

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

P. O. BOX 7302, PHILADELPHIA, PA. 19101



Cinders

APRIL, 1974

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OUR APRIL MEETING: Will feature RAILROADING - MARINE STYLE, an evening of marine railroading in the New York area, via slides and 16mm sound movies, presented by

Mr. Conrad Milster, of Brooklyn, New York

Mr. Milster is one of New York's foremost steamship historians and photographers, and as such has faithfully recorded the passing scene of the exciting marine operations of New York's railroads. He is a member of the Steamship Historical Society. Come out and relive those many ferry rides across the Hudson River, and see many more interesting floating gems. For a different evening of entertainment, be present on Friday evening, April 19, 1974. Dinner is at 6:00 p.m., (we'll try for the buffet in May), and our meeting at 8:00 p.m. SEE YOU THERE.

NEW MEMBER:

BOYD, James D., 5626 N. 4th Street, Philadelphia, PA 19120

URGENT! URGENT! URGENT! BALTIMORE TRIP TO BE CANCELLED UNLESS TRIP BREAKS EVEN BY APRIL 19! Support for the Baltimore field trip has been less than enthusiastic. WE have sold 12 tickets as of this writing, and need to sell 19 more. If you want to go, then get in touch with Paul Kutta immediately. We'd like to be able to operate this field trip. In the event that 31 tickets are not sold the evening of the meeting, the trip will have to be cancelled. Talk a friend into going.....it's a bargain that you cannot do on your own....it costs almost twice as much for an individual to take this trip. Let's get out and support this outing, and at the same time treat yourself to a day out.

RAILRODIANA BOURSE: Don't forget that the Railrodiana Bourse is the day following our meeting, Saturday, April 20, 1974. It's sponsored by the National Association of Timetable Collectors, and there will be more than 40 sellers' tables, so there should be plenty of goodies available. It's from 9 to 5 at the George Washington Motor Lodge on U. S. Route 1 at the Pennsylvania Turnpike in Trevese, PA. Our Chapter Publications people will have a table there, too. So come out and browse around - it's free (except for any railrodiana you wish to purchase - see you there.

EDWARD G. HOOPER
Chairman of the Board

at
Baltimore, Maryland
March 12, 1974

JOHN I. SMITH
Chapter Member

at
Narberth, Pennsylvania
March 14, 1974

MR. HOOPER PASSES AWAY: It is with sadness that we officially note the passing of Society Chairman of the Board Edward G. Hooper at Baltimore, Maryland on March 12 after a short illness. Mr. Hooper was 90 on March 8. He joined the Society in June, 1936, and was elected a National Vice-President in October of that year. He was one of the incorporators of the NRHS, Inc., in 1937, and was also elected a Director for the Baltimore Chapter, a post which he held until 1951. Mr. Hooper served as President of the Society from 1943 until 1958, when he was elected to his position as Chairman of the Board, which he held until he passed away. The Society has suffered a loss and he will be deeply missed.

JOHN I. SMITH: Chapter member John I. Smith, of Narberth, passed away on March 14 at the age of 64. Pressure of business kept Jack from attending most meetings. But he was a rabid rail enthusiast, and an unusually well informed one as well. Heavy electric traction was his specialty. Jack was one of the strongest supporters of the South Jersey rapid transit line system which has often been discussed, and only recent brought to bear fruit with the construction of the Lindenwold line. He possessed an outstanding collection of railroadians, including complete bound volumes of trade and historical periodicals. He also had a giant 8mm movie collection from his travels.

NEW SELECTION OF POSTCARDS AVAILABLE: Our active postcard collectors will notice a whole new shipment of postcards from Audio-Visual Designs at the April meeting. More than 30 new views will be presented. As usual, member price is 5¢ each. These cards and all other items of railroadians will be available at the Railroadians Bourse on Saturday, April 20. We have also received a shipment of Vanishing Vistas cards, published by Lyman Cox. These large cards, well done, sell for 25¢ each, and there are at present 40 different views available from our stock. This selection will be increased as we sell the ones we have and re-order. Buy your postcards from the Chapter.....lower prices than other places, and at the same time, you're helping support the Chapter. See Harvey Seligsohn at the meeting or at the Bourse.

ANNUAL ELECTION OF OFFICERS: As provided in the By-Laws of the Chapter, your President has appointed a Nominating Committee to select a slate of candidates for the Chapter officers for the 1974-75 year. Samuel L. James, former Vice-President, has been named Chairman of the Committee, and former Presidents Bill Wagner and Rodger Fredrick have been asked to serve on the Committee as well. By choosing well-qualified former officers, you, the membership will be assured that the best available candidates for office will be nominated. Nominations will be presented at the April meeting.

Is Your Armchair Worn Out?

One would wonder if they were reading the wrong publication when they turn to this page and see an article titled as above. Don't turn the page or check the name of this newsletter on the front cover, because you do have the right publication, and this is CINDERS, the monthly newsletter of the Philadelphia Chapter, NRHS. And, yes, we do want to know what kind of condition your armchair is in. We figure that your chair must be comfortable, because you are not now and have not in the past responded to our request for assistance in the operation of the Chapter and its activities, nor have you been enthusiastic enough in your support of Chapter affairs. We've reached a point where a decision must be made by you, the members, whether or not you are going to become an active member of the Philadelphia Chapter, and do your fair share of the work, or whether the burden will remain heavy on the shoulders of a few volunteers, who show up for every activity and every job, sometimes holding down more than one position out of sheer necessity.

As I review four years as an officer in this organization, my memory, sadly, is filled with only too many instances where pleas for help in the operation of this Chapter have fallen upon deaf ears. This continual avoidance of the acceptance of responsibility by a majority of our membership is seriously imperiling our future as a progressive, enjoyable group dedicated to the Society's goals. To simply put it, we cannot continue the level of activities we presently have, let alone dream of any new fields of endeavor, unless some of those members who selfishly take from the Chapter but give nothing back come forth and volunteer to assist the officers in the routine month-to-month operation of this organization.

In 1971, we ran our first mainline railroad excursion since 1967, because in the interim no one chose to take on the task of organizing and operating such a large undertaking. Chapter support and assistance on that May, 1971 trip to Hershey was disgusting. Not to say, however, that I had not been warned in advance, for I had. We had to sell about 350 tickets for that Chocolate-town excursion, which, when measured against our membership of 125 at that time, meant each member, theoretically should have assumed the responsibility for 3 tickets. The end result was that only 278 tickets were sold, and an excursion which could have netted the Chapter some badly needed cash lost money and created a drain on our treasury - not because the trip was not properly arranged or financed, but because only a handful of members cared enough to assist in publicity and in the actual legwork for the operation of the excursion.

Our four following mainline activities were all successful.....except when it came to staffing them. Even the enticement of a free ticket on the excursion for those who worked would not move our armchair rail enthusiasts into action. As a result, four very successful activities were brought about because of a lot of hard, time-consuming work by a handful of members - and yet ALL members of the Chapter will benefit in the future from the toils of a few, because the net result was a doubling of the Chapter's cash assets between 1972 and 1974. How is your conscience?? Were you one of those members who couldn't be bothered with helping out?? Then, you are guilty of stealing from those Chapter members who have given of their time so that this organization might provide a rail activity program in the future which could be among the best in the Society.

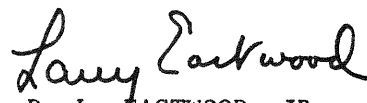
PLEASE TURN TO PAGE 4

Our Chapter By-Laws call for Standing Committees - five of them. And yet, because of a lack of interest in these committees, they have basically remained vacant since about 1968.....because no one in the Chapter wishes to commit themselves to an evening or so of work a month for the benefit of his fellow rail enthusiasts, and in turn, himself as well. This Newsletter is the responsibility of a Newsletter Committee. Really!!! Read Article X, Section 5 of the Chapter By-Laws, adopted in 1968. And yet, the typing and layout of CINDERS has been in the hands of your President ever since we undertook to resurrect it from an irregular publication schedule in late 1970. Continuing pleas from an overburdened President for someone to accept the responsibility for CINDERS has resulted in minimal relief - and at that only from those officers and members who already do more than their share of the work. CINDERS has won acclaim from other NRHS Chapters throughout the Nation for its news content - something we should be proud of, and, at the same time, be thankful for - kindness of El Simon. To relieve El of some of his burdens, and to help provide YOU, the members, with timely and better news reporting, we split the mainline railroad and transit columns in 1973 into separate entities. After forcing a dual responsibility on Elbert for a couple of months, one member meekly stepped forward and volunteered to assemble a transit news column for those members interested in "juice". The columnist lasted ONE MONTH!!!! He couldn't be bothered after that. Is this the true spirit of this Chapter???

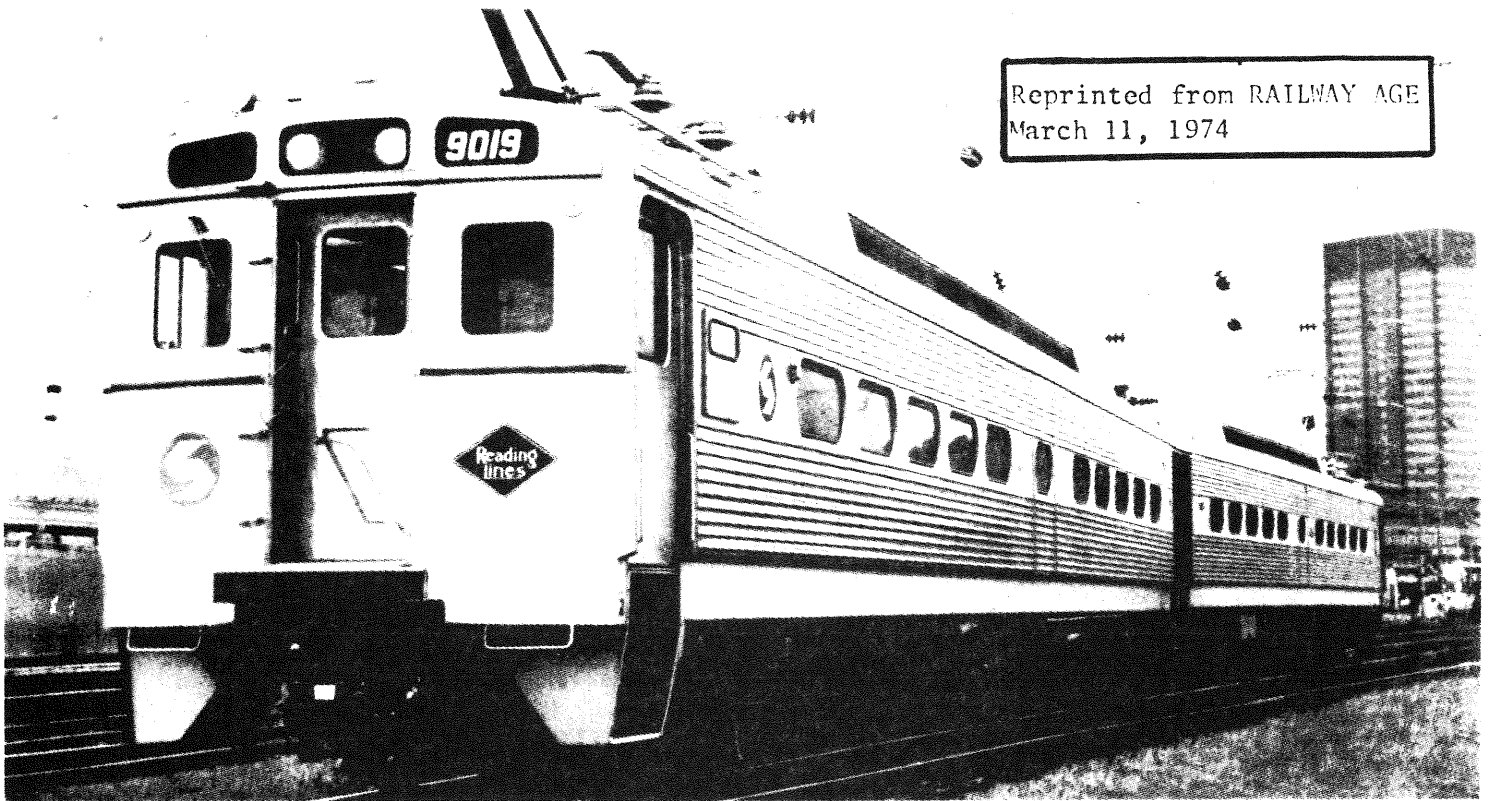
This organization, by a vote of its members, it committed to holding a National Convention in Philadelphia in 1976, co-hosted by our sister Chapter from West Jersey. Is the operation of this Convention going to fall into the hands of a few weary members, or is every member going to stand up and be counted?? It would be a sad affair indeed if West Jersey, with half the number of members that we have, turned out more volunteers to help with the Convention.

At this writing, it appears as if what was to be a fine field trip to Baltimore to the B&O Museum and the Baltimore Streetcar Museum will have to be scratched, due to, once again, lack of support from the membership. We do not expect success from every outing, but when more than 20 members raise their hands indicating they'd be interested in such an activity, and only 10 purchase tickets, then someone isn't leveling with us and telling us the truth. One Chapter member, a veteran of running Chapter outings, once remarked, "Philadelphia Chapter members are always the last ones to order their tickets - it's just an accepted tradition". This seemingly indifferent attitude towards the support of Chapter affairs is in reality a cruel way to treat those in the Chapter who have given of their time to organize any outing. One would have thought that the lesson learned by Chapter members when some missed out on the 1972 excursion to Shamokin because they waited too long to order tickets would have provided a cure, but, unfortunately, the illness lingers on.

We have reached a junction in our line of travel in this Chapter, and it is up to you, the members, to indicate where the Chapter will go from here. Are we going to push ahead once again and be a leader in our activities, or will we fall into a period where we simply exist?? Is your armchair wearing out?? You can make it last longer by not using it so much. We need YOUR help. What remains to be answered is, will we get it??


R. L. EASTWOOD, JR.,
President

Reprinted from RAILWAY AGE
March 11, 1974



SILVERLINER IV cars are making test runs preliminary to entering Reading revenue service in April.

New cars mark SEPTA's tenth year

The Southeastern Pennsylvania Transportation Authority, as it marked its tenth anniversary last month, began to receive 144 new commuter cars which are being built by General Electric. SEPTA was formed in February 1964 to plan, develop and coordinate regional transportation for Philadelphia and its four surrounding suburban counties.

To reach its goal of integrating rail and transit services, SEPTA acquired the rail and bus operations of the Philadelphia Transportation Co. in 1968 and of the Philadelphia Suburban Transportation Co. in 1969. Commuter service on 13 regional rail lines (with 30 million riders in 1973) is administered by SEPTA's Railroad Division through purchase-of-service contracts with Penn Central and Reading.

● **Ridership, deficits rise.** Deficits of the rail commuter services are met, in part, by funds from the Commonwealth of Pennsylvania, City of Philadelphia and the four contiguous counties. While the Reading, for instance, has experienced a 10% increase in ridership since 1958, costs have gone up steadily and the road's avoidable loss in 1973 was \$9 million. Consequently, the bankrupt Reading is currently negotiating for a complete takeover by SEPTA of its passenger service in the Philadelphia metropolitan region. Reading racks up about 47,000 weekday passenger trips in the SEPTA contract area and PC about 71,000.

When the current \$63-million GE order is completed in a little over a year, SEPTA and, earlier, the City of Philadelphia, will have placed 219 new commuter cars on the 300-mile suburban network of the two railroads in just over a decade. Financing of the 144 new cars, to replace units up to 60 years old, is from UMTA (\$42 million), the Commonwealth (\$10.5 million), the City (\$4.9 million), Penn Central (\$4.4 million), Reading (\$476,000) and suburban counties (\$700,000).

SEPTA has sought to achieve greater dependability, minimal maintenance and a new level of passenger comfort in the new multiple-unit cars, 14 of which are being assigned to Reading and 130 to PC.

"Our people will have true mobility in the future," said James C. McConnon, SEPTA chairman, at the dedication of the first car. "We have only begun to meet our responsibilities for urban transportation, but it is a good beginning." The new cars represent the fourth generation of stainless-steel high-performance cars, first of which were purchased by the Pennsylvania Railroad in 1957. Silverliner IV, like its predecessors, is an 85-foot vehicle and its three-and-two seating produces a capacity of 129.

● **No consultants.** The design was produced without consultants by an engineering group consisting of representatives of the railroads, SEPTA, City of Philadelphia and the State of New

Jersey. After completion of the 144 SEPTA cars, the New Jersey Department of Transportation will then get 70 units of slightly different configuration for PC service between Trenton and New York City.

Roof-mounted resistors are cooled by a forced air system that supplies filtered air to electronic control and electric propulsion equipment beneath the carbody. The NJDOT cars, rather than having pneumatic/dynamic braking as on the SEPTA units, will feature a disc-assist tread braking system that will reduce the roof-mounted equipment substantially. SEPTA cars are equipped for eventual conversion to sliding center doors when there are high-level platforms in the Philadelphia suburban territory; New Jersey cars will have these doors when they are built.

Each of the cars has a "performance and fault indication display unit" in a center bulkhead which is expected to simplify maintenance and trouble-shooting. This unit is a fallout of GE's recent retrofit of the control systems on a pair of Amtrak Metroliners, and is seen as a means of monitoring routine operation without having on-board maintenance personnel.

A six-car train of the new equipment will be capable of operating at 85 mph; even higher speeds are possible. General Electric notes that each car represents an assembly of 8,600 parts and involves 3½ miles of wiring. The cars are being built at Erie, Pa. ■

The following letter was received by the Chapter from the Delaware and Hudson. It is reprinted for the information of you, the membership, and is certainly self-explanatory.



Dependable Transportation Since 1823

DELAWARE AND HUDSON RAILWAY COMPANY

ALBANY, NEW YORK 12207

T. E. O'BRIEN

VICE PRESIDENT - SALES AND INDUSTRIAL DEVELOPMENT

March 19, 1974

Dear D&H Friends:

Under date of February 19, 1974 Mr. Robert A. Barbera, Director of Steamtown Foundation issued a letter addressed to "Dear Steam Enthusiast" alleging that the Delaware & Hudson Railway had reneged on a "commitment" to run a tripleheader steam train on April 20-21, 1974. Mr. Barbera attempted to establish the fact that Mr. Sterzing, our President, and Mr. Hontz, our Vice President-Operations, had previously agreed to this train trip, claiming that there were some telephone calls between the parties involved and that the D&H agreed to provide winter storage for engines 759 and 653 as part of a package agreement.

In addition to my responsibilities as Vice President-Sales and Industrial Development on the D&H, I am in charge of all passenger excursion trains operated on the D&H and I feel I owe it to our many loyal rail enthusiasts who have supported the D&H to clarify the circumstances surrounding the so-called tripleheader steam train excursion.

While it is true there were some conversations between D&H and Steamtown last Fall, no specific details as to possible dates, destinations, costs, etc. were discussed. (Albany-Scranton) The first word that we on the D&H had of a trip being definitely scheduled was the flyer issued by Mr. Barbera announcing the trip and outlining the terms (his terms). Needless to say this announcement, using our Corporate name without our express or implied permission, came as a shock to all of us on the D&H and particularly to me since I had no prior personal knowledge such a trip was being planned. As a matter of fact, I had already made plans to operate a Diesel powered excursion train using our 3 Alco PA's from Scranton, Pa. to Oneonta, N.Y. and return on April 20, the same weekend specified in Mr. Barbera's unilateral flyer, and we are proceeding with our own trip on that date.

Aside from the fact that we were not advised in advance that Mr. Barbera's flyer was being released, what disturbed us most of all was the statement contained in the flyer that the locomotive fronts would be shrouded with tarps, which would only be removed at photo stops, and that Police Departments along the route of way would be requested to patrol the highways paralleling the railroad when the special was due. I can only assume the Police Patrols were intended to keep railfans, who were not on the train,

D&H Friends

-two-

March 19, 1974

from taking photographs. Of course, this position was absolutely contrary to the basic position the D&H has always assumed in dealing with the public and particularly our railfan friends. Naturally we would like to have as many people as possible ride the fan trips and thus help us to underwrite the expenses of operating these trips, but we also fully realize that circumstances exist that make it difficult for some people to ride and there are some rail enthusiasts who just like to take pictures of the train enroute. We welcome them and the good publicity they have given the "D&H".

Unfortunately, Mr. Barbera's flyer and follow up letters to "Dear Steam Enthusiast" have attempted to portray D&H as the villain and gave a false impression with some rail enthusiasts who assumed that the D&H had agreed to his ridiculous conditions. Hopefully I can set the record straight now by stating that the D&H has no intention of ever operating our excursion trips with tarps on our engines, or under police escort to prevent photography enroute. Rather we will continue to accommodate all our fans both on and off the train, although we, of course, do not plan to run any trips without assurance of profitable operation. I hope the foregoing will serve to clarify the unfortunate circumstances surrounding the Steam Trip "scheduled" by Mr. Barbera, and explain the absurd position we were placed in by his actions.

Looking forward to seeing you on one of the D&H Fan Trips in the future. Yes! We plan to operate at least one or two steam trips later this year -- details to be announced.

Sincerely,

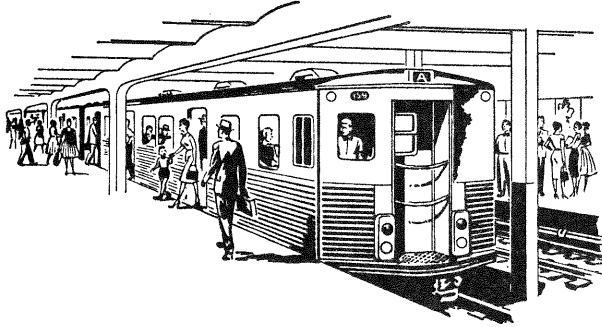
J. E. O'Brien

Comment

It saddens me to note that we have in this wonderful hobby of ours individuals like Mr. Barbera who, in their irresponsible actions, undo the goodwill that many of us who are sincere rail enthusiasts have worked hard to build up with the railroads, transit authorities, etc. At the same time, our faith in the industry and their willingness to cooperate with the NRHS and similar groups has been greatly strengthened by the efforts of people like Mr. Sterzing, Mr. O'Brien, and others. We are sincerely grateful for what the Delaware and Hudson has given us in these recent years, both through the Alco PA's and the restored steam locomotives and the wonderful excursions they have powered. The D&H has, as usual, come through the difficult situation they were placed in with flying colors. We're on their side, to be sure.

R. L. Eastwood, Jr.

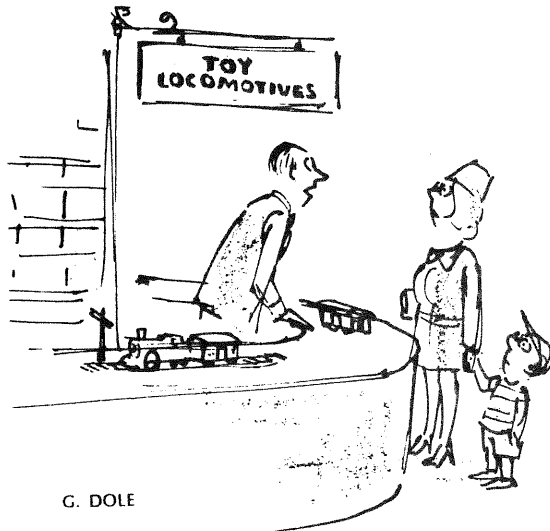
R. L. EASTWOOD, JR.



"In Transit"

Compiled by Elbert Simon

.....The 745 new subway cars NEW YORK has on order will be delivered as 180 four-car sets and 25 cab units for a total of 745 cars. So, in all, there will be 385 cab units and 360 blind units, numbered from 500 up.....BOSTON has the dubious distinction of operating America's oldest rapid transit cars - the East Boston cars were built by Pullman in 1923-24. Next oldest fleet is PHILADELPHIA's original Broad St. cars, built by Brill in 1927 (perhaps 100 or so remain in service). It would be fair to point out that the East Boston cars mentioned are generally restricted to rush-hour service only.....Speaking of BRILL, that company was a Philadelphia institution and it's fitting that Philadelphia is the final location for active Brill products. Besides the cars mentioned above, there are 26 cars built in 1936 for the Bridge Line (of which 3 are now PATCO work cars), and, of course, the several Red Arrow cars. Evidently, car 165, built in 1924, is the oldest SEPTA passenger car.America's only articulated rapid transit cars in regular service today are CHICAGO's 51-52, built by Pullman in 1947 and 53-54, built by St. Louis Car in 1948. Each is a three-unit train on four trucks. These run on Skokie Swift, and, accordingly, they are equipped with bow collectors. The other Skokie Swift cars comprise the two pairs of 1959-vintage cars (25-26, 29-30), also equipped with bow collectors.



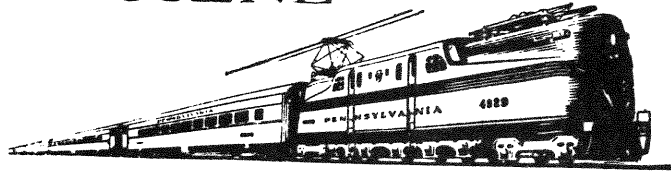
G. DOLE

"The passenger trains haven't arrived yet.
They're late."

Seashore Museum Bus Trip Scheduled

There will be a chartered bus trip to Seashore Trolley Museum's Annual Meeting May 17-19, 1974, sponsored by Trolley Valhalla. Fare of \$35.00 includes luxury motor coach transportation direct to the Museum, plus Saturday night accommodations at Portland-Sheraton Hotel. Bus leaves from Cherry Hill, NJ. The Annual Meeting usually features every operable car in the Seashore Collection. Contact: Gary L. Pfeiffer, 7103 Horrocks St., Phila., PA 19149. Telephone: 215-342-8725. Deposit of \$5.00 will hold you a seat on the bus, and accommodations are limited. More information is available by contacting Gary directly.

"ON THE SCENE"



with El Simon

.....AMTRAK continues to experience relatively heavy travel as the "Energy Crisis" has made itself felt. Recent developments may ease the flow of gasoline and its effect on Amtrak's passenger travel is hard to predict. Nevertheless, this summer should see heavy travel out west.....Also uncertain at this time is a second train between New York and Chicago, and between Chicago and Los Angeles. Equipment problems may prevent the operation of either.....I understand the SUPER CHIEF will be renamed Golden State to appease SANTA FE effective June 9. That's the day the train was to be split into two sections and SANTA FE reportedly was unhappy about the meal facilities to be provided.....AMTRAK appears to have purchased 20 PENN CENTRAL baggage cars (former NYC streamlined cars) and 23 MILWAUKEE ROAD coaches. I haven't seen any sign of the coaches, but I presume they would require an overhaul before entering service. The baggage cars are running, however, in their old green or grey livery.....The North Coast Hiawatha will go on a daily schedule May 19.....I understand PENN CENTRAL is slated to receive sixteen of the new EMD SDP40F's for the Broadway Limited and National Limited. This should be enough units to fully re-equip these trains.....The eleven ROCK ISLAND 8-room-ette-6 double bedroom sleepers now in the shops will be renamed for locations in New York, Washington, Pittsburgh and Chicago and operate on the Broadway this summer. Examples of the new names are "Central Park", "Rock Creek", "Steel City", and "Wrigley Field". The twelfth car of this type, "Air Force Academy", was refurbished in September, 1973 and will retain its old name.....The third twin-unit diner for Broadway Limited service has received a heavy overhaul and now the remaining set (PC 4616-4617) has entered the shops.....READING's Reading Shops has received five PENN CENTRAL RDC's for AMTRAK refurbishing. These are RDC-2's 81 and 121, and RDC-1's 19, 37, and 44. READING still has NP cars B-41 and B-42 and GN 2350, which have been up there over a year.....The Inter-American has been assigned a pool of five E9's and one E-8 (the latter is ex-PC); the San Joaquin uses E9's and F7B's initially.....When the "Railway Passenger Car Annual" arrived, I reviewed my copy and found many errors - especially on our area lines such as PC, CNJ, LI, etc. But this is a first effort and the authors solicit corrections, to the accuracy should improve next year. For the average fan, this is a useful book.....AMTRAK will increase fares five per cent on April 16.....Roughly 75 refurbished coaches are used in the Boston-Washington corridor and many trains have several refurbished cars on them. The last PC diners and sleepers have entered shops for refurbishing and other railroads also are gradually disappearing.....The Canadian Turbo entered service between Boston and New York. As it's only a four-car train, it backs up the two six-car American sets on this run.....BUDD continues to refurbish BN gallery cars and this program should be virtually completed by now. They have an order for 41 new gallery cars for the MILWAUKEE ROAD, and 57 coaches for AMTRAK.....recent Sundays have seen as many as 56 NEW HAVEN coaches and eleven Jersey-owned coaches used on corridor trains as AMTRAK copes with heavy passenger loads.....the fourth snack-club car (3323-JOHAN PRINTZ) is out of the shops - its sister 3322 was used on the Broadway for about a month.....the lounge cars on the Broadway are finally the converted Army Ambulance cars we've been expecting for a month. Car 3405 made its first trip March 17, and 3409 was set to follow shortly. From the outside, the only noticeable change is the use of double-sash windows like those on some coaches. Interiors are the basic Pub configuration (Continued on page 10)

"ON THE SCENE", Continued from Page 9

with the bar at the baggage end.....The Southern Crescent has been running healthy consists through to New York on Saturdays (as many as nine cars) and it usually runs as a second section of train 172 on those days.....AMTRAK has written off baggage-dorm 1515 (damaged beyond economical repair in one of the various Starlight wrecks).....to date, three SOUTHERN PACIFIC "salvage" coaches and one diner have received a limited repainting. The red S.P. letterboard is removed and an Amtrak number (8500's for diners, 7500's for coaches) is assigned. These cars generally are used on the Reno Fun Trains and San Diegans.....In general, AMTRAK seems to still be suffering from shortages of diners and sleepers. One reason the latter are in tight supply is that perhaps twenty former SEABOARD COAST LINE 10-6's are still in the shops being refurbished. They should be available for this summer's peak period, however.....AMTRAK sleeper 2764 was outshopped with only a number - first case of this since car 2235 of two years ago. 2764 was ex-SEABOARD COAST LINE "Orlando".It's now two years since AMTRAK's refurbishing program got under way in earnest, and over 1150 cars have been refurbished. Production of refurbished cars this year seems to be averaging about ten cars per week. At this rate, they should have about 1300 refurbished cars by the start of the important summer season July 1, and all of the cars presently owned should be refurbished by February, 1975.....

Odds & Ends....

CONTRIBUTED BY:

Frank G. Tatnall, Jr.

F. Paul Kutta

.....A DELAWARE AND HUDSON inspection train, pulled by PA's 18 and 17, passed through Philadelphia on March 21 on the Reading and B&O enroute to Washington, DC. The seven-car train, which included baggage car, 3 coaches, the diner "Champlain", and business cars 500 and 200, was enroute from Portland, ME to Potomac Yard with a party of Federal officials viewing the B&M-D&H-LV-RDG-B&O "Alphabet Route"...... D&H will operate a PA fan trip from Wilkes-Barre (Hudson Yard), PA to Oneonta, NY, and return on April 20. Advertised as the first passenger train on the "Penn Division" in more than 25 years, the train will depart Hudson at 8:00 a.m., returning at 6:30 p.m. Run-bys are planned at Ararat Summit and Starrucca Viaduct. Tickets (adults \$20.00, children under 12, \$15.00) are available from: Ticket Agent, Penn Division Special, D&H Railway, Albany, NY 12207.....PENN CENTRAL will send two of its E40 (ex-NEW HAVEN EP-5) rectifier locomotives to Harrisburg for conversion to freight service. The 1955-vintage units from GE, recently retired from New Haven Line passenger service, will be fitted with MU controls to cooperate with the E44's. If the conversion is successful, four other remaining E40's will also be reworked. PC apparently is trying to get all available electrics in service to cut its heavy diesel fuel expense.....LEHIGH VALLEY has ordered 12 U23B locomotives from GE, with deliveries to be completed by August, 1974 (from Hawk Mountain Chapter's Hostler)the two GP35's on READING's West Trenton commuter trains 537 and 554 should run until about the end of April...By that time it is hoped to have enough rebuilt traction motors on hand to equip the nine MU cars currently being hauled by diesel power.....Two former COPPER RANGE Baldwin DS44-1000 switchers are now on lease to the NEW HOPE AND IVYLAND, and have recently been seen both in freight and work service. One of the units, however (probably #101) is expected to go to U.S. Steel's Fairless Works for a four-month stint. Meanwhile, NH&I's ex-Washington Terminal RS-1 #57 has moved to the BLACK RIVER & WESTERN under a lease-purchase agreement. Ten-wheeler 1533 will return to its tourist-train duties out of New Hope this month, while Consol #40 is in the shop for retubing. Both engines are scheduled for use at NH&I's second annual open house October 19-20.