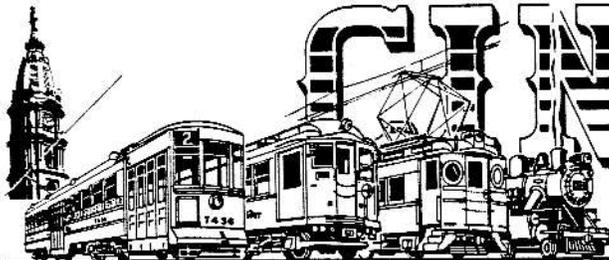


50th Anniversary = 1936-1986



CINDER S

February 1986



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Volume 47

Newsletter of the

Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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SEPTA Runs AEM-7 Test Train to Lansdale



SEPTA scored a "first" on Sunday, January 19 when it operated a test train from Philadelphia to Lansdale and return behind Amtrak AEM-7 #923. This marked the first time that an electric locomotive had ever run under power on the former Reading System. Here #923, with five ex-Reading Blueliner MU coaches in tow, prepares to leave Lansdale yard as Chapter Member Harry Garforth looks on.
--Photo by F. G. TATNALL

to Lansdale at speeds of up to 60 mph. Arriving there at 3:25 PM, the AEM-7 ran around its train as a small crowd of railfans watched. It returned directly to Powelton yard.

On the outbound trip a problem developed as the small, relatively light locomotive attempted to climb the 2.8-percent grade out of the tunnel north of Market East Station. The train stalled and had to back to "Vine" interlocking inside the tunnel for another run at the hill, which was successful. No further problems were encountered on the trip. A newly-installed converter at SEPTA's Wayne Junction substation performed well in supplying 11,000-volt AC power to the AEM-7, which is capable of better than 120-mph operation.

The event was notable in one other respect: observers agreed that it marked the first time that an electric locomotive had ever run under catenary power on the former Reading System since electrified service began in 1931.

In several previous transit strikes in Philadelphia, diesel locomotives were used to haul a few rush-hour trains into and out of Reading Terminal, while GGI's operated into Suburban Station on the "Pennsy" side. Frequently, dead MU cars were used as coaches on these locomotive-drawn trains. Whether SEPTA will actually press the AEM-7's into service if a strike occurs, and what cars would be used, is not known at this time.

Shortly after two on a gloomy Sunday afternoon last month, an Amtrak AEM-7 electric locomotive eased out of Philadelphia's 30th Street Station with a five-car train in tow.

Just another Metroliner headed for New York? Not this time. For one thing, the train left from the station's upper level in the direction of center city Philadelphia. For another, it was coupled to five SEPTA Blueliner MU cars, with pantographs up to provide heat, rather than the usual consist of Budd-built Amfleet coaches.

In reality, this was a special train operated by SEPTA to test the concept of using AEM-7-hauled trains to beef up the commuter rail system in the event of a transit strike on March 15. Local 234 of the Transport Workers Union is negotiating with SEPTA for a new contract to replace the current three-year pact which expires at 12:01 AM on that date.

The January 19 test train, made up of borrowed AEM-7 #923 and Blueliners #9118, 9102, 9115, 9116 and 9113, originated at SEPTA's Powelton Avenue yard in West Philadelphia, ran through 30th Street and the center city tunnel, then continued northward



As 1986 begins, it looks like another extremely challenging year for Amtrak, and once again, its supporters will need to "man the barricades" on its behalf. The cutbacks of January 12 may only prove to be a small taste of what lies ahead.

At Beech Grove, for instance, a few cars continue to move in and out, but it seems likely that repair budgets have been cut back. Only a few "new" cars can be expected out over the next few months — one more hi-level "El Capitan" diner-lounge, perhaps, and a seventh buffet-diner will be converted from an ordinary car. Cars 8553-8559 will run with buffet cars 8710-8716 on the Silver Star and Silver Meteor. Amfleet overhauls have been suspended, with perhaps 80 or so cars not completed, and hence operating in one of the earlier liveries and without tread brakes. Some are getting to look weather-beaten, as the decals fade.

The 50 "material handling cars" will be built by Thrall Car Company near Chicago and will be 60-foot box cars mounted on high-speed trucks salvaged from stored Railway Express Agency express reefers (later owned by San Luis Central). Elsewhere in passenger equipment, 73 steam-heated cars are still carried as "stored" and another 51 as "retired." All are Budd-built excepting two baggage cars and a coach assigned to maintenance service.

As for locomotives, the last of Amtrak's Alco RS3's were retired on July 11, along with the SW1's previously identified as retired. July 11 is also the date Amtrak's last two E8u's were retired. The comparatively rare GE P30CH's are largely limited to service on the Auto Train, Panama Limited and Sunset Limited, with 23 units of the original 25 remaining (713 and 715 have been retired).

At year's end, no further E60's had been renumbered into the 600 series, but the three remaining un-renumbered units (965, 969 and 970) were all at Amtrak's Wilmington shop. Two "freight" E60's are also at Wilmington due to accident damage — the 954 since November and the 955 since last February. The other four units (950-953) were being used on work trains and switching service around New York City.

In the end, six of the 12 Budd SPV-2000's were out of service and, since the cars were removed from scheduled service January 11, the survivors have not been used elsewhere. Effective January 12, all New Haven-Springfield service has been Amfleet-equipped, offering through service to and from Boston-Washington trains.

The January 12 schedule adjustments found the Corridor not losing any trains on the main Washington-Boston trunk. A new through Boston-Washington train was formed by combining a Boston-New York and a New York-Washington train. As a result, the last New York-Washington train now leaves Penn Station, New York at 9:30 PM instead of 9:00.

Other schedule changes were limited, but the Harrisburg line lost a number of trains, as have been previously noted. One other note of interest — the eastbound Montrealer runs an hour later and the Palmetto an hour earlier as the two trains exchange "slots". The Adirondack now runs into Montreal's Central Station instead of Windsor in a move to centralize operations and cut expenses.

A belated 75th Anniversary celebration was held for New York's Pennsylvania Station on Friday and Saturday, January 24 and 25. A small display of Amtrak and NJ Transit cars was mounted, including recently-refurbished sleeper 2984 and lounge 3113.

In commuter rail news, Metro-North has three official cars available for special duties. Cars 1 and 2 are the former Phoebe Snow observations and are still on record as Long Island cars. Car 3 is the former 4423, a six-bedroom bar-lounge which started life as a New York Central Stream-series car in 1949. The entire Poughkeepsie-New York service is now protected by the 19 Bombardier cars. The trains are powered by pairs of FL9's, always on the outer end of the push-pull consist.

In Maryland, the new MARC push-pull coaches have equipped all three Baltimore-Washington trainsets operating on the Amtrak route. By year's end, I noted 11 cars in service — control cars 7745-7748 and coaches 7700-7705 and 7707.

NJ Transit's eight former KCS coaches in the 5340-series were stored at Harrison, with a ninth, 5344, still in service. The nine cars are reportedly to be exchanged for the title to four F7's currently leased from C&NW. Twenty-eight former BN coaches continue to equip two steam-heated trains between Newark and Bay Head. One push-pull E60-powered trainset now runs to Matawan in the evening rush hour, deadheading back to South Amboy for layover.

(Continued on Page 3)

ON THE SCENE (Continued from Page 2)

Railway Age's annual transit issue lists deliveries of 775 cars of various types to properties during 1985. Amtrak received three prototype intercity cars, and Metro-North and Caltrans commuter equipment. Rapid transit cars went to Atlanta, Chicago, Cleveland, Miami, New York, BART and Washington. LRV's were delivered to Portland, Pittsburgh, Sacramento, San Diego and Vancouver. The issue also reported that a total of 2189 cars were on order at December 31, 1985.

For future orders, it was reported that SEPTA was likely to order 28 rapid transit cars in 1986 (P&W replacements), while the five-year outlook (1987-1991) was for 35-70 commuter cars (to replace Blueliners and the original Pioneer III's) and 70 LRV's (to replace the remaining PCC's).

From our "history books", we note that when the Pennsylvania Railroad's fleet of new diners and lounges had been received, twin-unit diners were assigned to the following trains—Broadway Limited, Spirit of St. Louis, Cincinnati Limited, General, Jeffersonian, Trail Blazer, Liberty Limited and South Wind. The Pennsylvania Limited and St. Louisan had a diner and a baggage-dorm (of which PRR had four streamlined and two rebuilt examples).

Lounge cars were never a strong Pennsy item, but coach passengers enjoyed the feature on a few premier trains. For instance, the Cincinnati Limited had coach-lounges 1151-1152, the Jeffersonian had a 7300-series recreation car and a buffet-observation, the Trail Blazer had a postwar baggage-lounge and buffet-observation, the Liberty Limited operated a postwar baggage-lounge, and prewar rebuilt baggage-dormitory-lounges operated on the Duquesne between New York and Pittsburgh.

Along the Corridor, two twin-unit diners ran on trains 111-152 and 124-153, the Afternoon Congressional and a balancing round-trip. These trains also had a standard parlor-lounge (with telephone) and a seven drawing room-parlor — all features which would be incorporated into the Budd-built trainsets of 1951-1952. (The Senator between Boston and Washington also had a twin-unit diner — all four trainsets were set up as kitchen-coffee shop cars).

As far back as mid-1949, the two New York-Atlantic City trains had the Emma Abbott and Jenny Lind as parlor cars — and they would remain on those trains another 19 years or so until first class service was discontinued.

OVERLAND CHAPTER OFFERS VARIETY OF RAIL TOURS IN 1986

Scandinavia, Great Britain, the Alps and Colorado are among the destinations in Overland Chapter's varied tour program this year. Also offered is a one-day trip from Chicago to the Illinois Railway Museum, Union, IL.

Tour dates are as follows:

- May 25: "Rails to Belvidere" - Chicago to Union, IL and return via Chicago & North Western F7-powered special
- June 13-29: "Scandinavian Rails '86" - Annual tour of Denmark, Sweden, Finland and Norway
- June 14-22: "Colorado Rails" - Rail/bus tour of the Centennial State
- July 3-21: "British Rails '86" - England, Isle of Man, Wales and Scotland
- September 17-October 2: "Alpine Rails '86" - Austria and Switzerland

A trip brochure has been mailed to all NRHS members. Reservations and additional information may be obtained by writing: Overland Chapter NRHS, 1214 12th Street, Moline, IL 61265 (telephone 309-764-1834).

"SAVE HARRISBURG'S GG1" FUND AIMS TO RESTORE LOCOMOTIVE

Harrisburg Chapter is spearheading a drive to restore ex-Pennsylvania Railroad electric locomotive #4859 for display in Harrisburg's newly-renovated Amtrak station. The big GG1 had the distinction of pulling the first electrically-powered passenger train into Harrisburg on January 15, 1938, following completion of PRR's electrification project. After its retirement by Conrail in 1981, #4859 was purchased through a loan from Lancaster Chapter.

"Save Harrisburg's GG1" has made much progress toward its goal of \$35,000, which is being raised from government, corporate, labor and individual donations. The locomotive is currently stored at Strasburg, PA and is expected to be repainted this year by the Strasburg Rail Road in PRR dark green, 1938 Futura-style lettering and gold pinstripes.

Donations of \$10 will bring an attractive 8-1/2 x 11-inch pencil sketch of #4859, signed and numbered by Illustrator Joseph P. Woltcheck. Unsigned prints are available from \$5 each. To order, write to: Save Harrisburg's GG1, c/o Harrisburg Chapter NRHS, P. O. Box 3423, Shiremanstown, PA 17011, making checks payable to "Save Harrisburg's GG1" and adding \$1.75 for handling and first class postage. Donations are tax-deductible.

PHILADELPHIA EXPRESS

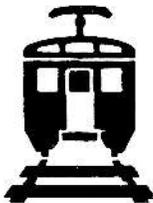


FRANK G. TATNALL, JR.

More than 10,000 drivers have abandoned the Schuylkill Expressway each day since reconstruction work between Belmont Avenue and City Line began on January 15, according to PennDOT estimates. While many are using alternate roads, about 2,200 displaced drivers are climbing aboard SEPTA's R5 and R6 commuter trains, swelling rush-hour ridership on the Paoli Line by 15 percent and on the lighter Norristown Line by 40 percent. All Norristown-Ivy Ridge trains are now two cars during rush hours and one may soon go to three cars--unheard of on this line for several years.

Further increases in ridership are expected when construction work begins March 1 over the entire 12-mile section of expressway between West Conshohocken and Vine Street in center city. The massive project will continue through the end of October.

SEPTA General Manager Joseph T. Mack issued a "Message to Riders" last month, stressing that continuance of the commuter rail system as an effective operation depends upon huge capital investments in the long-neglected property. Consultant William T. Coleman estimated recently that nearly \$1 billion would be needed over the next five years to upgrade plant and equipment to an overall condition of "good," but Mack said that the money does not exist and "is beyond what we can expect to receive...under current capital funding policies." Still, improvements have been made--"against tremendous odds"--and ridership gradually has returned to about 92,000 a day.



On the equipment side, Mack observed that "you don't need to be a railroad expert to recognize some of the system's needs. Those who are still riding the 'Reading Blues' know that we need new rail cars, but the need goes far beyond replacing 30 antique vehicles." He said that SEPTA should buy 70 new cars--at a cost of about \$1 million each--to replace the Blue liners and fill in for Silverliners in need of a general overhaul. Even the newest of these, the 231 Silverliner IV's, are now 11-12 years old and are long overdue for a rebuilding. "But before that overhaul can begin," he concluded, "a major new repair shop must be built. We do not have facilities for a massive overhaul program."

SEPTA has renamed its ex-Reading New York Line (Jenkintown-Neshaminy) the Neshaminy Line, and the ex-Pennsy Manayunk Line the Ivy Ridge Line.....Blue liners 9130 and 9138 have been sent to scrap, reducing the Blue car fleet to 28.....Silverliner IV #9030 was shipped last month to Morrison-Knudsen at Hornell, NY for complete rebuilding. It was involved in the January 1985 collision at Jenkintown.....Silverliner II #256 still sports bold "Pennsylvania Railroad" lettering on its letterboard and #9004 likewise reads "Reading Company".....With the January 12 timetable change, R5 trains 524, 568, 570, 572, 597 and 599 now run the entire distance between Downingtown and Lansdale, 57.2 miles. The mileage champion for a single run, however, is still West Trenton to West Chester R1-R3 train #393, which covers a total distance of 60.4 miles!

Twin snowstorms hit the Philadelphia area on Tuesday and Wednesday, January 28-29, causing numerous delays on SEPTA's Regional Rail Division and surface transit lines. Tuesday morning's rush hour found serious tie-ups on the former Pennsy side with frozen switches at "Schuylkill" interlocking just east of 30th Street, and at "CP-Walnut," "CP-Civic" and "Cane" on the West Chester Line. Several Airport Line trains got stuck in the jam and service had to be suspended until mid-afternoon as airport passengers were bussed. Compounding the 1.7-inch snowfall that morning was a season-low temperature of 10 degrees. Delays of 45 minutes or more plagued the Media-West Chester, Marcus Hook, Paoli and Chestnut Hill West Lines, some of the problems carrying over to the Reading side of the system. Another inch of snow the following day caused lesser delays.

A suspected arson fire on January 9 struck the 100-year-old Victorian station at Cheltenham, on SEPTA's Fox Chase Line, but quick action by Philadelphia firefighters confined the damage to the station's north wall and a storage shed. Built in 1885 by the Philadelphia, Newtown & New York Railroad, the historic structure is now the object of preservation efforts by several community organizations.....Another Victorian rail station, this one in Strafford, Chester County, has been placed on the National Register of Historic Places. A story in Delaware Valley Chapter's newsletter Observation Car traces the building's history to 1876, when it is believed that the building was constructed for the Centennial Exposition in Philadelphia that year.

The Environmental Protection Agency will soon begin a cleanup of PCB-contaminated soil in and around SEPTA's Paoli car repair shop. The toxic chemical, used for many years as a transformer coolant, is believed to have spread to neighboring properties, causing a health hazard for residents and SEPTA workers alike. To pay for the work, EPA is threatening to sue not only SEPTA but AMTRAK, which owns the shop, as well as former operators CONRAIL and Penn Central.....SEPTA is still sending its MU cars to a service shop in Pottstown to have their transformers drained and refilled with non-toxic oil, as required by the EPA.

PHILADELPHIA EXPRESS (Continued from Page 4)

SEPTA issued one-page "revisions" to its R2, R3 and R7 timetables, listing additional trains and station stops effective January 13.....A group of Bucks County residents showed up at the January 22 SEPTA board meeting to demand restoration of rail service on the Newtown Line, which was discontinued in 1982.....

U. S. Representative Robert Edgar of Delaware County told the Inquirer last month that SEPTA faces a 12 percent reduction in Federal funding this fiscal year, and another \$7 million cut as a result of the Gramm-Rudman deficit reduction act, effective March 1. Edgar said the cuts will force SEPTA to reduce maintenance just as it is taking steps to improve the much-criticized safety record of its Regional Rail system.

State Senator Richard Tilghman of Montgomery County has introduced a bill in Harrisburg to increase the State cigarette tax by five cents, to be earmarked for mass transit. If passed, the tax would generate about \$65 million per year, enough to offset expected cuts in Federal aid.....After months of wrangling, Philadelphia's City Council and Pennsylvania legislators have agreed on a compromise which will allow the release of some \$180 million in State funding for the proposed center city convention center.



NJ TRANSIT is looking hard at a fare increase this year, its first since September 1983. With the possibility of higher labor costs and cuts in Federal funding, Executive Director Jerome C. Premo said that NJT might have no alternative but to boost fares for its 75,000 daily train riders and 250,000 bus passengers.

NJ TRANSIT service on the Northeast Corridor was disrupted for nearly three hours on January 31 when CONRAIL mail train 3 dropped two piggyback trailers onto the right-of-way near Iselin about 6:30 AM. A third trailer was leaning off its flatcar when the train was stopped.

Rail Travel News reports that NJT's rail ridership has increased 14.5 percent over comparable year-ago figures, and that passenger revenues for October and November 1985 were running 7.7 percent above budget. NEC trains carried 24.5 percent more riders, some of them diverted from higher-fare AMTRAK trains.....NJT's rail on-time performance reached a commendable 92 percent in October but slipped to 88.9 percent in November, largely as the result of slippery rails caused by wet leaves (Tri-State Chapter Block Line).

Fifty-four persons were injured when NJ TRANSIT train #616 slid into a bumper block at Hoboken Terminal during the morning rush hour on December 30. Later investigation revealed that the train of six Jersey Arrows could not be properly braked because of a compound placed on the tracks for earlier testing.

SEPTA listed the following revenue equipment on its City Transit Division as of December 31:

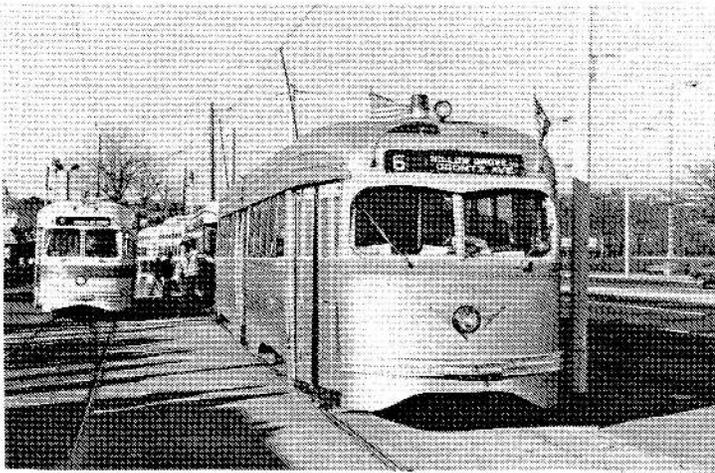
<u>Surface Vehicles</u>	
PCC.....	134 (a)
LRV.....	112 (b)
Trackless Trolley....	110
Diesel Bus.....	1314
<u>High Speed Vehicles</u>	
Market-Frankford.....	258 (c)
Broad Street.....	130 (d)

- NOTES:
- (a) Includes 33 non-operational, 1 historical
 - (b) Includes two out for wreck damage
 - (c) Includes 16 non-operational
 - (d) Includes 5 historical



As if the Norristown High Speed Line weren't already having more than its share of trouble (see January Cinders), two more cars were involved in accidents late last month. On the evening of January 27, car #164 suffered an electrical short circuit at West Overbrook, causing a small fire under the car. Two passengers were injured during the evacuation but the car was returned to service later in the week.

PHILADELPHIA EXPRESS (Continued from Page 5)



Three PCC-loads of traction buffs bade farewell to SEPTA's Route 6-Ogontz Avenue trolley line on Saturday, January 11, the last day of regular service. Chartered by Buckingham Valley Trolley Association, silver car #2054, orange #2168 and red-white-blue #2716 made two round trips on the line as well as on the Old York Road depot trackage. The procession also made a side trip over Route 56 to the Erie and Frankford Avenue loop. Mild, sunny weather encouraged many photo stops on a day which marked the first formal shutdown of a Philadelphia trolley route in many years. The Route 6 extension from City Line to Willow Grove, abandoned on June 8, 1958, has been bus operated ever since (this portion of the line was redesignated as Route 22 last month). Chapter Member George Metz organized the trip for BVTA.

Railfans bid farewell to SEPTA's Route 6 streetcar line on Saturday, January 11, the last day of operation for the Olney-Ogontz Avenue rail line. Buckingham Valley Trolley Association chartered three cars for the final day: silver air-electric #2054, orange #2168 and newly-overhauled red-white-blue #2716. The entourage is seen here at City Line loop, Cheltenham & Ogontz Avenues.

The Inquirer devoted substantial coverage to the last day events, including a report on protests filed by the Clean Air Council, the Delaware Valley Association of Railroad Passengers and SEPTA's Citizens Advisory Council. The Urban Mass Transportation Administration also has warned SEPTA not to take any action that would prevent a resumption of trolley service until SEPTA has satisfactorily explained the conversion. It asked SEPTA to considering turning the line over to private operators, at least one of which has already surfaced. SEPTA has said that it will not dismantle any of the power system until a decision is made on a possible trackless trolley operation, which would be compatible with the "no-tracks" plan for a new street level terminal at Broad & Olney.

The volume of rhetoric has been escalating between SEPTA and the Transport Workers Union as the March 15 contract deadline approaches. Local 234 President Roger Tauss charged that SEPTA's "cross-subsidization" of the commuter rail system is costing the City Transit Division \$38 million in subsidies which should go to CTD based on farebox revenues. If these funds were diverted to transit operations, he said, SEPTA could give his members substantially higher pensions and at the same time cut fares by a dime. SEPTA did not dispute the lopsided allocation of subsidies, but asserted that it's "a matter of survival for the Regional Rail system." The Authority also contended that it could increase pension benefits only if the union agrees to the hiring of part-time employees and expanded layoff provisions--issues which have provoked strikes in previous years.

To emphasize his point that the City can't tolerate a transit strike in the midst of the Schuylkill Expressway crisis, Tauss and his members unveiled two huge banners January 22 on the Strawberry Mansion bridge, in full view of expressway drivers. They read: "Settle SEPTA Contract...Now More than Ever." The union leader has yet to put a wage proposal on the negotiating table, but he indicated that the major drive this year will be to improve SEPTA's less-than-generous pension plan. Focusing in on the cross-subsidy issue, Tauss told reporters "Let the rail system sink or swim on its own." If it can't survive, he concluded, the rail division should be split away from the transit operations--a notion which SEPTA officials say would sound the death knell of the regional authority. A State-appointed fact finder began hearing testimony from both sides last month and will issue a non-binding report within a few weeks in an attempt to head off a possible strike.

The New York Times reported in early January that President Reagan, as part of his budget for Fiscal Year 1987 beginning October 1, will propose a new "urban mobility block grant" combining Federal aid for highways and mass transit. State and local officials would have some discretion on how to split up the money, but a substantial cut in funding for transit is expected. In the last fiscal year Uncle Sam provided a total of \$4.1 billion for transit, of which about \$1.1 billion came from one penny of the nine-cent Federal excise tax on gasoline channeled through the Highway Trust Fund.

SEPTA's subway-surface tunnel was closed on certain weekends in January to allow for rail replacement between 22nd and 30th Streets on the inbound side. Cars were diverted to 40th & Market.....Meanwhile, refurbishing work continues on the 30th Street subway station.....SEPTA is turning the subway-surface portal area at 40th & Woodland into a plaza, with tree plantings. This is permitted by the new track arrangement installed in 1983.....Have you seen that colorful drawing of a Bullet car hanging in the P&W section of 69th Street Terminal?.....City Councilman Edward A. Schwartz says that he will press for a five-cent reduction in token prices this spring if SEPTA ridership holds up.

SEPTA's current Route 2 bus timetable is a collectors' item. It contains a route map which fails to show the route.....SEPTA has filed suit against Neoplan U.S.A. in an effort to recover \$12 million in damages for allegedly defective wheelchair lifts on 150 Neoplan buses.....At the same SEPTA is under attack by spokespersons for various handicapped groups, who at the January 22 board meeting threatened to "cripple" the system unless it is made more accessible to the disabled.....SEPTA is working on plans for a new automated

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

turnstile to be installed in certain stations on the Broad Street and Market-Frankford Lines. These turnstiles would accept newly-designed magnetic farecards, similar to those used by PATCO, as well as tokens or exact change.....An article in the December issue of SEPTA Lines, the Authority's newspaper for employees, describes the functions of the new motor shop at 69th Street. The shop cleans and rebuilds motors of all kinds, from small fan motors up to heavy traction motors weighing as much as 1,300 pounds each.

AMTRAK is about to feel the bite of the Balanced Budget & Emergency Deficit Control Act of 1985, commonly known as the Gramm-Rudman law. The Administration has already started the machinery for an across-the-board cut of 4.3 percent in most non-defense programs, effective March 1, which is necessary to meet an \$11.7-billion reduction in the current fiscal year's budget as mandated in the law. Unless Congress intervenes with its own program this month, Amtrak will find its 1986 funding of \$616 million slashed by about \$25 million, and the Northeast Corridor program's \$12.5-million cut by \$538,000. Amtrak hopes to make up some of this loss with an average two percent fare hike later this year. For Fiscal 1987 beginning October 1, much worse may be in store. Gramm-Rudman appears to be heading toward mandatory spending reductions of at least \$30 billion, and Budget Director James Miller is known to consider Amtrak a prime target for complete elimination of all subsidies. Survival will be the watchword for the rail corporation this year.



Though several train-offs were previously announced, AMTRAK did not finalize its Harrisburg schedules until just a few days before they became effective on January 12. With one round-trip (trains 601-618) saved from extinction through a special subsidy from PennDOT, Amtrak issued a typewritten sheet listing the schedules. Apparently the sheet was hastily prepared, because Bryn Mawr was spelled "Brymore" and Parkesburg lost its "e". Within two weeks, however, a standard Form 5 folder became available. Another change was the rerouting of train 42 into 30th Street Station, leaving the so-called "New York-Pittsburgh subway" route beneath "Zoo" interlocking with no regular trains. Delaware Valley Rail Passenger also reported that Amtrak is considering single-tracking of the Harrisburg Mainline between Parkesburg and Harrisburg as a money-saving measure.

While AMTRAK has retired its last Alco-powered locomotives, nine ex-Penn Central SW1's are still active at Chicago, Wilmington and Rensselaer, NY (Narragansett Newsletter).....An 80-year-old Folcroft man was killed January 15 when he was struck by train 141 at Glenolden station in Delaware County.....Does anyone know the history of the stone obelisk beside AMTRAK's Mainline near the 49th Street bridge in Southwest Philadelphia? It bears the date 1858 and the names "Wilmington & Susquehanna Railroad" and "Baltimore & Port Deposit Railroad," both predecessors of the Pennsy's Philadelphia, Wilmington & Baltimore.



As January ended, the Senate appeared ready to approve the long-discussed sale of CONRAIL to NORFOLK SOUTHERN. Within a week's time, the lawmakers voted to limit debate on the sale legislation (S. 638), rejected an amendment offered by Senator Arlen Specter of Pennsylvania to sell the railroad to Morgan Stanley & Company, and refused to allow the Federal courts to review the antitrust implications of the NS takeover. The Justice Department has announced that it will not complete its review of the NS divestiture plan (see January Cinders) until spring.

Earlier in the month, Morgan Stanley raised its bid from \$1.2 billion to \$1.4 billion, thus topping the NS price by \$200 million. (NS said that it would not further sweeten its offer.) The Morgan group is made up of 46 investors who have pledged to resell most of their Conrail stock to the public within five years.

With opponents of the NS buyout now stripped of their option to filibuster the bill, Transportation Secretary Elizabeth Dole at last seems halfway toward her goal of getting the sale through Congress. She first announced her selection of NS in February 1985, then watched as the sale became mired in Congress for the rest of the year. Last month, however, a new push to win approval was begun, with President Reagan putting his personal prestige behind the Dole proposal and several conservative groups placing pro-NS ads in newspapers across the country. (One full-page ad, placed by the National Tax Limitation Committee in the Wall Street Journal and New York Times, claimed that CONRAIL pays no taxes of any kind. "An outrageous lie," responded a Conrail spokesman, who pointed out that the railroad paid \$30 million in local taxes last year even though tax loss carry-forwards kept its Federal taxes at zero.)

In New Jersey, Transportation Commissioner Roger Bodman wrote to Mrs. Dole endorsing her plan. He declared that a sale to Virginia-based NORFOLK SOUTHERN is "in the best interests of the citizens of New Jersey and its industry that relies on rail freight service." Soon after, Senator Frank Lautenberg came out on the opposite side of the issue, contending that a sale to NS would mean a loss of jobs in New Jersey, higher rates for shippers and diversion of business from the Port of New York-New Jersey. He also said that the \$1.2-billion NS offer does not represent a fair price for the government's 85-percent interest in CONRAIL.

The next move will be up to the House of Representatives which, unlike the Senate, is controlled by Democrats. To date there has been no committee action in the House and several leaders, including Transportation Subcommittee Chairman James Florio of New Jersey, have been cool to the Dole proposal.

CONRAIL has reported net income of \$442 million on revenues of \$3.21 billion for the year 1985. Income was down 12 percent from \$500 million in 1984 and revenues declined by five percent from \$3.38 billion. Chairman L. Stanley Crane said that the results prove that Conrail can remain healthy as an independent company, and does not need the "deep pockets" offered by NORFOLK SOUTHERN. He pointed out earlier that net income in

PHILADELPHIA EXPRESS (Continued from Page 7)

1985 was influenced by the fact that all employees were paid industry-level wages, while in the first half of 1984 they were still being paid at 12 percent below industry scale as part of a 1981 agreement to assist the then-ailing carrier.

Nearly five years after CONRAIL shut down its electrified freight operations, the catenary is being removed on several major lines. Last month, crews completed the job of removing wire on the West Philadelphia High Line and the Delaware Extension to South Philadelphia, both now part of Conrail's Harrisburg Line. (A small section around "Zoo" remains to be done by AMTRAK, which controls the interlocking plant.) Also gone is the catenary on the Enola branch west of Parkesburg, the Columbia secondary and certain other sections, with the Morrisville Line (ex-Trenton Cutoff) to be next. Changes in signal circuitry had to be made in some areas, and for the time being most of the catenary towers will remain--especially where they support other high-tension lines.

CONRAIL's program to remove the third track on its ex-Pennsy mainline has been completed from Newport to Tyrone, PA. All manned towers between Harrisburg and Altoona are now closed except for "Rockville," "Port" and "Mifflin," as TCS installation is completed along the old "Middle Division".....The Pennsylvania Railroad Technical & Historical Society last year acquired the passenger station at Lewistown (PA). Built in 1849, PRR&T&H says it is the oldest ex-PRR station still in existence.....Don Ball's long-awaited book on the Pennsylvania Railroad is now due out in May.....The Ringling Bros. 44-car "Blue Unit" circus train will move through Philadelphia on March 25 or 26 enroute from Baltimore to New York City.

CONRAIL has announced its intention to abandon 570 miles of lightly-used track this year. In filing 121 "notices of insufficient revenues" last fall, the railroad followed a special procedure for quick abandonment granted by the Northeast Rail Service Act of 1981. Of the lines to be dropped, 270 miles are located in Pennsylvania, most of them relatively short segments. Using the NERSA law, CR has filed to abandon more than a quarter of its 1981 route mileage of 18,400, but a considerable part of that remains in service under shortline operation (Journal of Commerce).

CONRAIL and several other railroads may set up their own company to provide "excess liability" insurance coverage, according to an Inquirer report. The company would be called Railroad Association Insurance, Ltd. (RAIL).....CONRAIL is one of several defendants in a series of complaints filed by EPA in January charging violations of Federal rules for asbestos removal. The railroad was cited for improper demolition of a boiler house last year at Pier 14, Port Richmond.....Design work for a new Delaware Avenue North is based on what is now being done on Delaware Avenue South in Philadelphia. The new six-lane highway north of the Ben Franklin bridge will include a single railroad track in the median.



CSX CORP. this year will restructure its rail subsidiaries (SEABOARD and CHESSIE SYSTEMS) into three separate companies: CSX Transport to operate the trains, CSX Distribution Services to handle marketing and sales and CSX Equipment to manage the freight car fleet. This downsizing will cut the work force by 12 percent and retire segments of the locomotive and freight car fleets. It's all part of a larger plan to realign CSX's vast holdings in energy, transportation and real estate.....CSX said that its restructuring caused a one-time pretax charge of \$954 million in the fourth quarter of 1985, resulting in a loss in the quarter of \$440 million and \$118 million for the year. Without that special charge, net income for 1985 was a record \$479 million, three percent higher than in 1984, on revenues of \$7.3 billion which were \$614 million below the previous year.....CHESSIE's Philadelphia to Baltimore line celebrates its 100th anniversary this year.

PATCO is apparently planning no fare increases in 1986, in spite of Port Authority talk of a 15-cent toll hike.....PATCO will reopen its station in the new Camden Transportation Center when construction is completed in September. The old station was known as Broadway.....By Rail to the Boardwalk, the definitive history of South Jersey railroads by West Jersey Chapter Member Rich Gladulich, will be published later this year by Interurban Press.....The fall 1985 issue of South Jersey Magazine contains interesting articles on the PRSL's Bridgeton branch and the introduction of buses in South Jersey by Public Service.....Former Reading Company Trustee and Secretary of Transportation Drew Lewis is going to UNION PACIFIC April 1 as chairman and CEO.

MIDDLETOWN & HUMMELSTOWN RAILROAD has acquired ex-CANADIAN NATIONAL 2-6-0 #91, which it plans to use for excursions.....MARYLAND & DELAWARE wants to take over a 139-mile BURLINGTON NORTHERN branch running from Monett, MO to Fort Smith, AR, which it will operate as the Arkansas-Missouri Railroad.....Those four ex-BN SD45's which NEW YORK, SUSQUEHANNA & WESTERN is receiving will be numbered NYS&W 6360, 6362, 6364 and 6366 (Carl Perelman).....Jersey Central Chapter has decided to spend \$1,500 to repaint Steamtown's ex-DELAWARE & HUDSON RS3 #4075 into original BOSTON & MAINE colors (Jersey Central News).....Steamtown is reportedly looking into a lease of ex-LONG ISLAND 4-6-0 #35, owned by Long Island-Sunrise Trail Chapter NRHS (Mohawk & Hudson Chapter Call Board).....D&H has renamed its Philadelphia freight trains NE-84 and NE-87 as PJEB and EBPJ.....EAST BROAD TOP 2-8-2 #12 suffered crownsheet damage last summer (Iron Horse News).

A high-speed railroad between Philadelphia and Pittsburgh will unite the State, representatives of Pennsylvania's High Speed Intercity Rail Passenger Commission said at a meeting in City Hall January 24. The \$7-billion-plus line, which is still under study, "will make Philadelphia the 'Big T' of transportation in the U. S." and revitalize the economy, said State Representative Richard A. Geist of Altoona, chairman of the Commission. But John Pawson, president of the Delaware Valley Association of Railroad Passengers, told the Inquirer that the proposal was nothing but a "mass of exquisite icing having no cake beneath it."



Conrail Locomotive Roster

(Corrected to January 15, 1986)



ROAD NUMBERS	MODEL	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS	ROAD NUMBERS	MODEL	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS
*1000 - 1023	MT4	Alco	1000	B-B	24	6884 - 6896	U36C	GE	3600	C-C	13
*1100 - 1128	MT6	Alco	1000	C-C	29	6900 - 6918	U23C	GE	2250	C-C	18
1600 - 1699	GP15-1	EMD	1500	B-B	100	6925 - 6959	SD38	EMD	2000	C-C	35
1900 - 2023	B23-7	GE	2250	B-B	117	7001 - 7483	GP9	EMD	1750	B-B	110
2169 - 2249	GP30	EMD	2250	B-B	63	7513 - 7597	GP10	EMD	1850	B-B	75
2250 - 2394	GP35, 35M	EMD	2500/2250	B-B	73	7635 - 7939	GP38	EMD	2000	B-B	148
2700 - 2798	U23B	GE	2250	B-B	97	7940 - 8281	GP38-2	EMD	2000	B-B	336
2800 - 2816	B23-7	GE	2250	B-B	17	8600 - 8621	SW8	EMD	800	B-B	15
2971 - 2974	U36B	GE	3600	B-B	4	8632 - 8646	SW900	EMD	900	B-B	8
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	A1A-A1A	2	8838 - 8919	SW7	EMD	1200	B-B	35
5000 - 5059	B36-7	GE	3700	B-B	60	8922 - 9025	SW9	EMD	1200	B-B	35
5400 - 5462	GP8	EMD	1600	B-B	48	9037 - 9049	SW7	EMD	1200	B-B	4
**6000 - 6021	C39-8	GE	3900	C-C	22	9060	SW9	EMD	1200	B-B	1
6068 - 6164	SD45, 45M	EMD	3600/3400	C-C	49	9062 - 9092	SW7	EMD	1200	B-B	15
6240 - 6357	SD40	EMD	3000	C-C	110	9095, 9096	SW9	EMD	1200	B-B	2
6358 - 6524	SD40-2	EMD	3000	C-C	165	9097, 9098	SW7	EMD	1200	B-B	2
6550 - 6599	C30-7A	GE	3000	C-C	50	9118 - 9140	SW9	EMD	1200	B-B	11
6600 - 6609	C30-7	GE	3000	C-C	10	9195 - 9294	NW2	EMD	1000	B-B	26
6610 - 6619	C32-8	GE	3150	C-C	10	9315 - 9381	SW1200	EMD	1200	B-B	64
6620 - 6644	C36-7	GE	3750	C-C	25	9400 - 9424	SW1001	EMD	1000	B-B	25
6654 - 6666	SD45-2	EMD	3600	C-C	13	9500 - 9620	SW1500	EMD	1500	B-B	116
6700 - 6804	SD50	EMD	3500/3600	C-C	105	9621 - 9630	MP15	EMD	1500	B-B	10
**6805 - 6834	SD50	EMD	3600	C-C	30	TOTAL CONRAIL UNITS					2610
6840 - 6842	SD60	EMD	3800	C-C	3						

NOTES:

- * Certain number blocks are not complete
- * - Slug units converted by CR, GE
- ** - New units to be delivered in 1986

BUILDER ABBREVIATIONS:

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

OUR MEETING:

Our 1986 Slide Contest will be the program feature at our meeting on Friday evening, February 21, 1986. Members are invited to participate in this annual event, rules for which will be found below. Film prizes will be awarded to winning entries.

It all takes place at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, beginning at 7:00 PM. The usual sit-down dinner will be served in the Club Dining Room (\$10.00 per person — by advance reservation) at 6 PM. RESERVATIONS, WHICH ARE MANDATORY, MUST BE MADE to President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, FEBRUARY 19, 1986.

This is an excellent opportunity to screen some of your best slides for the enjoyment of your fellow members, and compete for film prizes which will enable you to shoot more winners for future years. Registration will begin at 6:45 PM. PLEASE MAKE NOTE OF THE EARLIER TIME FOR THE MEETING, and we'll see YOU February 21!

Slide Contest Rules

1. No entry form is required for the 1986 Slide Contest. Slides, however, must be registered in person at the February 21 meeting, beginning at 6:45 PM. Registration closes at 7:00 PM, and no entries will be accepted after that hour. THE SLIDE CONTEST IS OPEN TO PHILADELPHIA CHAPTER, NRHS MEMBERS ONLY!

2. There are SIX categories in this year's contest. Categories (a) through (e) must contain only subject matter taken SINCE March 1, 1976, and Category (f) will include ONLY subject matter taken BEFORE March 1, 1976.

- (a) Steam
- (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) Mainline electric (including multiple-unit equipment)
- (d) Trolleys/rapid transit/interurbans
- (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, railfans, etc.)
- (f) Oldies, but Goodies (any subject prior to March 1, 1976).

3. In case of uncertainty, the contest manager will decide which category is appropriate.

4. Each contestant may exhibit a maximum of 4 slides in each category, or a grand total of 24 in the contest. The slides must have been taken personally by the contestant, may be in color or black and white, and subject matter may be from anywhere in the world.

5. Contestant's name MUST be on the slide, or it will be disqualified. Contestant's presentation MUST be in the order noted above. After the initial screening, contestant will select ONE SLIDE in each category which he considers BEST in the category. He will give that slide to the projectionist to be shown in the final judging. Thus, a maximum of six (6) slides will be permitted in the final presentation.

6. Film prizes will be awarded on the basis of first, second and third place in each category. The panel of five (5) judges, none of whom may be a contestant, will be chosen at the beginning of the meeting. The decision of these judges is final, and they reserve the right to not award prizes in any category which they feel is not well represented.

"EXTRA 2200" ERRS IN LISTING GG1 DONATION TO CHAPTER

Officers of Philadelphia Chapter were amazed to read in the current issue (#83) of Extra 2200 South Magazine that NJ Transit had donated tuscan red GG1 #4877 and E8A #4246 to this Chapter.

The erroneous report was contained in a two-page roster of NJ Transit locomotives, compiled by Associate Editor Dan Dover, together with J. C. Smith, Jr., and "Research Sources" Richard Lauderback, John Scala, Alyn Specht and Frank Szachacz. The date of donation of both units was shown as 1984.

In reality, NJT some time ago announced that the GG1 and E8 would be preserved for display at a future museum site in New Jersey. No discussions were ever held regarding a possible donation of the two units to Philadelphia Chapter.

Chapter President Frank Tatnall has written to X2200 Editor Don Dover asking that a correction be published in the next issue.

The publication, once respected for its high level of accuracy, also reported in the same issue that Baldwin V0660 diesel switcher #6712 "is now the property of the Railroad Museum of Pennsylvania at Strasburg, PA, since 2-3/82." Actually, the 1940-built unit was donated by its longtime owner, Standard Steel Works of Burnham, PA, to the Railroaders Memorial Museum at Altoona, where it is now on display.



PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



presents its

50th Anniversary Banquet

Friday, March 14, 1986

Williamson's Restaurant
(atop GSB Building)
City Line and Belmont Avenue
(U. S. Route 1 - 1 mile west of Schuylkill Expressway)
Bala-Cynwyd, PA
(Free Parking Available)

COCKTAIL HOUR BEGINS 6:00 PM

DINNER SERVED 7:00 PM

FEATURED SPEAKER: JOHN S. WHITE, JR., CURATOR OF TRANSPORTATION
SMITHSONIAN INSTITUTION

MENU: Choice of Roasted Prime Ribs of Beef au jus or Baby Flounder Stuffed with Crabmeat

PRICE OF TICKETS: \$25.00 per person

Please complete Order Form below, making checks payable to "Philadelphia Chapter NRHS"

Philadelphia Chapter, NRHS
P. O. Box 7302
Philadelphia, PA 19101-7302

Please send me _____ tickets @ \$25.00 each for Philadelphia Chapter's 50th Anniversary Banquet to be held Friday evening, March 14, 1986. I have enclosed \$_____._____.

I desire to have ___ Roasted Prime Ribs of Beef ___ Flounder Stuffed with Crabmeat

Name _____ Telephone _____ - _____ - _____

Street _____

City _____ State _____ ZIP Code _____

I have enclosed a stamped, self-addressed envelope for mailing of my banquet tickets.

CHAPTER'S 50TH ANNIVERSARY BANQUET SET FOR MARCH 14

Ticket orders are arriving in steady numbers for next month's 50th Anniversary banquet of Philadelphia Chapter, scheduled for Friday evening, March 14, at Williamson's Restaurant, Bala-Cynwyd, PA.

Principal speaker will be John S. White, Jr., Curator of Transportation at the Smithsonian Institution, Washington, DC, and author of several well-known books including The American Railway Passenger Car. His subject will be the Smithsonian's restoration of its famed John Bull, the oldest operable locomotive in America. Presentation of NRHS 50-year pins will also be made to at least two members by National President Nelson W. Bowers.

Williamson's is located atop the GSB Building at City Line and Belmont Avenue, one mile south of the Schuylkill Expressway interchange. SEPTA bus routes E, 44, 44G and 81 provide service to the door and Bala station on the R6 commuter rail line is a half-mile away. Free parking will be available in the GSB lot.

Dinner is scheduled for 7 PM, preceded by a cash bar at 6. Tickets for the dinner are priced at \$25 per person, which will include a souvenir of the occasion. Entrees are roasted prime ribs of beef and flounder stuffed with crabmeat. Orders for tickets should be sent to:

Philadelphia Chapter NRHS
P. O. Box 7302
Philadelphia, PA 19101-7302

Those ordering should specify the choice of entree and make checks payable to "Philadelphia Chapter NRHS." Tables will not be reserved except for parties of ten or more.

Chapter members are urged to send for their tickets as soon as possible, but not later than March 1.

There will be no regular monthly meeting in March.

BANQUET ORDER FORM PAGE 11, THIS ISSUE

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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