

# Cinders

OCTOBER, 1977



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newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302, Philadelphia, PA 19101

## NH&I Back in Steam

New Hope & Ivyland Railroad resumed its steam excursion service between New Hope and Buckingham Valley, PA on August 13, after a three-week interruption. With the repair of 0-6-0 #9, trains began running again on the regular weekend schedule, which calls for departures from New Hope station at 1:00, 2:45 and 4:30 PM. Freight service, operated with Baldwin diesel units 100 and 101, was not affected by the halt in passenger operations.

The summer schedule will continue to be observed on weekends through the end of October. During the month of November trains will leave New Hope at 1:00 and 3:00 PM, Saturdays and Sundays.

The railroad hopes to restore 2-8-0 #40 to active service in time for this year's "Santa Claus Special" in mid-December, but there will be no open house weekend in October. Nevertheless, the fall colors in Bucks County are certain to add a spectacular touch to the scenery along NH&I's rustic right-of-way, adding to the enjoyment of passengers on its regular trains.

Meanwhile, Buckingham Valley Trolley Association continues its Saturday and Sunday operations between noon and 6:00 PM, with streetcar trips leaving from NH&I's Buckingham station at frequent intervals. Former Red Arrow "Hog Island" car #26 is in regular service, but ex-Philadelphia & Western, ex-SEPTA interurban car #446 is expected to be in operation during October. The 1906 St. Louis-built car has been freshly painted in dark green livery by BVRTA forces.

NH&I information can be obtained by telephoning (215) 862-5206 on weekends and 947-2466 on weekdays.

*National Railway Historical Society  
Philadelphia Chapter*

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Published ten times a year by the Philadelphia Chapter, NRHS, Inc. Address general correspondence to: Post Office Box 7302, Philadelphia, PA 19101

EXCHANGE EDITORS: Please send exchange copies to: William P. MacIver, Jr., Exchange Editor, Edgewood Apartments #D-11, 150 North Bethlehem Pike, Ambler, PA 19002

## Our Meeting:

An evening of Shortline Railroading will be featured at the October meeting, to be held on Friday evening, October 21, 1977. All members are urged to bring their favorite shortline slides to view (maximum of 25 slides per member, please!). The Chapter will have a slide projector available, so all that's required on your part is to dig out those 25 favorite shortline slides and bring them along to the meeting. Please confine your material to North America, and NO industrials, please.

Our meeting date is Friday, October 21, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

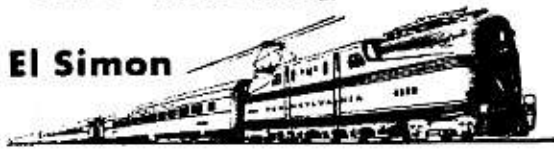
We urge your support of our buffet dinner (\$6. per person), which begins at 6:00 PM, and our meeting begins at 7:30 PM. We also wish to remind our members that the Club bar is open until 10:00 PM, for those who desire liquid refreshment during the evening.

Advance reservations for dinner should be made through Vice-President Frank Tatnall at P. O. Box 289, Plymouth Meeting, PA 19462, or by phone to 215-828-0706, before Tuesday, October 18.

CHAPTER AUCTION - - FRIDAY, NOVEMBER 18, 1977 -  
Start gathering your excess material for sale NOW!

## "ON THE SCENE"

with El Simon



Things look grim for AMTRAK as this month's column is written. An extra Amtrak board meeting on September 21 resulted in a request to Congress for a \$56 million supplemental appropriation. This would have been sufficient to restore all present and pending service cuts. Congress turned a deaf ear, and so more schedules are to be cut.

The round of cutbacks announced in late August for October 30 were designed to save \$28 million annually. The deficit between Amtrak's budget request and the amount approved by Congress is \$50 million for Fiscal Year 1978, so more cuts are coming.

Paul Reistrup was quoted as stating that all of the "clockers" might be discontinued, forcing the commuters (mostly from Jersey points) to use NJ DOT-funded Conrail trains. Also, rumors abound that the following trains will be up for discontinuance, as soon as necessary hearings can be scheduled: *Hilltopper*, *Shenandoah*, *Floridian*, and *Inter-American* (south of Fort Worth). Another possibility is running the *San Francisco Zephyr* tri-weekly west of Denver. The *Champion* may not resume service this winter, so that Amtrak will simply drive away many passengers rather than expand capacity for the winter (on the assumption that the extra revenue they'd bring in would not cover the extra costs of running an extra train).

We are getting hit particularly hard in the Northeast. There are still quite a few trains which would run, but there is alternative transportation available (such as Conrail commuter trains) and none of the Corridor service is subsidized by any of the state governments. Sober reflection on the trains marked for discontinuance should show that they are mostly short, lightly-patronized services anyway. Also, any state government is perfectly free to cover the losses of any trains it feels are necessary. (Except for New York, Minnesota, Michigan, Illinois and California, none have chosen to do so).

Meanwhile, Corridor cutbacks already programmed for October 30 will provide enough Amfleet cars to re-equip the *Bear Mountain*, *Niagara Rainbow*, *Michigan Executive* and *Arrow Head* whenever HEP-equipped diesels become available. At their September 28 board meeting, Amtrak voted to turn back 32 more EMD SDP40F units on F40PHR units to provide more HEP.

Counting the trains scheduled to receive the new Superliner cars, the trains due to receive Amfleet cars just noted, and the expected demise of the *Floridian* and *Valley Forge*, only five or possibly six Amtrak trains will survive as conventional trains: the *National Limited*, *Broadway Limited*, *Lake Shore Limited*, *Silver Meteor* and *Silver Star* (and the *Champion*, if it is restored during peak travel periods). They'll need about 450 of the best cars - mostly post-war Budd cars or ex-UP aluminum cars, so all of these may simply be laid up for possible future use.

The day trains between Chicago and Minneapolis went Amfleet on October 4. This should pave the way for conversion of the *Twin Cities-Duluth Arrow Head* to new cars. (The *Arrow Head* has several uniques in its consist - an ex-B&O baggage-lounge and an ex-UP Chuck Wagon car. The former car, number 1750, is the last survivor of four *Columbian* cars Amtrak had in its active fleet).

Monday, September 19, a set of Amfleet cars and a power car were tested over at Grand Central, leading to speculation that the *Niagara Rainbow* may soon be converted. Actually, one power car could be used between Harmon and Grand Central, with F40PH's above Harmon.

The "Turquoise Room" lounge cars came off the *Southwest Limited* in August, but Amtrak assigned ex-Northern Pacific dome-sleepers to partially compensate for the loss of a full first-class lounge. These sleepers have a bar and upstairs cocktail lounge, so presumably they now serve as a first-class lounge.

Three parlor cars, 3632, 3634, 3644, are assigned to the *Patriot* between New York and Washington. Since they have compromise diaphragms, they separate the conventional SOUTHERN cars for the *Southern Crescent* from the Boston-Washington Amfleet cars.

Baggage-dormitory cars 1450 and 1455 emerged from Beech Grove in September. They are ex-Army Ambulance cars like 1400-1429, but are compatible with Amfleet cars. One possible assignment is to the *Panama Limited* - the 1451 and 1454 are due out shortly, for a total of four cars.

There are 14 10-6 sleepers in the HEP program to date, including the two prototype cars assigned to the *Night Owl* since last June. Priority is being given to restoring sleepers to Amfleet trains - the *Panama Limited*, *Cardinal* and *Pioneer* (The *Cardinal* is the new name for the *James Whitcomb Riley*). So, this means that the eleven final cars in the HEP program, needed to convert the *Montrealer* to an Amfleet train, have not even entered Beech Grove Shops yet. So, the last vestige of gracious living in the Corridor has a bit longer to go. Based on the dates cars last received an overhaul, a good guess would be that 16 "Pacific" and nine "Pine" class 10-6 sleepers will constitute the all-electric sleeper fleet.

To date, only 1248 to 1252 have been outshopped by Rohr as the prototype "all-service" baggage cars (compatible with conventional, Amfleet or Superliner cars). They are undergoing testing out of Chicago - meanwhile, Rohr has at least seven more cars under way at its Mira Loma, CA plant.

Only about 325 so-called "B List" cars survive in the Amtrak fleet at October 1, and the 284 Superliners are supposed to replace 428 existing cars. So, it seems likely that about 100 "A" cars will be placed in storage and this is an indication that service reductions have reduced equipment requirements.

The last MP54E5 in Philadelphia, #643, was placed in storage in August. Three E6 type MU's are still awaiting a decision on just where they will be repainted and refurbished.

(Continued on Page 7, Column 1)



## "In Transit"

BY ROBERT L. CAMPBELL

Philadelphia's evening ridership has been boosted considerably with the opening of the new "Gallery" in the Market Street East project. A number of SEPTA's surface lines, such as Routes 17, 33, 48 and subway-surface are seeing standing loads on nearly every trip after 6 PM until 9:30 with the additional shoppers and neighborhood "sightseers" attracted into Center City. Hopefully service could be increased, however nearly all of the so-called "#2 weekday" schedules which provide extra service on shopping nights have been abandoned or severely cut back so that it is hard to augment service on a short notice.

The Blackpool Boat Car service during August and September on Girard Avenue proved to be quite popular with customers. Although the car tended to drag the line because of slower acceleration, and the fact that the conductor had to open the doors inward and then release the steps as well as give out Zoo discount coupons, the local residents seemed amused to have this car running through their areas. The boat car is being chided. **NOTE:** Late word received Oct. 6 reveals to Red Arrow Boat car will NOT go to Red Arrow. before using Boat car will NOT go to Red Arrow trips.

On the bus scene, UMTA has mandated that all buses ordered with UMTA money after September 30, 1979 be of the TRANSBUS variety with a 22-inch high floor capable of kneeling to 18 inches and outfitted with wheelchair ramps. Deliveries would be possible in early 1982.

The new gas turbine ferries, the third of which was installed this past summer by the Golden Gate Bridge Highway and Transportation District, have been attracting commuters out of their cars. The 575-passenger M. V. Golden Gate has been carrying over a million per year since August, 1970 between San Francisco and Sausalito. The G. T. Marin, G. T. Sonoma and the G. T. San Francisco make the crossing in less than 40 minutes and cost \$14 million total. New terminals in San Francisco and Larkspur cost \$23.8 million.

The Municipality of Metropolitan Seattle has received a \$3.9 million supplemental UMTA grant to cover the purchase of 46 added trolley buses, bringing its total order to 119 vehicles (\$14.7 million), and a consequent system expansion.

General Electric is negotiating the purchase of the Rohr plant at Winder, GA, currently building 300 subway cars for WMATA (180 are accepted, the other 120 to be finished by January, 1978).

By the end of 1977, Baltimore hopes to have \$190 million worth of subway construction projects under way on its \$721 million, 7.5 mile system.

San Diego, CA, and Tijuana, Mexico are giving thought to a high-speed rail system linking their two communities.

The extension of Washington Metrorail's line to Silver Spring, originally scheduled for November 30, has been delayed to February 6. The FAA is looking into the feasibility of a pedestrian link between the Metro "Airport" Station and the North Terminal. The Federal Aviation Administration presently runs a shuttle bus every 5 minutes between the station, the North Terminal, and the Main Terminal.

Cleveland is wading through nine proposals for new light rail vehicles for its Shaker Heights line. The proposals are open-ended, specifying a total of 4000 seats, air-conditioning, chopper controls and regenerative braking.

Toronto hopes to get six of its 10 Swiss-built LRV's by the end of this year. Hawker-Siddeley will build the remaining 190 with 40 due by the end of 1978.

The Calgary, Alberta City Council has ordered 27 light rail vehicles at a cost of \$21.8 million for its 8-mile light rail line from downtown South. The cars would be the same Duwag cars that Edmonton has already ordered but will cost \$100,000 on account of inflation (42-month delivery schedule) and some modifications. The line will not go into operation until 1982 but Calgary felt it could get a cheaper car by foregoing competitive bidding and ordering now.

The anti-rail posture of the present Administration in Washington seems to be affecting other countries as well. Montreal's system cut-back of a year ago, the Toronto LRV line to Scarborough, the rough-sledding of the Tyne & Wear Metro in England, the stalled effort in Vancouver, the extending of construction dates in Vienna, some German S-bahns, all come to mind.

A "sneltram" from Utrecht south to Nieuwegein, IJsselstein and Vreeswijk has been approved for construction. The 21-station line with two branches will be completed in 1981.

SEPTA's instruction to trolley operators for operation during high water includes these gems: "Trolleys aren't submarines" and even if the water is over 6 feet deep, "Remember, if a policeman asks you why you are stopped, tell him, but if he insists you move, do so".

Hawker-Siddeley has added a third production line to accommodate all its humming business what with orders for 80 double-deck GO Transit coaches, 138 rapid transit cars for TTC, 200 mainline coaches for Mexican National Railways, and 190 transit cars for the Orange and Blue lines in Boston (pre-production). The Canadian Car Division of H-S specializes in modular construction in which most of the detail work on each unit is done before final assembly. (Continued on Page 6, Column 2)



# Odds & Ends....

by FRANK G. TATNALL, JR.

CONRAIL has received most of the 171 new diesel-electric locomotives which it ordered earlier this year. By the end of September all but five of the 83 SD40-2's had arrived from Electro-Motive, leaving only a handful of General Electric B23-7's and C30-7's still to be accounted for. Delivery of the four-motor B23's has now begun.....the first two GG1's to be set aside for retirement by CONRAIL are #4848 and #4863.....CONRAIL shops completed heavy repairs on 88 locomotives during August, bringing to 696 the number of units overhauled to date in 1977 (out of a projected 988 for the entire year). On paper, CR's motive power fleet totals 4,745 units, including new locomotives still to be delivered, but the active roster is much smaller because of the many units set aside for repair or retirement.

With its operating subsidy slashed from a requested \$534.1 million to \$488.5 million for the fiscal year beginning October 1, AMTRAK finds itself in deep trouble. Along with service reductions on a number of long-distance routes, the passenger corporation has stirred up a hornet's nest with its announcement last month of unprecedented service cutbacks in the busy Northeast Corridor. Under its corridor schedules to be effective October 30, an average of 22 trains per day would be eliminated out of a total of 120, including some Metroliner runs, "Clockers" #204, 213, 220, 222, 227, 237 and 250 as well as #42-43, the Harrisburg-New York Valley Forge. AMTRAK has warned that additional trains may have to be dropped if Congress fails to come across with more money. Among these cuts would be eight more Philadelphia - New York Clockers, which double as quasi-commuter trains, making several stops in New Jersey. To ward off such disaster the Amtrak board decided on September 19 to petition Congress for an extra \$56.5 million during the coming year, though criticism of Amtrak management is running high even among lawmakers normally considered friendly to passenger trains. To make matters worse, Amtrak is also planning to raise fares an average of 2.5% nationwide and lay off another 6 percent of its employees.

As a further cost-cutting measure, an AMTRAK official has proposed that the corporation's Philadelphia-Harrisburg and New Haven-Springfield lines be turned over to CONRAIL. According to press reports, Charles E. Bertrand, vice president and general manager of Amtrak's Northeast Corridor Region, has told the Amtrak board of directors that traffic on the two lines is "90 percent Conrail" and they should therefore be controlled by the freight railroad. Amtrak would continue to run its passenger trains on a fee basis. The big problem for Amtrak is that its engineers have recently estimated that capital improvements to the Harrisburg line alone----including track rebuilding, bridge replacement and upgrading of the electrical system-----will cost nearly \$100 million.

At month's end, the AMTRAK board voted to spend \$22 million for eight high-speed electric locomotives similar to the Swedish ASEA unit tested here earlier this year. The purchase is expected to lead to an order for 22 additional locomotives, the total cost for all 30 to be in the neighborhood of \$78 million. General Motors and four foreign builders are prepared to bid on the initial units, which will have a top speed of 130 mph. Amtrak also announced that it will begin a program to rebuild its Metroliner fleet, starting with 16 of the self-propelled cars at a cost of \$20 million. Thirty-two more six-axle SDP-40F diesel locomotives will be converted to four-axle F40PH's by EMD at a cost of \$12.5 million, supplementing 40 other SDP's already programmed for rebuilding. Transportation Secretary Adams is expected to make a decision soon on the location of AMTRAK's new Northeast Corridor locomotive shop. There is heavy competition between those favoring Wilmington, DE and Boston, MA as the site, because the new facility means employment for hundreds of workers. The Transportation Department estimates the shop would cost \$38.4 million if built in Wilmington, where Amtrak's present heavy repair facility is located, and \$41.9 million if built in Boston.

**AMTRAK BITS:** As part of a half-million dollar clean-up, fix-up campaign at 30th Street Station, the giant bas relief sculpture entitled "Spirit of Transportation" which hangs in a corridor behind the ticket office has been restored to its original appearance. The 14-foot-high, 30-foot-long work was placed in the old Broad Street Station in 1895 and moved to 30th Street when the new station was opened to the public in 1933. Four others by the same artist, Karl Bitter, were destroyed when Broad Street was torn down in 1953.....When Amtrak announced on September 14 that it would eliminate the jobs of 80 redcaps at Northeast Corridor stations (ten of them at 30th Street), the ICC went to court to block the plan. After a Federal judge ordered that the redcaps be kept on, Amtrak withdrew its plan. The cutback was part of a wider job reduction scheme designed to save \$3.3 million a year for the hard-pressed corporation.....Another AMTRAK cutback involves dogs and cats. Because of new Federal regulations for the handling of pets on board trains, there will no longer be any "easy come, easy go" for animals----except that seeing-eye dogs will still be permitted on the trains. Amtrak claimed that the new rules would require its baggage cars to be heated and air-conditioned and that it provide pet shelters at stations, all of which would cost about \$13.8 million.....Beginning next year, lovers of Kellogg cereals may reach into their boxes of crunchy goodness only to find a coupon good for free "kiddie rides" on AMTRAK. It's all part of a new advertising campaign being launched by Amtrak, and will eventually take in some 64 million boxes of cereal.....The August 15 issue of Amtrak News carried an interview with Paul McArdle, a statistical analyst for AMTRAK in Philadelphia. Why? Because Mr. McArdle is also the father of Andrea McArdle, the 13-year-old star of the hit Broadway musical *Annie* based on the "Little Orphan Annie" comic strip.

SEPTA has now made the news official: riders on Routes 56 and 60 will have to do without their trolleys for several more years-----until the arrival of new streetcars which have not yet been ordered or even designed. The reason that Routes 6, 53 and 60

(Continued on Page 5, Column 1)

## ODDS AND ENDS (Continued from Page 4)

were bused last month is that SEPTA simply does not have enough operable cars to go around. The City Transit Division's trolley fleet numbers 292, of which 76 are being cannibalized for parts, 160 are in more-or-less regular service and the rest slated for repair. SEPTA has a \$98 million program for improvements to its street railway system, \$20 million of which would be used to build new operating facilities and shops and the rest to acquire 100-120 Light Rail Vehicles. Most of this money will have to come from the Federal Urban Mass Transportation Administration. In addition, SEPTA is budgeting \$3.6 million for overhaul of 156 of its existing cars, according to Railway Age. The repair program will put enough additional cars on the street to allow restoration of Route 6-Ogontz Avenue in January, 1978 and Route 53-Wayne Avenue by next summer, a SEPTA spokesman told the Evening Bulletin. Two of the 11 former Kansas City PCC's purchased by SEPTA last year from Toronto have been rebuilt, repainted and restored to service. Eight more were in Courtland Shop for heavy repairs.

A "farewell" trip for Red Arrow Division's Liberty Liners was operated by a Washington group on September 11. Contrary to a recent item in Rail Travel News, however, the two Liners are not now up for sale. Reduced traffic volume on the Norristown Line since the recent strike has eliminated any need for them' as a result those two familiar Liner runs do not appear in this fall's rush-hour schedule.... That famous project to renew rail on Germantown Avenue between Mermaid Lane and Bethlehem Pike may begin next summer if funds can be obtained. Reversal of the Route 23 loop in Chestnut Hill will probably be accomplished as part of the same project..... A "save SEPTA" bill introduced by Congressmen Robert Edgar of Delaware County and Peter Kostmayer of Bucks County was approved by the House Surface Transportation Subcommittee in mid-September. The bill would provide Federal funds to cover 80 percent of commuter rail operating losses until September 30, 1978. Without this change Federal support will drop to 50 percent next April 1, costing SEPTA and other eastern Pennsylvania rail authorities an additional \$3.3 million. Another mass transit bill currently in the Washington hopper would extend the 80 percent subsidy for four full years, relieving the 115,000 daily commuters on SEPTA-CONRAIL lines of massive fare increases or train discontinuances..... Ned LeDonne, who led SEPTA workers through last spring's 44-day work stoppage, was ousted last month as president of Local 234 of the Transport Workers Union. The 5,000-member local instead elected former Secretary-Treasurer Merrill Cooper as president, the first black man to serve in that post. Both LeDonne and Couper are onetime trolley motormen..... Market-Frankford car #614 has been equipped with air-conditioning, not #618 as reported here last month. It will be the first of 266 cars in the Budd-built fleet to be so equipped, if funding for the \$17 million program is obtained.....

U. S. District Judge Raymond Broderick has thrown out a suit which sought to block construction of the proposed center city commuter rail tunnel. Filed by a coalition of neighborhood groups, the suit contended that the \$300 million to be spent on the tunnel could better be used to improve SEPTA service. With all legal impediments out of the way, the City is expected to move rapidly in awarding contracts so that the long-delayed tunnel project can get underway by next spring..... Trustees for the bankrupt Reading Company plan to lease Reading Terminal and adjacent properties to the Rouse Company for development into a hotel, shops and restaurant complex. The Maryland-based developer, which built the new Gallery shopping mall at 10th and Market Streets, said that its plans would not affect the terminal's historic trainshed or Reading Terminal Market beneath the train floor. The building will no longer be used as a commuter facility after completion of the 1.8-mile rail tunnel to Penn Center and opening of the new underground Reading Terminal passenger station..... Boeing Vertol has resumed shipment of new LPV's to Boston's MBTA. A total of 175 of the articulated cars have been ordered for Beantown, but numerous problems have been experienced with the 30 or so already in service..... Other new arrivals in Boston are the famed DELAWARE & HUDSON PA's which will be used in commuter service by the BOSTON & MAINE, probably on former New Haven branch lines out of South Station. The PA's were removed from freight service after a D&H management shakeup in late July which led to the ouster of President C. B. Sterzing, Jr. The D&H's well-known Baldwin Sharknose locomotives are also out of service and reportedly for sale. The four PA units left Albany for Boston on September 30 under a lease which extends through the winter..... BLACK RIVER & WESTERN 2-8-0 is out of service indefinitely for flue replacement. Passenger trains are being operated with ex-WASHINGTON TERMINAL RS1 #57, adorned in BR&W's new dark green paint scheme, and SW1 #400. Ex-JERSEY CENTRAL RS3 #1554 has also been painted in the new simplified scheme. Long Island-Sunrise Trail Chapter's Semaphore reports that ex-LONG ISLAND rotary snowplow #193, now stored on the BR&W, is up for sale. Unless local fans can raise \$5,000 to acquire the unique machine, it will probably be sold to Steamtown..... Former Hoboken Shore GE 44-tonner #701 is now lettered "Adirondack 107" and remains stored on the NEW HOPE & IVYLAND at New Hope, PA. It may eventually go to a new tourist line in upstate New York, which also could turn out to be the ultimate destination for those D&H PA's..... Watch for some information from "Friends of the K4", a new group which wants to rebuild ex-Pennsy K4s #3750, now at the Strasburg Museum..... Last month's shutdown of Alan Wood Steel Company at Conshohocken has not yet meant the end of operations for its common carrier railroad, the UPPER MERION & PLYMOUTH. UMP is still switching out some loaded cars, but will have nowhere enough business to keep its varied fleet of nine diesel locomotives busy. Expect some sales..... Wilmington & Western ran its beautiful 4-4-0 #98 and four-car train September 10-11 on the OCTOPUS RAILWAY's ex-Reading branch between Chadds Ford and Lenape, PA. The occasion was a re-enactment of the Battle of the Brandywine, which took place near Chadds Ford on September 11, 1777. W&W is studying the possibility of additional steam operations next summer on the same line.....

(Continued on Page 6, Column 1)



## ODDS AND ENDS (Continued from Page 5)

.....Philadelphia Chapter is still awaiting word as to when ex-Reading MU #800 will be moved to the State Museum at Strasburg. The Chapter has arranged a long-term lease (through 1991) of the car from SEPTA for its display at the museum.....Two significant pieces of legislation have been introduced in Congress. One union-supported measure would forbid the operation of any freight train longer than 4,300 feet (about 75 carlengths) "for the purpose of improving safety..." The other would require installation of strobe flashing lights on all locomotives. Such lights, it is claimed, would help reduce the 12,000 grade crossing collisions which occur each year in the U.S.....Ex-HUNTINGDON & BROAD TOP, ex-LIVONIA, AVON & LAKEVILLE 2-8-0 #38 (Baldwin, 1927) has been sold to the GETTYSBURG RAILROAD, arriving in Gettysburg early last month.....CONRAIL may have to go back to Congress early next year to ask for an additional half-billion to one billion dollars in order to continue operations through 1980. Conrail has already been authorized \$2.1 billion under the 4R Act of 1976, but, according to U. S. Railway Association sources, problems have arisen to make it appear that much more money will be needed before the railroad can achieve profitability on its own.....CONRAIL now plans to issue a System Diagram Map on December 1, 1977 showing which of its lines have been identified for possible abandonment. Publication of the map is required by law.....Dushore Car Company is investigating the possibility of relocating its facilities to Topton, PA and of stringing trolley wire on part of the ex-Reading Kutztown Branch. Dushore has almost finished the restoration of ex-Lehigh Valley Transit interurban car #801 (built in 1912) and would like to operate it close to its former home. The car was to be moved to Kutztown this month for display.....In a recent appearance in Wilkes-Barre, Federal Railroad Administrator John Sullivan said he saw no possibility of restoring rail passenger service in the immediate future between the Wilkes-Barre/Scranton area and either New York City or Philadelphia. PennDOT has been pushing this idea, together with restoration of passenger service between Harrisburg and New York via Allentown.....The Victoria Station restaurant chain is looking into the possibility of setting up an operation in the former Penn Central station at Princeton, N.J. Revenue from the restaurant would help offset losses incurred by the MU "Dinky" operated by CONRAIL over the 2.7-mile branch between Princeton and Princeton Junction.....Delaware Valley Transportation reports that a slight problem developed at the July 25 dedication of SEPTA's Frontier Division in Norristown. When Montgomery County Commissioner A. Russell Parkhouse was about to cut the ribbon, he was stopped by a public relations man who said that SEPTA needed the ribbon for other ceremonies.....The Newcomen Society in North America will hold its annual Philadelphia dinner October 13 at the Franklin Institute, in honor of the 100th Anniversary of the Engineers' Club of Philadelphia.....General Motors Vice-President Harold L. Smith said recently in Dearborn, MI that it seemed "unwise" to electrify U.S. railroads while money is needed for more urgent projects. He added, however, that GM would proceed with its development program for electric locomotives in case the energy situation should spur electrification here, and "to get in on" the big overseas market for

such locomotives.....Repainted GGI #4935, its "Pennsylvania" paint scheme still clean and shiny, continues to make regular appearances on AMTRAK trains in Philadelphia. A favorite assignment is the *Broadway Limited*, especially on weekends.....Bethlehem Steel has announced the permanent closing of its Grace Mine facility near Morgantown, PA, putting an end to the well-known ore train service on CONRAIL's ex-Reading Wilmington & Northern Branch.....SEPTA's three former Reading FP7's have been renumbered into the Conrail series as #4371-4373.... CONRAIL Philadelphia area commuter schedules on all lines will be re-issued October 30, 1977.....

## IN TRANSIT (Continued from Page 3)

P&W Bullet car #207 is now being rebuilt after its crash with #208 in June. #208 is still smashed up. One now sees Strafford cars much more frequently in off-peak service.

The plans of the Southeastern Michigan Transit Authority for a \$2.5 billion rail transit system has been shot down by Washington although the previous guarantee for \$600 million is still good if the local officials ever stop squabbling and come up with the local share.

In a reversal of policy, the Bay Area Rapid Transit system is going to allow concessionaries in its stations. News, snackstands, two florists, a bank branch, a dry cleaner, shoeshine stand, etc., will together produce \$120,000 in revenue a year and enliven the austere station environment. BART also plans to initiate Saturday service on a full-time basis. Last December the service attracted 48,000 riders and the target now is for 60,000 and to help a 50¢ get-acquainted fare is planned for the January slow period. Service will run 9 AM to Midnight except New Year's Eve when service will go to 2:30 AM. Maybe there will be Sunday service by 1985. BART's promotion of tote bags promoting BART, which cost \$5.06 and were sold at \$5.00, have yielded less than 2,000 new riders for the 9,000 bags sold.

The Municipal Railway of San Francisco is coming under considerable flak for its decision to operate its LRV trains from the portal of the subway through to the Embarcadero station with one man in each car (a la Boston) rather than with one operator at the front (like many new subways) as originally planned by Klauder of Philadelphia. In fact, door control wiring connections between cars (via the couplers) will not be installed.

## Ask a Silly Question ...

A man bought a small house just behind the busy freight yards and the noise was far more than he had anticipated, so he wrote a letter to the president of the railroad:

"Gentlemen: Why do your switch engines have to ding and dong, and fizz and spit, and bang and hiss, and grate and grind, and whistle and toot, and bump and jerk, and thump and roar, and squeak and jolt, and rattle all night long?"

The railroad wrote him the following:

"Dear Sir: If you are going to get meat and sweets, and breads and spreads, and beans and peas, and socks and shirts, and lotions and notions, and candy and pies, pickles and butter, milk and cheese, sugar and spice and everything nice to make you happy all your life, you'll have to put up with the noise of the freight yard."

## ON THE SCENE (Continued from Page 2)

Harrisburg-based AMTRAK E8 #292 is the last active black E8 in the Amtrak fleet.

The last two remaining Amtrak FP7's, 492-93, have been stored at New Orleans, LA.

Deliveries of F40PHR's had reached #244 by September 29, although several had to be returned for corrective work. The first six went to the *Inter-American* while subsequent units have been temporarily assigned to the *Floridian*.

E8M #431, rebuilt from a PC E8, was due to be released from New Orleans Shops about October 1. Fire-damaged E60 #975 was expected in service about the same time. West Jacksonville (SCL) still does some work on E units and presently had E9B's #471 and #476 in. This is just about the only source for repainted E units in Amtrak's current scheme.

Twelve RDC's soldier on at New Haven - to date, only car #11 has been transferred to the MTA.

Boston's MBTA has asked for bids to "rebuild" five of its GP9's and "exchange" the other 12. All 17 units are former NEW HAVEN units which have spent their entire careers at Boston.

ROCK ISLAND's F40PH's have begun to arrive, but are being broken in on the C&NW. Supposedly, they are in a new RTA livery which will be applied to all RTA-owned equipment.

The third all-electric sleeper, #2900, has been released from Beech Grove and assigned to the *Night Owl*.

The oldest passenger cars in CONRAIL's fleet, apart from some much-rebuilt MP54's, are Erie Lackawanna commuter club cars 3451, 53-54. Survivors of a group of five club cars built by Barney & Smith in 1913, they operate to Dover, Morristown and Gladstone, respectively. The cars have blanked-out "Gothic" upper window panels which were common to early steel cars.

CONRAIL uses six crews on both the *National Limited* and the *Broadway Limited*. They change at Harrisburg, Altoona and Pittsburgh (both trains), Crestline and Fort Wayne on the *Broadway*, Columbus and Indianapolis on the *National*.

By contrast, eight crews work the *Lake Shore Limited*, changing at Harmon, Albany, Syracuse, Buffalo, Cleveland, Toledo and Elkhart.

Roughly half of the 33 Jersey Arrows have been placed in storage at Hoboken, including all of the 14 cars re-equipped with Wabco couplers. Replacements are the "Erie Lackawanna" Arrow III MU's, of which over sixty cars are now operating in North Jersey.

Cars 1334-1431, except 1374-79 and 1402-07 had been delivered by mid-September and all cars through 1391 were running at that time except 1344-45 - 50 cars in all.

The 14 Jersey Arrows re-equipped to date with Wabco couplers are 502, 04, 07-09, 16, 19-22, 25 and 28-30.

## Traction Action in New TV Series

A retired, turn-of-the-century Boston trolley car and the vintage Reservoir Car Barn play prominent roles in a historical television drama series that makes its debut on October 27.

The series, "The Best of Families", will be aired nationally on the 272 stations of the Public Broadcasting Service.

Scores of extras from the Boston area will appear in the scenes which dramatize a strikers' attack on a trolley car in 1895. This episode involving the old trolley is the sixth in the series and will be broadcast Thursday, December 1 (check local listings for time and station here).

The actual strike took place in Brooklyn, New York so the trolley was redecorated and named the "Fulton Street Line" of the "Pacific Traction Co.", and fitted with breakaway glass windows for the attack scene.

Though the series is based in New York, the producers chose Boston for the strike scenes for two reasons: the authentic trolley reposes at the nearby Seashore Trolley Museum in Kennebunkport, Maine, and Boston's Reservoir Car Barn is one of the few and possibly the only working barns remaining from the period on the East Coast.

"The Best of Families" is the first prime-time adult drama created by CTW, which produces educational TV programs including "Sesame Street". The action unfolds in the sixth episode of the eight-part weekly series which dramatizes the last two decades of the 19th Century.

In their exhaustive search for authentic representation and historical accuracy, the producers have acquired thousands of details from "trolley jolleys" all over the Northeast. The "jolleys" are trolley car enthusiasts, mostly volunteers and hobbyists, and they have supplied vital advice on the cars themselves, motorman habits, passenger decorum and other details.

### SPECIAL NOTICE:

Your Chapter anticipates the operation of a Fall Traction Outing on the Red Arrow Division of SEPTA in conjunction with the Annual Meeting of the Society on Saturday, November 12, 1977.

At this time, details of the outing are not known. It was hoped to use the Blackpool Boat Car as a part of the outing, but late word received on October 7 was that the Boat Car would not be going to Red Arrow.

Full details at the October 21 meeting.

# Extra List

OCTOBER 8, 1977: Delaware and Hudson PA special, Albany (Watervliet) to Tunnel, NY and return. THIS TRIP HAS BEEN CANCELLED!!

OCTOBER 8, 1977: "Chessie Steam Special", with ex-RDG 4-8-4 #2101, Baltimore, MD to Harpers Ferry, WV, via Silver Spring and return. Train departs Baltimore, Camden Station, 8:30 AM, returns 8:30 PM. Adults, \$20, children (under 12) \$18. Details from Chessie System, Steam Special, Dept. CJ, 2 North Charles Street, Baltimore, MD 21201 Telephone (301) 237-3737.

OCTOBER 9, 1977: "Chessie Steam Special", Baltimore, MD to Harpers Ferry, WV, via Ellicott City (Old Main Line) and return. Train departs Baltimore, 8:30 AM, returns, 9:10 PM. Fares and address same as above.

OCTOBER 14, 1977: "Chessie Steam Special", Baltimore to Cumberland, MD. Train departs Baltimore (Camden Sta.) 8:30 AM, arrives Cumberland 5:30 PM. Adults \$18, children \$16. Address same as above.

OCTOBER 15, 1977: "Chessie Steam Special", Cumberland, MD to Rockwood, PA via Sand Patch Grade and return. Train departs Cumberland 1:00 PM, returns 9:15 PM. Adults \$20, children \$18. Address same as above.

OCTOBER 15, 1977: Chessie "Pittsburgh Connection" RDC trip Pittsburgh to Rockwood, PA and Cumberland, MD to meet Steam Special, and return. Photo opportunities of steam train on Sand Patch Grade. Train leaves Pittsburgh (Grant Street Station), 6:45 AM, arrives Cumberland 11:15 AM, leaves Cumberland 1:15 PM, arrives Pittsburgh 9:25 PM. Adults \$30, children \$28 (\$40 and \$38 including ticket on Steam Special Cumberland to Rockwood). Details from Steam Special, Room 213, 12 Grant Street, Pittsburgh, PA 15219 (Tel:[412]261-6220).

OCTOBER 15-16, 1977: Fall Foliage Cruise on Hudson River aboard MV Martha's Vineyard (built 1923). Ship leaves New York 9:00 AM, arrives Albany 7:00 PM, Saturday; leaves Albany 8:00 AM, arrives New York 6:00 PM, Sunday. Sponsored by New England Steamship Company of Mass. Tickets \$40.50 round-trip or \$22.50 one-way from Mr. Roger W. Mabie, Steamship Historical Society, River Road, Port Ewen, NY 12466.

OCTOBER 16, 1977: "Chessie Steam Special", Cumberland to Baltimore, MD. Train departs Cumberland 8:30 AM, arrives Baltimore 6:45 PM. Adults \$18, children, \$16. Three-day package (coach) Baltimore, MD to Rockwood, PA and return: Adults \$48, children \$40. Parlor car seat \$125. Details from Steam Special, Dept. CJ, 2 North Charles Street, Baltimore, MD 21201. Telephone (301) 237-3737.

OCTOBER 16, 1977: Amtrak special Harrisburg, PA to Mystic, CT and return, with E60 locomotive, 18 Amfleet cars. Sponsored by Lancaster Chapter, NRHS. THIS TRIP SOLD OUT.

OCTOBER 30, 1977: Amtrak special Washington, DC to Leaman Place, PA and return with connecting steam train on Strasburg Rail Road to Strasburg, PA. Amtrak train will be pulled by repainted GG1 #4935 via Conrail Port Road Branch, returning via Philadelphia. Sponsored by Washington Chapter, NRHS. Train departs Washington (Union Station) 8:00 AM, Baltimore (Amtrak station) 8:45 PM, arrives Leaman Place 1:00 PM, with photo run at Lancaster. Adults \$33, children (under 12) \$22. Tickets from "Strasburg Special", P. O. Box 456, Laurel, MD 20810.

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