

Cinders

JANUARY, 1978



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newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302, Philadelphia, PA 19101

Our Meeting:

A good way to start off the New Year is to come out and warm up to some railroading from a warmer climate. So, on Friday evening, January 20, 1978, Philadelphia Chapter presents a slide program from Guatemala to Panama, featuring steam, diesel and railcars, as seen by the camera of world-travelling railfan Lawrence C. Steingarten. Come out and hear of Larry's usual trials and tribulations when he travels in these foreign lands, and view some spectacular railroading scenes, as well.

Make a New Year's resolution to come to as many Chapter meetings as possible in 1978, and please feel free to bring a friend along, too, and introduce he or she to NRHS.

Our meeting is Friday evening, January 20, 1978 at the usual location, the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. The meeting begins at 7:30 PM, and, a buffet dinner (\$6.00 per person) may be enjoyed in the Club Dining Room beginning at 6:00 PM.

Dinner reservations (mandatory, please), MUST BE MADE ON OR BEFORE January 17, 1978, to Vice-President Frank Tatnall, P. O. Box 289, Plymouth Meeting, PA 19462, or by phone at 215-828-0706.

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MEMBERSHIP CHANGES

NEW MEMBERS:

DELANY, Frank X., Age 39, The Cambridge #904, Alden Park Manor, Philadelphia, PA 19144 215-VI 3-0889
 KOPRIVA, Thomas, Age 37, P. O. Box 1916, Washington, DC 20013; 1-703-941-1331.

1978 SLIDE CONTEST AT OUR MARCH 17, 1978 MEETING.

START GATHERING YOUR ENTRIES ONE OF THESE COLD NIGHTS!

ARCHIE



By BOB MONTANA



"ON THE SCENE"



with El Simon

Christmas in the Corridor produced heavier than normal ridership, but not as heavy as Thanksgiving (this is normal each year). For example, Friday, December 23 generated three extra sections I know of (171-172 and 60). No conventional trains were added, but the *Valley Forge* consist was deadheaded back to New York for use later in the weekend.

It was a different picture on the Empire Service. The obvious limitation of a six-car Turbo really causes problems up there on peak travel days. The heaviest trains, fortunately, are still conventional cars (the *Niagara Rainbow*) and Amtrak ran short advance sections (with conventional cars) ahead of some of the heaviest Turbo runs.

Also, consists tended to be whatever they could lay hands on. The *Bear Mountain*, #77, is nominally two coaches and a snack-coach, but it ran with a coach, tavern-lounge and combine on the 23rd. Observation-coach #3870 was on one side of the *Niagara Rainbow*, properly pointed, but the other side did not have sister 3871 (both of these are officially in storage, but were revived over Thanksgiving).

Over the peak holiday season, AMTRAK ran two sections of the *Broadway* (from Washington and New York), and also the *Silver Meteor* (to Miami and St. Petersburg).

The *Shenandoah* goes on a revised schedule January 8, running basically overnight between Washington and Cincinnati and providing evening service out and morning service in between Cumberland and Washington. The *Floridian* also flip-flopped its schedules, so that the former Monon line is once again traversed at night.

One more "A" list car was transferred to storage - parlor 3640, for which there is really no current assignment. Four parlors remain - of which three are assigned to trains 171-172 as the transition cars between SOUTHERN and Amfleet cars. The fourth car, 3630, sees limited use as a lounge car stand-in and recently made two trips to Indianapolis on a special party move.

Two AMTRAK RDC's now operate on MTA routes out of Croton-Harmon. Cars 11 and 19 are in MTA blue, but retain their old numbers and diaphragms, giving a clue to their Amtrak heritage.

All five HEP-equipped E9's are now assigned to New Haven. #495-499 will be available for converting the *Montrealer* to Amfleet equipment in late January, as presently scheduled.

At last report, deliveries of new F4OPHR's had reached #262 and seven F4OPH's (#270-276) had been delivered. Most of this batch are based at Havre or Chicago, but units #252-254 work the *Shenandoah* out

None of the second batch of SDP40F conversions has yet to go in. Not yet committed to rebuilding are 38 units between #500-539, which were overhauled in 1976, and 40 other units in the 600-series.

PENNSYLVANIA RAILROAD generally had three major classes of office cars. The largest was class 274, with various subclasses as they were rebuilt over the years. I know of at least 14 such cars: 90, 100, 120, 180 and 7502-7511. Next came three 268 class: numbers 7515-7517, and, finally, seven 262 class: numbers 7525-7531. The latter were shorter cars with only one stateroom, presumably assigned to division superintendents.

Names apparently were not applied to these cars until about 1931, and many cars changed names during their careers. For instance, 180 was Pennsylvania, later Philadelphia, and 7507 was Philadelphia, later Quaker City.

Eight cars were on the active roster as of the Penn Central merger:

90 - <u>Delaware</u>	7503 - <u>Harrisburg</u>
100 - <u>Chesapeake</u>	7504 - <u>William Penn</u>
120 - <u>Pennsylvania</u>	7507 - <u>Quaker City</u>
180 - <u>Philadelphia</u>	7510 - <u>Pittsburgher</u>

Car #90 was a replacement car purchased from the BALTIMORE & OHIO, and, in addition, WABASH-built lightweight car #1000 was on the roster. Also, five cars were converted to work train service about 1965:

7505 - <u>Southwestern</u>	7516 - <u>Buckeye</u>
7508 - <u>Buffalo</u>	7517 - <u>Lake</u>
7511 - <u>Lancaster</u>	

Although most suburban equipment is now owned by the various authorities for whom CONRAIL provides commuter service, over 130 cars remain in service as Conrail or privately-owned cars:

NEW JERSEY: Two cars, club #1734 and privately-owned club Jersey Coast Club.

CHICAGO: Four ex-ERIE LACKAWANNA coaches and 14 P70 coaches.

NEW YORK: 54 coaches and bar cars on ex-NYC lines, plus 13 RDC's on ex-NYC line (some stored), and 19 1000-series MU's (all but #1037 are stored).

NEW HAVEN LINE: Three RDC's (Danbury, Waterbury shuttle), and 24 coaches and bar cars (for Danbury line).

A number of NEW JERSEY DOT diesels are out of service on Long Branch service. CONRAIL GP40 #3190 and two ex-CNJ GP7's are filling in on former PRR trains. Rumor has it New Jersey is looking for other passenger units to lease pending construction of the electrification down to Red Bank. #4244 is the only active E7, incidentally.

(Continued on Page 3, Column 1)

WANTED: NRHS Bulletins prior to 1961 for addition to personal collection. Will purchase individual or collections of copies. R. L. Eastwood, Jr., Box 41, Huntingdon Valley, PA 19006 Tel: 1-215-947-5769.

By November 1, a number of CONRAIL units listed on last month's roster in Cinders had been stricken from the active list:

8 F7's	19 RS3's	
3 RS32's	7 C628	
1 C420	5 RSD12	
11 RS27	1 GP9	
1 C425	7 RS11	
10 C424	1 GP38	
1 U25B	1 GP38-2	
1 GP40	1 S10	
2 F7B	1 SW1	
2 GG1	2 NW2	
5 FL9	20 S2 & S4	
1 E7	2 RS1	
1 E8	1 GS4	
<hr/> 47	<hr/> 68	= 115 units.

Also, this roster excluded NJ DOT units, so the 13 GP40P's should not be included as I understand it.

The eleven Toronto "Kansas City" cars #2240-50 have all been repainted in SEPTA's "Gulf Oil" scheme and car #18 on Red Arrow Division has also recently received the new livery.

SEPTA will refurbish 28 MP54's, 38 Reading "blue" cars, six "push-pull" cars, 3 FP7's and all Silverliner I and II equipment. The first cars are at Reading Shops now and reports say the steel cars will emerge in SEPTA's new "bus" paint scheme!

Latest SEPTA roster shows 75 air-electric cars, 30 Toronto cars, 27 Kansas City and 128 all-electric cars on the active list - 260 in all. All have been repainted since 1973 except 30 2700's, 14 2100's, 3 2000's and 3 2500's (remember, SEPTA repainted a group of cars in the old green scheme in 1975-76 in a "quickie" program at Luzerne and Callowhill).



ANSWERS TO NAME PASSENGER TRAIN QUIZ: 1-J; 2-E; 3-J; 4-N; 5-R; 6-C; 7-Q; 8-P; 9-I; 10-N; 11-D; 12-A; 13-O; 14-B; 15-G; 16-L; 17-F; 18-H; 19-M; 20-K.

Army-Navy Specials

Amtrak operated four special trains to the annual Army-Navy football game November 26 in Philadelphia. Consists of the four trains were:

Train H-1 from Harrisburg (arrived Stadium at 1:28 PM) - E60 #958, Amfleet cars 21223, 21252, 21075, 21222, 21048, 21106, 21045.

Train W-2 from Washington (arrived 1:35 PM) - E60 #966, Amfleet cars 21057, 20038, 21230, 21007, 20051, 21027, 20017, 21233, 21164, 20033, 21101.

Train N-1 from New York (arrived 1:58 PM) - E 60's #971, 962, Amfleet 21041, 21000, 21254, 20005, 21084, 21100, 21248, 20053, 21224, 21198, 21007, 20049, 21051, 21239, private car 353 (ex-Lehigh Valley).

Train W-3 from Washington (arrived 2:00 PM) - E60 #968, power car #1374, Amfleet 21023, 21181, 20002, 21127, 21266, 21216, 20032, 21064, 21124, 20014, 21095, 21105, private car 416 "Lionel-Ives" (ex-PRR).

Two employee trains were also operated, with MU car #236 on the first and MU cars #237 and 224 on the second.

A total of five locomotives, 44 Amfleet cars, two private cars and one power car made up the four revenue trains.

--Information from JOHN R. PAWSON

AMTRAK OFFERS 1978 WALL CALENDAR

Amtrak will again issue a dramatic and colorful calendar for 1978, and is making it available to rail enthusiasts, friends of the railroad and the general public.

The 1978 calendar measures 24 by 33 inches, is in vertical format and has the entire year on display. It will be similar in design to last year's "model".

The top half of the new calendar features a full-color painting of a Superliner train--the upcoming bi-level long distance cars--rolling through the mountains of the West. The original water color was painted by noted rail artist Gil Reid, assistant art director, Kalmbach Publishing Company, who has done the Amtrak calendar now for the past four years.

The 1978 calendar is printed on heavy paper and the picture can be cut off and framed when the year is over.

Cost of the calendar is \$3.75, tax and postage included, and it can be ordered by mailing a check to: Amtrak Calendar, c/o Western Folder, 850 W. Fullerton Avenue, Addison, IL 60101.

These Amtrak calendars in future years are sure to become the same-type collectors' items that the Pennsylvania Railroad calendars of the 1940's and 1950's are today.

Odds & Ends....

by FRANK G. TATNALL, JR.

CONRAIL NOTES: On December 1 CONRAIL filed with the Interstate Commerce Commission a System Diagram Map showing which of its lines it intends to abandon or is studying for abandonment. A total of 22 lines (123.9 miles) were placed in Category 1, meaning that abandonment applications will be filed on these lines within three years. Seventeen are already out of service. In Category 2 (under study for possible abandonment) were listed 34 lines (729.9 miles), six of them now out of service. Also shown were one line (5.9 miles) in Category 3 (abandonment application pending), and 100 lines (1,302 miles) in Category 4 (lines operated under subsidy contracts with 12 states). The 34 lines in Category 2 represent a substantial drop from the original 260 which Conrail said last June it was studying for possible abandonment because they "appeared to be non-essential to railroad operations." Another System Diagram Map, however, will be filed on April 1, 1978, which is expected to show a number of active lines added to the abandonment list in Category 1. The only Philadelphia-area lines affected by the present studies are: Category 1---Chester to Upland, PA (0.5 mile), Philadelphia (Brill) to Passyunk Avenue (1.2 miles); Category 2---Pennsauken to Petty Island, NJ (2.0 miles), Corsons to Oreland, PA (4.5 miles), Pembroke to Millbourne Mills, PA (2.3 miles).CONRAIL late in December published another in its series of full-page newspaper advertisements reporting that its rehabilitation program is close to schedule and that third quarter 1977 financial results are "on target". The ad pointed out, however, that Conrail's near-term money requirements have become more acute because (1) the locomotive and freight car fleet turned out to be in much worse condition than expected and (2) revenues are running about 6 percent lower than forecast.At about the same time the U. S. Railway Association approved an additional \$195 million in funding for CONRAIL, if needed during the first quarter of 1978. This would bring the total Federal investment in Conrail so far to \$1,347,300,000.

CONRAIL is in the market for at least 200 new diesel-electric locomotives during 1978 (see legal advertisement reproduced this issue)....The railroad is taking delivery of 300 covered flatcars for movement of coil steel. The 100-ton-capacity cars, built by Thrall, will cost \$27 million.....Rand McNally is preparing a full-color CONRAIL system map, which should be available for public distribution in mid-1978.....CONRAIL wound up its 1977 track improvement program with slow orders reduced to 6,600 miles (from 7,790 miles on April 1, 1976). The \$300 million program has raised to 5 million the number of new ties installed and a total of 6,000 miles of welded rail across the system....E44 #4415 became the third electric locomotive repaired at the STRASBURG RAIL ROAD shop, when the big unit was towed to Strasburg November 8 for wheel work. A SRC steam locomotive brought the 4415 back to mainline wires at Leaman Place November 9.....Chapter members John Hollingshead and Ted Xaras, together with the Reading Company Technical & Historical Society, are attempting to restore the 100-year-old

Outer Station in Reading. Xaras recently appeared before the Reading City Council, urging city aid for the restoration project.....The 36-car "Red Unit" circus train of Ringling Bros.-Barnum & Bailey passed through Philadelphia December 5 enroute from Long Island to its winter quarters in Florida.

WHAT'S WHAT AT SEPTA: Route 23 trolleys will be cut back to Mermaid Loop effective January 29, signalling the start of the long-planned rebuilding of upper Germantown Avenue. Not only will the mile of track between Mermaid Lane and Bethlehem Pike be renewed but, in a partial bow to the Chestnut Hill Community Association, the street will be laid with granite blocks between curb and track area. The streetcar tracks themselves will be encased in a concrete slab. Trolleys will be restored next October, but again taken out of service in January, 1979 until completion of the 1-1/2 year project. Reversal of the Chestnut Hill Loop at Bethlehem Pike and Germantown Avenue is also in the plan.....Trolleys will return to Route 6 on January 29, following completion of major repair work along Ogontz Avenue....SEPTA's anti-graffiti campaign seems to be making real headway. Even trolleys at such hard-hit depots as Callowhill are now clean most of the time, whereas a few months ago most cars seen on Route 15 were victims of the local "artists". Working with funds from a special Federal grant, 200 persons have been hired to clean up SEPTA rolling stock and another 200 to scrub subway and elevated stations.

Ex-Penn Central MP54 MU cars 442, 446 and 452 have been moved to Reading Shop for rehabilitation and painting---in the new SEPTA red-white-blue bus scheme! Also on hand at Reading are Blueliners 9101 and 9102, ex-Reading Silverliners 9007 and 9017 and ex-PC St. Louis-built 230. Push-pull coach 2002 is in the shop, and may emerge in the red-white-blue image.....Ex-Reading 4-8-4 #2101 arrived at Reading December 13, where it will undergo bearing and boiler work by High Iron Company personnel. The big Northern is expected to again power the Chessie Steam Special during its 1978 tour.....JOHN Pawson reports that SEPTA Silverliner IV's 9024 and 9030 are at AMTRAK's Wilmington Shop for rewiring, having been rebuilt by Mechtron Corp. after those disastrous grade-crossing accidents in 1976. Mechtron's Wilmington facility is no longer handling passenger car work.....Nine of SEPTA's ex-Reading "green" MU's were in regular commuter service last month, replacing six Silverliners which were out of service.....With the closure of Valley Forge station on October 30, Port Kennedy has been renamed Valley Forge Park. It is located 2.2 miles east of the former Valley Forge station, having been re-opened as part of SEPTA's Bicentennial program in 1976.....SEPTA is planning to close the Monocacy station near Birdsboro in March and is considering removal of the Parkland and Fairless Junction stops on the West Trenton line.

Budd Company's second-generation RDC, the prototype SPV-2000, ran a series of tests on CONRAIL trackage between Neshaminy Falls and Woodbourne, PA beginning December 8. Following the apparently-successful tests, the car was returned to Budd's Red Lion plant for application of a "shovelnose" front end. It will be operated on a demonstration run for

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ODDS AND ENDS *(Continued from Page 4)*

government officials in mid-January, then be placed in revenue service on Philadelphia commuter lines and elsewhere.....SEPTA imposed a "no smoking" rule on all one-car commuter trains, effective January 2. Only 5 percent of commuter runs in Philadelphia are operated with single cars.....The City is planning to build a new commuter station at Parker Avenue in Manayunk, one mile beyond the ex-PC Manayunk station. To be called Ivyridge, the new station will be located at the present end of wire on the old PRR line to Norristown. The \$274,000 project is part of an overall \$1.3 million program to spruce up eight existing commuter stations, including a \$234,000 facelift for the Victorian station at Queen Lane on the PC Chestnut Hill branch..... Another Victorian structure, Washington Lane station on the former Reading's Chestnut Hill line, is in danger of demolition. SEPTA, however, is attempting to find a tenant for the building and the City will spend \$81,600 on improvements as part of the program mentioned above.....Delaware County's two representatives on the SEPTA board will propose a 20% increase in commuter rail fares effective April 1, according to a recent story in the Evening Bulletin. The increase would bring in about \$4.5 million annually, enough to meet the additional deficit above and beyond Federal subsidies. The last fare increase, also of 20 percent, went into effect last April 1.....Congressman Robert W. Edgar of Delaware County wrote to the Inquirer on December 30 complaining that the Philadelphia area has done nothing to create a long-range source of funds for SEPTA, such as Chicago, Cleveland and other cities did through imposition of special sales, gas or other taxes to support transit operations. Edgar co-sponsored a recent bill which provides additional Federal funds for SEPTA, but reports severe criticism from other Congressmen because of the absence of self-help efforts in Philadelphia.

AMTRAK's heavy locomotive shop in Wilmington will remain open, Secretary of Transportation Adams announced in November. DOT has decided that a new shop will not be needed until 1985, so it is not necessary at this time to decide between contending Boston and Wilmington bids for the \$30 million project.....Amtrak has awarded a \$20 million contract to General Electric for rebuilding 16 Metroliner cars. The cars have been in service since 1969 and have logged 1.5 million miles each..... A new national AMTRAK timetable is to be issued after the timetable changes on January 8.....Three trips with repainted GG1 #4935 are planned for this spring. The first two between Washington, DC and Leaman Place, PA are scheduled for April 23 and 30 as reruns of the successful October 30 excursion last year. On May 7 a trip from New York to Harrisburg and Leaman Place is planned. All will include sidetrips on the STRASBURG RAIL ROAD..... Pennsylvania's Office of Historic Preservation is considering the addition of AMTRAK's 30th Street Station to the National Register of Historic Places. Comments can be directed to P. O. Box 1026, Harrisburg, PA 17120.....AMTRAK has produced a 16mm film illustrating the dangers of children trespassing on railroad property. While directed toward school distribution, Philadelphia Chapter will

AMTRAK has ordered 1.1 million concrete ties costing \$37.8 million for use in rebuilding 400 miles of track in the Northeast Corridor.....There are 1,326 bridges along the NEC between Washington and Boston, of which 776 are undergrade (carrying the railroad over streets, water or other rail lines) and 550 are overhead. Fifteen of the former are "operable" bridges, ranging in age from 40 to 85 years. As part of the five-year, \$1.75-billion NEC rebuilding program, \$264 million will be spent to repair or replace about 400 undergrade bridges and 80 overhead bridges.....Private cars Hampton Roads and Shenandoah were recently in Wilmington Shop for conversion to Amfleet (electric) operation.

MISCELLANY: Penn Central Transportation Company earned a profit of \$54.1 million from day-to-day operations during the first nine months of 1977, but its net loss after expenses associated with its former railroad operations was \$25.5 million..... Penn Central last fall announced the acquisition of Great Adventure Amusement Park, Jackson, NJ, which will be added to its "Six Flags" chain of amusement parks.....The National Transportation Safety Board reports that 60 percent of all derailments investigated by NTSB are caused by faulty track or track maintenance.....AAR says that U. S. railroads spent an estimated \$9 billion in 1977 for capital improvements and maintenance, an 18 percent increase from the previous year....As of October 1, 1977, AAR figures show that the U. S. fleet of owned and leased diesel-electric locomotives totaled 27,289.....NEW HOPE & IVYLAND's 44-tonner #400 is back at New Hope, after a stint on the OCTORARO RAILWAY. NH&I is also leasing 50 new boxcars in addition to the 50 acquired in 1977.....Karl Zimmermann's 72-page memoir The Remarkable GG1 is now available for \$4.75 a copy from Quadrant Press, 19 West 44th Street, New York, NY 10036. [CHAPTER MEMBERS ATTENDING THE JANUARY MEETING WILL BE ABLE TO PURCHASE COPIES AT THE MEETING FROM OUR PUBLICATION SALES COMMITTEE PEOPLE.] It is a fine book and well recommended, but should not be confused with the booklet to be produced by Friends of the GG1. That publication, to be entitled Wouldn't It Be Nice....?, will be ready early this year for distribution to FOGG contributors.....PATCO expects a deficit of nearly \$2 million in 1978 unless a fare rise can be approved by summer. Expenses for the 14-mile line are projected as \$9.8 million for the year.....Ex-Lehigh Valley Transit interurban car #801 was dedicated November 26 at its new home in Tipton, PA. Its owner, Liberty Bell Jewett Society, hopes to eventually operate the car over a portion of the 4.4-mile ex-Reading line between Tipton and Kutztown, following completion of restoration work on the car.....Construction of a \$60-million coal pier at the Port of Wilmington may begin this winter, according to a recent report in the Inquirer. The project is being spearheaded by F. A. Potts Company, a Philadelphia-area coal concern, which has hired Krupp International of West Germany to design the facility. The Wilmington port area is served by CONRAIL.....After nearly 2-1/2 years of effort, Long Island-Sunrise Trail Chapter and BLACK RIVER & WESTERN have succeeded in obtaining a 20-year lease from Nassau County on ex-LONG ISLAND G5s locomotive #35. The Ten-Wheeler will be dismantled over the next several months and moved from

(Continued on Page 7, Column 2)



"In Transit"

BY ROBERT L. CAMPBELL

SEPTA bus routes using Delancey Street between 15th and Broad Streets to turn around in Center City have been forced elsewhere: Route A (serving North 33rd St. - Roxborough/Andorra/Barren Hill) will use 15th-South-Broad; Route C turnbacks (from Ogontz and Cheltenham via Broad) will use 15th-Locust-Broad; and Route 38 (serving Presidential Apartments and Bala) will utilize the Chestnut Street Transitway (looping via Chestnut-7th-Market-6th-Chestnut). This went into effect on short notice as of Sunday, December 4.

Why HOUSTON has no passenger rail transit: 450 trains over 650 track-miles in Harris County, 720 grade crossings (Connecticut has 571), low density, 1973 defeat of the Houston Area Rapid Transit Authority proposal by voters. Houston, however, may see a people mover and some renewal of planning efforts.

The NEW YORK CITY TRANSIT AUTHORITY has ordered four railway crane vehicles from Nissho-Iwai for \$1.2 million - supposedly the first finished product rail car to be imported by the U. S. from Japan.

An interesting comparison has been made by Harre Demoro of the similar Westinghouse control systems used by BART and the Sao Paulo, Brazil rapid transit system. The Sao Paulo system operates at 90-second headways while BART is limited to 5 minutes. Sao Paulo permits manual high-speed operation thus allowing it to automate progressively. BART uses a non-standard 1000 volts DC while Sao Paulo uses 750. BART has dynamic braking while Sao Paulo uses regenerative braking. Sao Paulo stockpiles many more spare parts. Sao Paulo will use Westinghouse for automation and propulsion equipment on its second new line.

A comparison of NYCTA's R-44's and R-36's shows that the R-44's operate 7,784 miles between failures while the R-36's (used only on the IRT Flushing line) can go 61,000 miles!

The three remaining steamboats in use on the STATEN ISLAND FERRY will be phased out in 1978 and be replaced by two diesel boats.

The NYCTA noise abatement program has come under attack from various quarters. The "Defense Council" contends that after \$50 million and three years, no results are perceptible.

The Circle Line began operating ferry service from the Liberty State Park (Jersey City) in New Jersey to the Statue of Liberty on 12 September.

A number of Wilton, CT commuters have found the NEW HAVEN LINE "Cosmopolitans" so uncomfortable that they have opened a drive to prevent their use on a re-electrified Danbury line.

SEPTA ridership: October 1976 with October '77: City Transit Division, 18,513,000 to 17,188,000, down 7.2%; Red Arrow, 1,457,000 to 1,386,000, down 4.9%; Frontier, 54,000 to 59,000, up 9.3%. Four months ending October, 1976 compared with same 1977 period: CTD, 70,862,000 to 65,322,000, down 7.8%; Red Arrow, 5,491,000 to 5,253,000, down 4.3%; Frontier, 230,000 to 245,000, up 6.5%.

Saturday cutbacks in SEPTA schedules continue. By January 29, when the new schedules go into effect only six of the 11 Shoppers Specials will have Saturday trips: #3 (Winchester Park), #4 (Roosevelt Blvd.), #5 (Germantown-West Oak Lane), #6 (Burholme-Lawndale), #10 (Bustleton) and #11 (Torresdale-Wissinoming). Only two SS routes will operate on late shopping nights: SS #3 and SS #1 (Cedarbrook-Mount Airy).

The SOUTHEASTERN MICHIGAN TRANSPORTATION AUTHORITY has been the successful bidder for 293 seats (accommodating 586 passengers) from the French turbos which Amtrak has put up for sale. These will replace the present 1915-era green plush seats on the GRAND TRUNK WESTERN commuter trains from Detroit to Pontiac via Royal Oak and Birmingham.....SEMTA has also awarded a \$1,085,000 contract to Mechtron Industries of Wilmington, DE, to refurbish 12 1500-series coaches. Eleven are presently located in Lansing and one in Port Huron (1519). These are probably being moved as you read this. The 17 ex-UNION PACIFIC cars, besides the turbo seats, are having considerable exterior work, including repairing bodies, traps, doors, vestibules, diaphragms, trucks, windows (two layers of dark lexan), air-conditioning, heating, electrical work, and outside painting. The *Keystone* cars won't be rebuilt for one to two years. The commuter service in the Detroit area, the *Michigan Executive*, operated by AMTRAK for SEMTA, has received three new 85-foot Amfleet coaches to replace the 27-year-old short cars. This service, with operating assistance provided by the State Highway Commission since January, 1975 at the rate of \$250,000 per year, has grown to an average of 270 passengers a day from the previous Budd car operation with only some 60 daily (including pass riders). Connecting buses provide service from the Michigan Central Depot to various portions of the downtown one to two miles distant.

The MASSACHUSETTS BAY TRANSPORTATION AUTHORITY is preparing its Green Line patrons for a long, hard winter. A telephone answering service was set up last year to inform patrons on transit conditions and delay and is now getting 3000 calls a day. The MBTA plans to work more closely with radio and TV stations and for patrons stuck on the system, public address systems are being installed in all stations (the LRV's already have them). The "T" hopes to have 30 LRV's operating a day vis-a-vis 8-10 last year and because a qualifications dispute with car repairmen seems to have been settled, the old cars should be repaired more quickly.

(Continued on Page 7, Column 1)

IN TRANSIT *(Continued from Page 6)*

The MUNICIPAL RAILWAY OF SAN FRANCISCO has received two LRV's for testing, #1220 and #1221. After five months, any retrofit for modifications will be determined and production of the remaining 98 cars will ensue. Included for testing will be clearance runs, track compatibility, multiple-unit control, coupling and uncoupling, deceleration and braking on 9% grades and compatibility of the present wayside signals with the new cab controls.

BART has restarted its Saturday service which they call "holiday service" during the Christmas shopping season. This year it operated from 8 AM to 12 Midnight in lieu of last year's 10 AM to 6 PM. It is supposed to become permanent on January 7, but as with so many things at BART, it is unclear at the time of this writing what hours it will operate. (Note: Your writer has yet to see an indication of when Washington will operate weekend service. Apparently, Metrorail is only for District, Maryland, and Virginia residents riding to and from work and hopping across town for lunch and not for the person who does not own a car or for weekend tourists from the rest of the Nation).

Some more data on the CLEVELAND LRV bids, taken from Metropolitan Magazine for November/December, 1977. Shown in the table below are the lowest five qualifying bids.

Breda, the winning bidder, is Breda Construzioni Ferroviaria of Pistoia, Italy. It dates back to 1907 as a railway car repairer and to the late 1940 period as a mass transit builder. They have survived a suit by Pullman, who claimed that customs duties were not included in the bid and that Breda did not meet equal opportunity requirements and certain mechanical and safety requirements. (It is the belief of your writer that transit operators are more than willing to go along with foreign contractors whose track record for reliability and quality control is far better than the previous ten years suffered with U. S. manufacturers). MTS is Mass Transit Systems, representing Duwag of Germany. Cleve-Trans is a consortium of the Urban Transportation Development Corporation of Toronto and the Budd Company. Nissho-Iwai is from Japan.

ODDS AND ENDS *(Continued from Page 5)*

its present location in Eisenhower Park, East Meadow, NY to Ringoes, NJ for rebuilding and operation on BR&W (from LIST Semaphore).....The other surviving LIRR G5, #39, is also the subject of a rebuilding effort, this one by the Steam Locomotive 39 Fund headed by well-known railfan Ron Ziel. A contract has been signed with Mainline Steam Foundation to put the engine in running order by mid-1978, after removed from its present location at Stony Brook, New York. Promotional information on Ziel's project will be available for interested members at the January, 1978 Chapter meeting.

ANNUAL CHAPTER AUCTION SUCCESSFUL; \$744 IN RAILRODIANA CHANGES HANDS

Philadelphia Chapter conducted its Annual Auction as the program portion of the November 18, 1977 Chapter meeting.

The auction results were the best in recent years. A total of \$744.00 worth of railrodiانا changed hands during the auction. Of this amount, a record \$205.10 went to the Chapter, and \$538.90 was returned to the members.

Special mention should be made of the extra cash donations of members Jim Dillon, Everett Edwards, and Bill Wagner. Additionally, \$61.00 was realized from the sale of some more books from the large amount of material Bob Sechler donated to the Chapter to be placed on sale.

Auctioneers Paul Kutta and George Metz deserve special recognition for their outstanding efforts in keeping the auction moving at a fast pace, with the result that very little material remained unsold when the auction was closed at 10:15 PM.

Program chairman Sam James handled all the arrangements, as well as assisting in the preparation of the material, and Marie Eastwood handled the collection of monies.

COMPARISON OF THE BIDS RECEIVED ON CLEVELAND LRV'S

BIDDER	TOTAL COST	COST PER CAR	COST PER SEAT	NUMBER CARS	SEATS PER CAR	TOTAL SEATS	LENGTH (FEET)	WIDTH	TRUCK CENTER	DOORS PER SIDE	ARTIC- ULATED
Breda	\$30,960,000	\$645,000	\$7,679	48	84	4,032	79.90'	9.25'	27'	3	Yes
MTS	32,935,500	731,900	8,132	45	90	4,050	88.26'	8.86'	32.22'	3	Yes
Pullman	34,353,989	582,271	8,563	59	68	4,012	63.00'	9.25'	36'	3	No
Cleve-Trans	34,740,000	588,814	8,659	59	68	4,012	63.00'	9.00'	36.75'	3	No
Nissho-Iwai	35,278,320	629,970	8,750	56	72	4,032	74.00'	8.85'	24.50'	3	Yes

NAME PASSENGER TRAIN QUIZ

by Paul Kutta

(FAMOUS AMERICANS CATEGORY)

Just match the numbers with the letters. There may be more than one train on a given route. Answers to the Quiz will be found on Page 3 of this issue of Cinders.

NOTICE
CONSOLIDATED RAIL CORPORATION
INVITATION FOR BIDS
 1. Consolidated Rail Corporation (Conrail) hereby gives notice pursuant to regulations of the Interstate Commerce Commission in its order dated October 6, 1919 in Docket Ex Parte 54, as amended, that it will receive bids for manufacture of up to 200 Diesel Electric Locomotives consisting of three (3) types as follows:
 116 2000-2250 HP 4 Axle
 33 3000 HP 4 Axle
 51 3000 HP 6 Axle
 2. Conrail's acceptance of any bid, and Conrail's obligations under any contract or purchase order entered into pursuant thereto, are, and will be, conditioned, upon Conrail's obtaining external financing acceptable to it and may be conditioned upon the manufacturer's participation in such financing by way of guarantee or otherwise.
 3. Any person submitting a bid will receive consideration for an award of a contract without regard to race, color or national origin or sex. As a condition to the award of a contract the certificate required by 49 CFR 265.11 must be furnished. The nondiscrimination clauses contained in 49 CFR 265.7 will be included in any contract.
 4. Specifications and inquiry forms are now on file in the office of the undersigned and may be inspected and examined free of charge during normal business hours of any business day by persons desiring to examine same with a view to bidding and, upon request, copies thereof will be furnished to such persons.
 5. Bids must be submitted and addressed to the undersigned in a plain envelope, securely sealed, bearing no indication of the name of the bidder or the amount of the bid, and shall be marked "Bids, under proposed Contract No. 7-1977" and must be received no later than 11:45 A.M., Philadelphia local time, January 5, 1978. Bids will be opened by Mr. J. A. Smith, Director of Purchasing, or his designated alternate at the offices of the undersigned.
 6. The right reject, is reserved in whole or in part, any and all bids. Delivery will be one of the prime considerations in making an award.
CONSOLIDATED RAIL CORPORATION
MR. W. A. LACOURT
VICE PRESIDENT-
MATERIALS & PURCHASING
ROOM 401, 1528 WALNUT STREET
PHILADELPHIA, PA. 19102

NAME

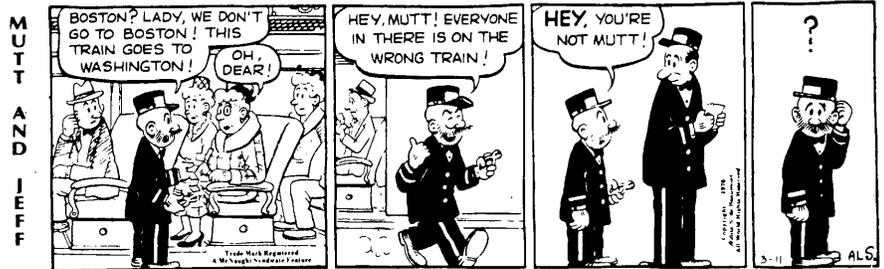
BASIC ROUTE AND OPERATING RAILROADS

- _____ 1. The Abraham Lincoln
- _____ 2. Advance Commodore Vanderbilt
- _____ 3. Ann Rutledge
- _____ 4. The Asa Packer
- _____ 5. The Edison
- _____ 6. The George Washington
- _____ 7. Dixie Flagler
- _____ 8. Irvin S. Cobb
- _____ 9. James Whitcomb Riley
- _____ 10. John Wilkes
- _____ 11. Mark Twain Zephyr
- _____ 12. Nancy Hanks II
- _____ 13. The Nathan Hale
- _____ 14. The Paul Revere
- _____ 15. Paul Revere
- _____ 16. Pere Marquette(s)
- _____ 17. The Pocahontas
- _____ 18. The Will Rogers
- _____ 19. The William Penn
- _____ 20. Sam Houston Zephyr

- A. Atlanta-Savannah (CofGA)
- B. Chicago-Boston (NYC)
- C. New York-Cincinnati (PRR/C&O)
- D. St. Louis-Burlington (CB&Q)
- E. New York-Chicago (NYC)
- F. Cincinnati-Norfolk (N&W)
- G. Boston-Bedford (B&M)
- H. St. Louis-Oklahoma City (SLSF)
- I. Chicago-Cincinnati (NYC)
- J. Chicago-St. Louis (GM&O)
- K. Fort Worth-Dallas-Houston (FW&D)
- L. Detroit-Grand Rapids (C&O)
- M. Philadelphia-Boston (PRR/NYNH&H)
- N. New York-Coxton (LV)
- O. Springfield-New York (NYNH&H)
- P. Louisville-Memphis (IC)
- Q. Chicago-Miami (C&E/L&N/NC&StL/ACL/FEC)
- R. New York-Washington (PRR)

HAVE YOU PAID YOUR 1978 DUES???

SEND YOUR CHECK TO EARLE TODAY!



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