs after the cars were reported as complete, and at least \$269,000 in other "questionable" labor costs. James M. Sullivan, SEPTA's director of internal auditing, told the newspaper that "we were aware of certain of the items and have taken or will take steps to correct them." He added that other items still had to be resolved, but "we feel that the trolley rehab program has been a very efficient and effective program."

Former SEPTA General Manager David L. Gunn, now president of the NEW YORK CITY TRANSIT AUTHORITY, is under fire from several politicians for alleged "cronyism" in hiring high-salaried assistants, according to a report in the New York Times. Gunn, who left SEPTA last February and is now paid \$140,000 at the TA, is accused of hiring four top managers at annual salaries of more than \$100,000. Three of them formerly worked for SEPTA. New York City Council President Carol Bellamy, a board member of the governing Metropolitan Transportation Authority, remarked that "Never have so few been paid so much when the passenger received so little," but fellow MTA Board Member Stephen Berger responded that high salaries might be needed to find top people for what is really a "\$2.5-billion company with a lot of problems." New York, he added, "is not a place for a Captain Marvel. You need a whole team operation. Unfortunately, it is expensive to run a team in New York."



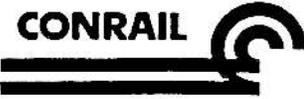
President Reagan's tentative budget for Fiscal Year 1986 contains no funding for AMTRAK and eliminates discretionary mass transit subsidies, part of an effort to slice the government's \$200-billion-plus annual deficit. Rail passenger groups are gearing up to fight the Amtrak decision in Congress, pointing out that the railroad has been improving its revenue-to-cost ratio over the last several years and that Federal grants have declined 23.7 percent from FY 1981 to FY 1985. In the current fiscal year ending September 30 Amtrak will get \$684 million from Uncle Sam, and the Northeast Corridor Improvement Project \$27.8 million. The NECIP funds will be used for concrete ties (\$17.8 million), reverse signalling between Philadelphia and Morrisville (\$5.9 million), overhead bridge repairs (\$2.4 million) and New York tunnel work (\$1.7 million). Amtrak must also use \$4 million of its funds to upgrade the Bush River bridge in Maryland (NARP News).

AMTRAK said last month that it will move its track maintenance equipment facilities from Bristol and Cornwells Heights, PA to a 167-acre complex at Bear, DE now owned by Trailer Train Company. The \$6.5-million purchase, expected to be completed in March, will require the relocation of 142 employees who work at the Bucks County locations. The now-unused car repair operation at Bear is served by CONRAIL.....None of AMTRAK's newly-acquired CF7 diesel locomotives has yet been seen in service (October Cinders). Sure to be replaced are the smoky Alco RS3's working around 30th Street, including #133 and 134. These black units frequently are used on the daily equipment shuttles to Wilmington shops.

AMTRAK last month abolished its Baltimore Division, merging it into the Philadelphia Division under General Superintendent C. C. Brown. Former Philly Division Head P. A. Cannito was named to replace G. L. Sharp as general manager-east at Philadelphia.....AMTRAK is still trying to get rid of "Arsenal" tower in Philadelphia, preferably by turning it over to SEPTA. Since the opening of nearby "Phil" interlocking last spring, only SEPTA Marcus Hook and Elwyn-West Chester trains and CONRAIL freights are handled, and "Arsenal" no longer controls any Amtrak traffic.....With the closure of those two grade crossings in Maryland (December Cinders), AMTRAK trains can now travel all the way from Woodbridge, VA to Waterford, CT, near New London--a distance of 369 miles--without encountering a grade crossing (NARP News).

AMTRAK again leased Silverliner equipment from SEPTA over the Christmas holidays, a total of 12 cars. Used mainly on Harrisburg trains, the non-restroom-equipped Silvers frequently made "comfort stops" at Lancaster station!.....Have you noticed the great increase in fencing along the Northeast Corridor, both in heavily populated and relatively unpopulated areas? Some strange gaps exist, however, where fencing would seem to be needed.....AMTRAK is appealing to the U. S. Supreme Court a lower court decision which voided a law requiring freight railroads to reimburse Amtrak for their employees' free pass privileges.

U. S. Representative James Florio of New Jersey has charged that the State will lose \$30 million in Federal funding for the proposed Atlantic City rail passenger service because NJDOT has not come up with \$20 million in matching funds for the project. Florio last month said that "as a result of inaction, vacillation and no decision-making, I'm sad to say we've lost that money".....AMTRAK reports that its ridership in Fiscal Year 1984 ending last September 30 totaled 19,943,075, an increase of 4.8 percent over the previous year. Northeast Corridor traffic was up 2.9 percent as Metroliner patronage jumped 18.7 percent in response to more reliable service on the heavily-rebuilt line. Philadelphia-Harrisburg business, however, declined by 2.5 percent (Traffic World/Rail Travel News).

**CONRAIL**  December was another busy month in the high-stakes battle to see who gets CONRAIL. A fact-finding session in Philadelphia on December 5, chaired by U. S. Senator Arlen Specter of Pennsylvania, brought new support for management's plan to sell the railroad through a public stock offering. Robert Scardelletti, general chairman of the Brotherhood of Railway Clerks which represents 7,400 of Conrail's 35,000 unionized employees, became the first labor leader to publicly support management's proposal. In addition, Chairman L. Stanley Crane said that he would consider restoring the wages of Conrail employees to the normal industry level retroactive to July 1, 1984. For the past three years these workers have been paid 12 percent less than those on other major railroads, the result of concessions made by the unions to help keep the railroad alive when it was losing millions of dollars a year.

Then, on December 18, CONRAIL's 11 non-management directors called a special meeting in Washington. They heard presentations by Transportation Secretary Elizabeth Dole, who has consistently backed a private sale to one of three "finalists" she has selected; by Conrail management; by representatives of the unions and by the three bidders--NORFOLK SOUTHERN CORP., Allegheny Corp. and a group headed by Hotelier J. Williard Marriott. An aide to President Reagan also showed up to express the Administration's support for Dole. Later, in a private meeting between the Secretary and three board members, it was learned that she had agreed to "consider" a public stock offering if Conrail management submitted a detailed plan, which it did early in January. At about the same time Dole submitted a "white paper" to Congress reviewing the three bids and indicating that a final selection would soon be made. Press reports indicated that she favored Norfolk Southern and would send that name to Congress along with legislation designed to consummate the sale quickly and allay much of the expected opposition from politicians and other railroads.

CONRAIL in late December said that it would report net income of close to \$500 million for 1984, the result of increased traffic and tight cost controls. This would represent more than a 50 percent increase over the \$313 million reported in 1983, and continues a string of profitable years begun in 1981 by the previously money-losing railroad.....Congressman James Florio of New Jersey said last month that unless CONRAIL is sold soon, it should begin repaying its \$3 billion debt to the Federal government and the money should go into a fund to improve the rail infrastructure in the Northeast. Florio, who is a long-term supporter of the railroad, has also suggested that such payments be made a part of any legislation to return Conrail to the private sector.

To end possible confusion with its ex-Reading Trenton Line through West Trenton, CONRAIL has changed the name of the ex-PRR Trenton branch (commonly called the "Trenton Cutoff") to the Morrisville Line..... Updating the locomotive roster elsewhere in this issue, CONRAIL in December retired all 22 of its remaining SD35's, including six Jersey Central and 16 ex-Penn Central units. By far the largest model group on the current roster is the GP38-2, with 336 units.....CONRAIL has reopened its Belt Line near Reading, PA, which was cut in two last July when a huge sinkhole swallowed the track and eight loaded gondola cars. The rails were moved several yards west onto an abandoned Penn Central right-of-way.....CONRAIL has received permission to abandon 18.64 miles of its ex-PRSL Salem secondary track in Salem County, New Jersey.....The former Reading freight station on West Bridge Street in Phoenixville has been sold to two private individuals, who plan to renovate it as a wholesale produce center. At the same time, the Pottstown Borough Council wants to buy the ex-Reading freight station there from CONRAIL (P&R Chapter Colebrookdale Local).

## LANCASTER TO HOST NRHS 50TH ANNIVERSARY CONVENTION

NRHS will return to its roots in 1985 as the founding Lancaster Chapter hosts the Society's 50th anniversary convention August 22-25.



"Dutch Country Rails," as the event is to be known, will feature four rail excursions as well as a banquet, tours of the famed Pennsylvania Dutch area of Lancaster County and a night photo session conducted by Railfan & Railroad Editor Jim Boyd.

These excursions are now planned:

THURSDAY, AUGUST 22 - Diesel-powered special from Lancaster to Gettysburg, PA and return via Amtrak, Conrail and Gettysburg Railroad.

FRIDAY, AUGUST 23 - Doubleheaded steam trip from Lancaster to Harrisburg, PA and return via Conrail's Columbia and Enola branches and the Amtrak mainline, using ex-Pennsy 4-4-0 #1223 and 4-4-2 #7002 operated by the Strasburg Rail Road.

SATURDAY, AUGUST 24 - Doubleheaded steam trip with the same two engines from Lancaster to Strasburg, PA, where passengers may visit the Railroad Museum of Pennsylvania and the Toy Train Museum.

SUNDAY, AUGUST 25 - Mainline diesel trip using Amfleet equipment from Lancaster to Altoona, PA and return via the Amtrak and Conrail mainlines. The excursion will include two round-trips to world-famous Horse Shoe Curve and the top of the Allegheny Mountains at Gallitzin, as well as a tour of Altoona's Railroaders Memorial Museum.

A complete convention brochure and ticket order form will be mailed to each member in the spring. For those wishing accommodations in the Lancaster area, hotel reservations should be made promptly because of heavy tourist demand experienced during the summer.

## GERMAN STEAM HIGHLIGHTS OVERLAND CHAPTER TOURS FOR '85

"German Rails" from July 4 to 16 is one of three midyear tours sponsored by Overland Chapter NRHS to appeal to railroad enthusiasts.

Other tours are "Scandinavian Rails" June 14-30 and "Springtime in the Rockies '85" June 15-23. A brochure covering these excursions has been mailed to all NRHS members and an additional tour, "Rails to Hudson Bay," will be scheduled for later in the year.

Centerpiece of the German trip will be a summer-long festival commemorating the 150th anniversary of railroading in that country. Highlighting the activities will be steam excursions out of Nurnberg and a special railway exhibition in that city. The all-inclusive fare from New York is \$1,893 per person (plus \$125 for those wishing single rather than double hotel accommodations). Deposit is \$250.

The Scandinavian tour retraces a route through Denmark, Norway, Sweden and Finland that the Chapter has operated on several occasions since 1971. It includes a trip across the Arctic Circle and a bus tour along Norway's spectacular fjords. Complete fare is \$2,683 from New York, with a single supplement of \$235. Deposit is \$400.

The Rockies trip includes rides on the Cumbres & Toltec Scenic Railroad, the legendary Durango & Silverton, the Manitou & Pikes Peak Cog Railway, the Georgetown Loop Railroad and Amtrak's California Zephyr from Denver to Glenwood Springs, CO. Package price for this tour is \$822 from Denver to Denver, with a single supplement of \$145. The deposit is \$200.

Reservations, deposits and requests for information should be directed to: Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265 (telephone 309-764-1834).

## CHAPTER TO AID IN PURCHASE OF THIRD READING FP7

Lancaster and Philadelphia Chapters NRHS have completed arrangements for the purchase of former Reading FP7 diesel-electric locomotive #902 (now numbered SEPTA 4372). Stored in Philadelphia since 1983, the locomotive is expected to be moved this month dead-in-train via Conrail to the Railroad Museum of Pennsylvania at Strasburg.

The last of three surviving Reading passenger diesels, #902 will join sisters 900 and 903, already owned by Philadelphia Chapter and held in storage at the museum in Strasburg. The 902, however, is believed to be much closer to operating condition than the other two, and is the only SEPTA unit to have been re-engined at the Paducah (KY) shops of Illinois Central Gulf Railroad.

The locomotive is currently owned by Railway Management Associates of St. Davids, PA.

## "SOUTH AFRICAN STEAM SAFARI IV" SET FOR MARCH 23 DEPARTURE

Philadelphia Chapter is once again sponsoring a "railfan's dream" tour to that mecca of steam lovers, the Republic of South Africa, with its "South African Steam Safari IV" departing on Saturday, March 23. Return will be on Saturday, April 20.

A highlight of the trip will be the Railway Society of Southern Africa's Trans-Cape Limited, a 2,000-mile tour-de-force behind no less than 12 classes of steam locomotives.

Total cost of the tour is \$3,050 per person, which includes round-trip air fare from New York, all hotels, first class train accommodations, all breakfasts, most lunches and dinners. A shorter three-week tour is also available, departing on Saturday, March 30.

Certain classes of older steam locomotives are being phased out on South African Railways in favor of electric and diesel power. This year may be the "last call" for some of them, and the upcoming Steam Safari provides an ideal way to see and photograph a maximum amount of steam.

Travel Agent and Chapter Member Larry Steingarten will accompany the entire tour. He has arranged several notable overseas excursions for the Chapter, most recently last fall's trip to India.

Reservations and information may be obtained from Challenger Tours, P. O. Box 8965, Trenton, NJ 08650 (telephone 609-586-4664). A deposit of \$500 will hold each reservation.

## Membership News

Numerous membership changes, including more new members, whom we're pleased to welcome, have been reported since the December issue. Please make a note of the following:

### NEW MEMBERS:

BINDER, John W., 1465 Stevens St., Philadelphia, PA 19149-3227	215-744-3193
BOYER, James B., 216 N. Bedford St., Georgetown, DE 19947-1468	302-856-6666
MAUSS, Lisa, RD #3, Box 210A, Hanover, PA 17331-9803 (gift from the Burshtins)	717-632-0077
MEYER, Jay N., 30 Gramercy La., Willingboro, NJ 08046-3322	609-871-5516
POLIN, Ira E., 10782 Jeanes St., Philadelphia, PA 19116-3316 (gift of Jack McCloskey)	215-677-5503
WRABLEY, Raymond B., 126 Hampton Ct., West Chester, PA 19380-6108	215-696-5440
YUHAS, H. Michael, P. O. Box 353, Secane, PA 19018-0353	215-623-4904

### ADDRESS CHANGES:

BURSH TIN, Linda M., P. O. Box 460, Richland, NJ 08350-0460	no change
BURSH TIN, Michael L., P. O. Box 460, Richland, NJ 08350-0460	no change
CHAMBERLAIN, Kenneth P., 53 Cedar St., New Britain, PA 18901-5254	215-345-1555
KORACH, Robert S., 880 W. 1st St., Apt. 211, Los Angeles, CA 90012-2446	

### NEW CHAPTER-ONLY MEMBER:

MURRY, Kenneth G., 209 E. New St., P. O. Box 471, Mountville, PA 17554-0471 (Ken is well-known member of Lancaster Chapter)	717-285-5660
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MISCELLANEOUS CHANGES: MULLER, Raymond J. (new telephone number)	215-256-6304
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### OMITTED CHAPTER-ONLY MEMBER:

TOWNLEY, Robert P., P. O. Box 1322, Baltimore, MD 21203	
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## MEMBERS: PLEASE PAY YOUR 1985 DUES NOW

Dues notices for 1985 have been mailed to all members and should be paid promptly. The dues have not been increased this year, remaining at \$18 for regular members, \$20 for families and \$9 for Chapter-only.

Checks payable to "Philadelphia Chapter NRHS" should be sent to: Douglas W. Watts, Vice President & Treasurer, 504 S. Lansdowne Avenue, Apt. B-11, Yeadon, PA 19050-2416. Payments may also be made in person at the January 18 Chapter meeting.

The Chapter's membership list has recently been placed in a computer, which should ensure more accurate record-keeping and mailings.

# Conrail Locomotive Roster

(Corrected to December 1, 1984)



ROAD NUMBERS	MODEL	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS	ROAD NUMBERS	MODEL	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS
1000 - 1023(a)	MT-4	Alco	1000	B-B	24	6925 - 6959	SD38	EMD	2000	C-C	35
1100 - 1128(a)	MT-6	Alco	1000	C-C	29	6998	SD7	EMD	1500	C-C	1
1600 - 1699	GP15-1	EMD	1500	B-B	100	7001 - 7483	GP9	EMD	1750	B-B	155
1900 - 2023	B23-7	GE	2250	B-B	117	7496 - 7499	GP18	EMD	1800	B-B	4
2100 - 2112	GP20	EMD	2000	B-B	13	7506	GP9	EMD	1750	B-B	1
2169 - 2249	GP30	EMD	2250	B-B	65	7513 - 7597	GP10	EMD	1850	B-B	75
2250 - 2394	GP35, 35M	EMD	2500/2250	B-B	79	7656 - 7939	GP38	EMD	2000	B-B	192
2700 - 2798	U23B	GE	2250	B-B	99	7940 - 8281	GP38-2	EMD	2000	B-B	336
2800 - 2816	B23-7	GE	2250	B-B	17	8587	SW1	EMD	600	B-B	1
2830 - 2849	U30B	GE	3000	B-B	19	8600 - 8621	SW8	EMD	800	B-B	15
2956 - 2970	U33B	GE	3300	B-B	15	8632 - 8646	SW900	EMD	900	B-B	8
2971 - 2974	U36B	GE	3600	B-B	4	8652 - 8657	SW900M	EMD	900	B-B	3
3000 - 3274	GP40	EMD	3000	B-B	70	8666 - 8687	SW8M	EMD	800	B-B	16
3275 - 3403	GP40-2	EMD	3000	B-B	128	8690 - 8698	SW8	EMD	800	B-B	4
3620 - 3692	GP35, 35M	EMD	2500/2250	B-B	43	8701 - 8721	SW900	EMD	900	B-B	19
4020 - 4022	E8A	EMD	2500	ATA-ATA	3	8838 - 8919	SW7	EMD	1200	B-B	36
*5000 - 5059	B36-7	GE	3700	B-B	60	8922 - 9025	SW9	EMD	1200	B-B	40
5400 - 5462	GP8	EMD	1600	B-B	48	9037 - 9049	SW7	EMD	1200	B-B	4
5612 - 5999	GP7	EMD	1500	B-B	32	9059, 9060	SW9	EMD	1200	B-B	2
6002 - 6051	SD35, 35M	EMD	2500/2250	C-C	22	9062 - 9092	SW7	EMD	1200	B-B	15
6068 - 6166	SD45, 45M	EMD	3600/3400	C-C	61	9095, 9096	SW9	EMD	1200	B-B	2
6240 - 6357	SD40	EMD	3000	C-C	111	9097, 9098	SW7	EMD	1200	B-B	2
6358 - 6524	SD40-2	EMD	3000	C-C	165	9114 - 9140	SW9	EMD	1200	B-B	16
*6550 - 6599	C30-7A	GE	3000	C-C	50	9151 - 9192	NW2M	EMD	1000	B-B	8
6600 - 6609	C30-7	GE	3000	C-C	10	9195 - 9296	NW2	EMD	1000	B-B	34
*6610 - 6619	C32-8	GE	3150	C-C	10	9315 - 9382	SW1200	EMD	1200	B-B	65
6654 - 6666	SD45-2	EMD	3600	C-C	13	9400 - 9424	SW1001	EMD	1000	B-B	25
6685 - 6699	SDP45	EMD	3600	C-C	15	9500 - 9620	SW1500	EMD	1500	B-B	117
*6700 - 6779	SD50	EMD	3500	C-C	80	9621 - 9630	MP15	EMD	1500	B-B	10
6835 - 6838	U30C	GE	3000	C-C	4	9903 - 9999(b)	RS3M	Alco	1200	B-B	55
6869 - 6874	U33C	GE	3300	C-C	5						
6884 - 6896	U36C	GE	3600	C-C	13						
6900 - 6918	U23C	GE	2250	C-C	19						
					TOTAL CONRAIL UNITS						2839

**NOTES:**

- (a) - slug units converted by CR, GE
- (b) - repowered with EMD prime movers
- \* - New units delivered 1983-84

CERTAIN NUMBER BLOCKS NOT COMPLETE

**BUILDER ABBREVIATIONS:**

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

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.

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

# OUR MEETING:

Philadelphia Chapter starts off 1985 with a sound-slide program entitled "Under the Wires," by Bruce Van Sant of Oceanside, NY. This unique show, recently seen at a meeting of the Lancaster Chapter, concentrates on the electrification of Pennsylvania Railroad lines in the Northeast. Mr. Van Sant uses a two-projector system in this interesting presentation, a follow-up to the fine GG1 film by Mike and Marianne Autorino shown at our December meeting.

Why not make a New Year's resolution to come out and enjoy Philadelphia Chapter meetings, starting on Friday evening, January 18, 1985, beginning at 7:30 PM. Our usual sit-down dinner (\$9.00 per person) will be served, BY ADVANCE RESERVATION, PLEASE, in the Dining Room of the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, beginning at 6 PM. Our meeting will be held in the Conference Room.

DINNER RESERVATIONS MUST BE MADE to President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, JANUARY 16, 1985.

Bring a friend on January 18 to enjoy a fine program on mainline electric railroading!



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