

# Cinders

JULY-AUGUST, 1978



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newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302, Philadelphia, PA 19101

## Editor's Notes

As has been our tradition in past years, we are publishing a mid-summer edition of *Cinders* so that you might keep up on the latest rail news. This issue contains no meeting notice, as the September issue will be mailed about September 8, in time for our September 15 meeting. Columnists are reminded to have material in the hands of the Editor on or before September 1, 1978.

We've included an updated Conrail Locomotive Summary in this issue, in a handy, pull-out format which can be folded up and put in your pocket, camera bag, etc. We call your attention to the diminishing number of Alco units on the roster, with the warning that you'd better photograph them while you can.

We trust that you have received your 1978 NRHS Convention brochures by this time. If you have not, please contact President Eastwood at 215-947-5769 if you need information.

Our anticipated trip with repainted MP54 MU cars has been delayed due to our non-receipt of price and schedule from Conrail/SEPTA. Hopefully, we can schedule the trip in the late Fall.

Likewise, final details on the September 24 trip to Mystic have not yet been received; however, we do have preliminary details and flyers should be prepared and in the mail before August 15. A special distribution system will be set up for the flyers so that we can maximize publicity for the trip.

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## SPV-2000 Returns Home For SEPTA Tests

Budd Company's SPV-2000, prototype of the second-generation RDC, returned July 18 to the Red Lion Plant in Northeast Philadelphia. The car had moved to Chicago on May 31 and spent a month in revenue tests on the Milwaukee Road.

The 20th Century Railroad Club reports that SPV-2000 was part of a Regional Transportation Authority display June 5 at Chicago's Union Station, which also featured two new Budd-built bi-level coaches, the Fiat railcar which has been operating on the Rock Island, a Hawker-Siddeley bi-level coach for Toronto's GO Transit line, a new Highliner MU car for Illinois Central Gulf built by Bombardier-MLW of Canada, and an RTA F40PH locomotive from EMD.

The SPV is expected to do some more testing on Philadelphia area rail lines shortly. The car also will be going to Atlantic City for display sometime within the next few weeks.

It is likely that the car will enter revenue service this fall on Conrail's Reading Division main line between Pottsville, Reading and Philadelphia, or on the Bethlehem branch to Allentown, but SEPTA has not yet announced the dates of operation.

## We're Number 6!

Philadelphia Chapter has retained its No. 6 position in membership ranking among the 124 active chapters in NRHS. According to official figures released by National as of May 31, 1978, the top ten chapters lined up this way in numbers of dues-paying members:

Tri-State (Dover, NJ)	329
Washington (DC)	319
Mohawk & Hudson (Albany, NY)	317
Old Dominion (Richmond, VA)	260
Atlanta	247
Philadelphia	224
Heart of Dixie (Birmingham, AL)	211
Buffalo	195
Intermountain (Denver, CO)	180
Lehigh Valley (Allentown, PA)	173



The long-awaited program to rebuild cars with electric heating for the *Lake Shore Limited* has begun. The first two cars have gone to Beech Grove; sleeper 2624 and Slumbercoach 2002 have been noted so far.

Meanwhile, delays in rebuilding of four ex-New York Central baggage cars to power cars have postponed conversion of the *Niagara Rainbow* to Amfleet. As usual, the date has slipped several times and now may not occur until Labor Day. When the train converts, it will carry an Amclub and standard Amcoaches. The Amclub will not have porter service, and hence seats will be sold at lower "custom class" rates. Equipment will cycle off a Chicago-Detroit train, so will be drawn from the Chicago pool.

New menus went in nationwide in early June. The *Broadway Limited* has four dinner entrees - sirloin steak, roast duck, prime rib and filet of sole. The *National Limited* has filet of perch for its fish course and southern fried chicken instead of the duck. Some items are heated on board (as on an airliner) and others are still cooked on board in the traditional manner.

The *National Limited* and *Niagara Rainbow* share a common menu, and both trains will be going Amfleet soon. Persistent rumors have the *National* going Amfleet about August 15. The Amdinettes and Amlounges now on the *Montrealer* will reportedly all be converted into dinette-lounge cars so that cars can be spared for the *National*. One report says initial sleeping car service will only go to Indianapolis, using cars "borrowed" from the *Montrealer* pool. Amtrak is viewing the coming winter with justifiable concern - considering the limited amount of work being lavished on the 50-odd remaining active E units.

The first 70 compatible baggage cars have been completed by Rail Systems at Mira Loma, CA. Forty-seven were Budd cars numbered 1203-1249 and 23 were ACF cars numbered 1250-1272. All are former Santa Fe cars and their Amtrak numbers before rebuilding were 1020-1058 (except 1027 and 1035) and 1150-1173 (except 1156). The 1027 is stored due to wreck damage. These cars were not renumbered sequentially but rather in the order in which they were rebuilt.

Six Southern Pacific baggage cars were sold to Amtrak in exchange for two ex-Pennsy parlor-observations and cash. New Amtrak numbers are 1010-1015.

By July 15, Amtrak had installed 15 of the 20 GP7 and GP9 units it recently acquired - still to come were 776, 778-79, and 782-83. One interesting move takes two GP's out Conrail's West Chester branch for ballast from a quarry at Glen Mills. I understand that Amtrak units are provided as a result of Conrail's inability to provide motive power.

First installation I've seen of concrete ties in the Northeast Corridor is going in near Kingston, RI. The westbound track is getting at least 30 miles of new welded rail this summer - all the way to Providence.

In commuter news, an additional train has been added by Maryland DOT between Washington and Martinsburg. Four Amtrak coaches have been leased for this service and have a "B&O" prefixed ahead of their numbers. Cars involved are 5267, 5677, 5678 and 5681. It's not clear why Amtrak chose these comparatively good coaches instead of the logical 6000-series cars (with their cramped legroom). I've seen several instances where 6000-series coaches have strayed beyond the Corridor and Empire Service - including one memorable recent incident in which four 6000's went to Florida on one *Silver Star* set.

Conflicting reports are circulating on just what MBTA is getting for Boston service, but the best educated guess is five F40PH's in late 1978 and eight more in 1979 - to pull the 60 new coaches on order from Pullman-Standard. The 17 GP9's inherited from PC will go to Paducah - five will be rebuilt in kind and 12 used to rebuild 12 F3's (of GM&O ancestry). Some reports have these as HEP units, others don't. The units displaced by the 13 F40's will presumably go to North Station to replace some of the 18 GP7's now borrowed from B&M to push dead RDC's around.

Twenty-five former New Haven coaches are being rebuilt in Vermont with MU jumpers. Present plans have three coaches between a dead RDC on one end and a GP9 pushing - an interesting combination!

Southern Pacific has leased fifteen P30CH's from Amtrak for its San Francisco commuter operation. They free assigned units for freight service (SP needs 13 units for its service plus spares).

Long Island still has at least eight "American Flyer" coaches in service - mostly on a Port Jefferson train which arrives Jamaica about 7 AM and leaves about 4 PM. Between 11 and 13 of the 2900-series coaches remain steam-heated, but they presumably will be rebuilt by the time winter rolls around. Typically, one or two trains still draw Alco C420's, but Friday extra service calls for more Alcos and even an MP1500 or two.

The Boeing LRV's now pretty much hold down all Riverside and Beacon Street service in Boston, and, as earlier units are brought up to current standard, they'll go on the Commonwealth Avenue line. (Boston College yard will require some modifications, however). The fifty PCC's Boston is rebuilding will mostly be in the 3222-3271 series, with a few others to make up for the retired units of this group.

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# Odds & Ends....

by FRANK G. TATNALL, JR.

COMMUTER UPDATE: Effective July 30, four week-day RDC trains began serving Allentown, replacing the single daily run which began June 5. On Saturdays and Sundays there are now three round trips. Bethlehem Branch timetables have been reissued, as well as those for Lansdale, Doylestown and Glenside. ....Groundbreaking ceremonies for the center-city commuter rail tunnel took place June 22, with Mayor Rizzo officiating. On the drawing board for at least 20 years, the \$307-million project will require five years to complete. It will link Suburban Station with a new Reading Terminal commuter facility to be built below the surface at 11th and Market Streets. ....Five red, white and blue MP54's are now in service on the Media line: #442, 443, 446, 452 and 458. Three more (#413, 437, 453) are in Reading shop for similar work. On the Reading Division, former "Blueliners" now in the red-white-blue scheme are 9101, 9102, 9103 and 9106, with 9104 and 9105 at Reading to be painted. ....The famed push-pull train made its first revenue trip June 12 in all-SEPTA colors, with FP7's 4371 and 4373 and cars 2001, 2002, 2012 and 2014. Car 2015 was added early in July. ....Silverliner IV #275 suffered \$150,000 damage in a July 13 derailment at Paoli. The 289 also received minor damage. ....Six Reading "green" MU's, which had been used as standard coaches during last winter's snow emergency, were finally returned from 30th Street to Wayne Junction's storage yard on June 23. ....MP54's #410, 434 and 439 have been set aside for retirement leaving 43 E6's on the active roster. Twelve E5's are still held at Baltimore. ....At a SEPTA hearing on June 19, Montgomery County officials threw their support behind PennDOT's proposal to electrify the Newtown branch from Bethayres to Newtown. The project is expected to cost \$3 million.

AMTRAK DATA: The ICC's Rail Services Planning Office has completed a series of 50 public hearings coast-to-coast, on the Department of Transportation's proposal to restructure the AMTRAK system by reducing it from 27,000 to 18,900 miles. The Philadelphia hearing on July 12, held in the new Federal Building, attracted about 50 witnesses including bus company officials who labeled Amtrak as a "major waste of the taxpayers' dollar". ....It seems increasingly likely that the ICC will order SOUTHERN RAILWAY to continue operating the *Southern Crescent* beyond the August 6 discontinuance date---at least until SR can make a deal with AMTRAK to take over the service. ....RSPO will submit its report on the AMTRAK system by September 30 and DOT will make its final recommendations to Congress by the end of the year. Congress has already decreed that Amtrak may not discontinue any trains before October 1, 1979. ....The Federal Railroad Administration says that 14.8 million people a year are expected to ride the improved Northeast Corridor rail system by 1981, a 53 percent increase over 1977. By 1990 an estimated 21.8 million people will be using Amtrak's Corridor trains, according to FRA predictions. While the entire \$1.8 billion improvement project will not

be completed by the original 1981 target date, FRA reports that the goal of 2-hour and 40-minute service between Washington and New York will be met by that date. The 3-hour and 40-minute schedule between New York and Boston, however, will not be achieved until 1984 because of commuter line work to be performed in the Boston area. ....AMTRAK's 30th Street Station in Philadelphia, opened for service in 1933, has been added to the National Register of Historic Places. Cited as one of the last architectural examples of the "great railroad era", the huge station was the subject of a feature article in the June issue of *Amtrak News*. ....The House of Representatives has approved a bill authorizing \$755 million in appropriations for Amtrak in Fiscal Year 1979, beginning this October 1. The funding includes \$600 million in operating subsidies, \$130 million for capital expenditures and \$25 million for retirement of debt. The bill also includes the October 1, 1979 service "freeze" mentioned above, as well as a "buy American" clause which places a ceiling of \$100,000 on each purchase of foreign materials by Amtrak. The Senate had earlier passed a bill appropriating \$510 million for Amtrak operations and \$120 million in capital grants, meaning that the two versions will be reconciled in a conference committee.

MORE FROM AMTRAK: Several of AMTRAK's flashy-looking orange GP9's, recently rebuilt in ROCK ISLAND's Silvis (IL) shops, have shown up in the Philadelphia-Trenton area. Numbered 764-783, the units appear on ballast and other work trains which consist of new and rebuilt hopper or gondola cars, also painted bright orange. A solid orange, ex-Penn Central caboose has also been spotted on these trains. ....AMTRAK's separately-managed Northeast Corridor Region was dissolved on July 1, but it is understood that no personnel shifts would be made until at least August 1. The regional office now housed in the Suburban Station Building may be shut down, with its operating functions transferred to headquarters in Washington. ....AMTRAK closed its downtown ticket office in Philadelphia's IBM Building July 20, and opened a new office the following week at 1708 JFK Blvd. ....AMTRAK's only "T-motor", ex-Penn Central Class T3 #4678, is now in storage at Wilmington shop. The 1926-vintage third-rail-powered B-B+B-B, originally New York Central #278, had been conveyed to Amtrak for wire train service in the New York tunnels. ....AMTRAK has offered three of its retired GGI electrics for sale: #907 (ex-PC #4906), #922 (ex-PC #4928) and #938 (ex-PC #4938)---the last GGI built. A large number of CONRAIL G's are out of service at Wilmington, but attempts to reactivate some of them will be made. ....Following the rear-end collision June 9 at Seabrook, MD between the *Montrealer* and a Jersey-Arrow equipped CONRAIL local, AMTRAK has issued orders that all MU trains including Metroliners will display on low beam the rear headlight of the last car, in addition to the required markers. The same rule also applies to light engines and locomotives operating as helpers on the rear of freight or passenger trains. Trains not equipped with a speed control system may no longer pass a stop-and-proceed signal (as the train at Seabrook did) without authority from the train dispatcher. None of the CONRAIL-operated Jersey Arrow or Silverliner cars have speed

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## ODDS AND ENDS (Continued from Page 3)

control devices.....AMTRAK is having trouble with the \$1.9-million, 120-ton track laying machine recently acquired from France. The new machine, now working on Corridor rebuilding in Rhode Island, is designed to lay a mile of new track each working day but has been averaging less than half that figure...  
 .....AMTRAK on July 1 expanded its package express service to include pickup and delivery in 25 principal cities, including Philadelphia, in cooperation with Purolator Courier Corp. Total Amtrak revenues from its express business were \$2.2 million in 1977.  
 .....AMTRAK has eliminated its previously-announced summer peak surcharge of \$10-40 for sleeper space. Amtrak has also announced a new Family U.S.A. Rail Pass for sale until September 5. The head of a household now pays \$250 for a 14-day pass, \$315 for 21 days and \$385 for 30 days, good for unlimited travel on Amtrak and SOUTHERN, while spouse and children over 12 pay only half price.....  
 DOT Secretary Brock Adams has denied reports that he plans to resign because of policy differences with the White House.....An expensive settlement is shaping up between the nation's railroads and four of its major unions---up to 35 percent in increased wages and cost-of-living adjustments.

SEPTA ROUNDUP: The long-expected firing of General Manager William R. Eaton finally came at a special meeting of the SEPTA board on June 9. Eaton's dismissal apparently stemmed from his alignment with former Board Chairman James C. McConnon, who was replaced in February by John J. MacMurray. SEPTA has begun a nationwide search for Eaton's successor, and has hired Louis T. Klauder & Associates to assist in the effort. Meanwhile, SEPTA Controller-Treasurer Joseph Mack has been named as acting general manager.....A year-long study of SEPTA's management and operations has pointed out several major areas for improvement, but concludes that SEPTA riders are "safe". The \$280,000 study by the consulting firm of Booz, Allen & Hamilton zeroed in on such problem areas as cash-handling, security, fare integration, vehicle utilization and commuter rail costing techniques.....Late in June the City announced that police officers will be assigned to ride SEPTA buses and trolleys, in an effort to deter crime, rowdiness and smoking. These patrols will supplement the Police Department's 163-man transit division which now concentrates on the Broad Street Subway and the Market-Frankford system. The action came about two weeks after a SEPTA vault pulper was shot to death while removing fare boxes from vehicles at Woodland Depot on June 16. In that incident the thief escaped with less than \$50 in coins.  
 .....SEPTA received a four-page write-up (including color photos) in the July 10 issue of Railway Age. The article was devoted to the City's and SEPTA's efforts to preserve and expand the commuter rail system in southeastern Pennsylvania..... Have you seen the fine photo display at 69th Street Terminal titled "Winter of '78"? Most are night photos by J. J. Kelly of Red Arrow snow-fighting work last February.

AND MORE FROM SEPTA: Bullet car #207 returned to service in June, a year after its rear-end collision with #208 at Penfield. Only two of the ten Bullets (#201, 204) are still in the old maroon paint. Broad-gauge car #17 has also emerged in the

new orange and blue, the eighth St. Louis car so treated.....The City Division's former air-conditioned car, #2165, has exchanged its gold paint for standard orange and blue.....Route 53-Wayne Avenue again became a rail route on June 18, after a set of "gates" was installed on the bridge at Washington Lane to discourage autos from venturing onto the deteriorated structure. The bridge is to eventually be replaced.....SEPTA's leased Blackpool open car was trucked to Port Elizabeth, NJ on June 21 for shipment back to England. It is now at home in Blackpool, but cannot operate until regauged to standard gauge.....A speed-up of the Germantown Avenue project in Chestnut Hill may result in completion by November, 1978 instead of mid-1979. If work on reversing the Bethlehem Pike loop can also be finished by that time, permanent restoration of trolley service on Route 23 north of Mermaid Loop can be expected by the end of this year.....Those three work cars which arrived from Toronto on June 1 are TTC W-1, W-3 and W-5. One is to be rebuilt as a line car using trucks from a scrapped Philadelphia sweeper; the others will retain their flatbed configuration. Expect a test run at an early date....  
 ....Broad Street car #165 has been used to construct a mockup of a new-style motorman's cab at Fern Rock shop, similar to that expected on the 125 new cars to be ordered for the line.....SEPTA will benefit from \$9 million in Federal highway funds which are being diverted for transit purposes in this area. State and local shares will bring the total to \$13 million, most of which will be spent on rebuilding trolley track in West and Southwest Philadelphia. Additional funds will be used for grade crossing improvements on Red Arrow routes and for bus stop shelters, as well as a facelift for the SEPTA terminal at 9th & Main in Darby.....SEPTA is also looking for money to purchase 95 new buses and to rehab Broad Street and Market-Frankford subway cars, in addition to rebuilding more City Division and Red Arrow trolleys.....SEPTA is considering the purchase of additional freight trackage not taken into the CONRAIL system, as well as Philadelphia-area commuter stations now owned by AMTRAK and the Paoli car shop. The Chestnut Hill Local reports that SEPTA has authorized the purchase of the 1.5-mile Fort Washington industrial track in Chestnut Hill, which could be used either for commuter rail service or extension of the Route 23 trolley line to Wyndmoor.....The word is that SEPTA wants to order a total of 125 light rail vehicles this year, 25 of them for Red Arrow Division.....Some 600 veterans of the Army's 102nd "Ozark" Infantry Division held their 30th reunion at Stouffer's Valley Forge Inn during July. It was the 102nd which was called to Philadelphia in August, 1944 to help keep PTC trolleys and buses running during that crucial war year, when workers threatened to strike the transit system. One vet told an Inquirer reporter, "We would stand on the platforms behind the operator in full combat gear, steel helmets, M-1 rifles, ammunition belts with live ammo and helmets. It was really strange after having trained in Texas for combat to be finding yourself riding the 13 trolley out Chester Avenue to Yeadon!" The PTC strike was the unit's first combat mission, but it later landed in Europe where it fought to the end of the war and captured more than 150,000 German prisoners.....

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## ODDS AND ENDS (Continued from Page 4)

CONRAIL is now working on a new design for all SEPTA rail commuter timetables, to be issued with the October 29 schedule change on both ex-Reading and Penn Central lines. The design includes a "read-across" instead of the present "read-down" format..... SEPTA has sold its old substation at 33rd and Market to Drexel University for \$630,000. Drexel will construct a new library on the site.

CONRAIL HAPPENINGS: CONRAIL is having a very bad summer. Among other things (1) its president, Richard D. Spence, was forced out of his job on June 26, reportedly because of heavy criticism over the railroad's poor performance and failure to reduce costs; (2) Conrail was fined \$2.3 million by the ICC for alleged failure to comply with orders to speed the handling of freight cars (the railroad is appealing the fine in Federal court); (3) Conrail's overseer, the U. S. Railway Association, sent a report to Congress which was highly pessimistic about meeting the goals laid out in the road's five-year business plan (USRA's president later said he expects a "turnaround" in 1979 in Conrail operations and service levels). The railroad lost \$367 million in 1977 and \$216 million more in the winter-plagued first quarter of 1978, forcing it to ask Congress for an additional \$1.3 billion on top of the \$2 billion originally authorized. USRA, however, now suggests that Conrail may need between \$1.1 and \$3.8 billion more in Federal funding by 1982..... Conrail's 1978 track program calls for the installation of 1,042 miles of welded rail, 4.8 million crossties and surfacing of 7,143 miles of track, at a cost of over \$368 million. Of this amount, 37 percent will be devoted to yard track and secondary lines. The railroad had already spent more than half a billion dollars on track rehabilitation through the end of 1977.....CONRAIL has conveyed to the City of Philadelphia almost two miles of its Bethlehem branch in North Philadelphia, for rebuilding as part of the \$20 million American Street industrial rehabilitation project. The track, which is in deteriorated condition, is situated in the middle of the street.....Press reports indicate that the State of New Jersey is looking for another agency to replace CONRAIL as operator of its publicly-funded commuter service. Among those under consideration are AMTRAK, which is attempting to obtain permission from Congress to branch out into commuter operations, the Port Authority of New York and New Jersey, New Jersey DOT itself, a new public rail authority and an existing railroad such as the DELAWARE & HUDSON. Dissatisfaction with Conrail's performance has led to the agitation by legislators, transportation officials and commuters.....After local residents in Dover, DE complained last year about the noise from switching operations near their homes, CONRAIL announced it would move its yard activity to nearby Harrington. The change became effective July 16 with no objections from the neighbors in Harrington.....Four more E44 electric freight units have been painted in CONRAIL blue: #4404, 4407, 4425 and 4427, making a total of eight in the new image.....The James E. Strates carnival train, made up of 38 flatcars, one boxcar and eight passenger cars (including ex-C&O open-platform business car #21), arrived June 7 at CONRAIL's Fairhill Yard in North Philadelphia. It departed on the afternoon of June 18 for Bridgeport, CT via the

Reading Division to Reading and Allentown. Ringling Bros.' 38-car circus train left South Philadelphia early the next morning after a two-week stand, bound for St. Louis and the West. The Strates train was hauled by GP30 #2211 and GP35 #2265, while a lone E44, #4413, took the Ringling show out of town..... Issuance of CONRAIL's revised System Diagram Map has been delayed from July 1 to at least September 1.....CONRAIL put out a new timetable for its Jersey Shore service, effective June 16. Principal change in the Saturday and Sunday schedule is the departure times from Ocean City and Cape May, which have been moved back to 7:06 and 6:55 PM respectively.....Only two of the three ex-Jersey Central RDC's sent to the Seashore Line are actually in operation: #551 and 559, with #555 being used for parts. Car M-409, damaged in a grade-crossing collision at Dennisville, NJ last summer, was released from Reading shop on June 21 but its partner in the accident, M-411, will be written off..... A New Jersey Assemblyman is urging the State to investigate the running of luxury trains to the Atlantic City gambling casinos within the next two years. ....A CONRAIL ore train derailed nine cars in Lansdale June 16, interrupting Bethlehem passenger service for over 24 hours.

MISCELLANY: A full-color painting of the Great Northern's *Empire Builder* in steam days adorns an Abex Corp. ad published in the July issue of MODERN RAILROADS/RAIL TRANSIT. The artist: Chapter member Ted Xaras.....AUTO-TRAIN operated a test train through Philadelphia on July 17-18 consisting of U36B #4009, auto carrier #50, diner #570 and business car #1. Purpose of the trip was to check clearances on the B&O-CONRAIL route for a projected all-auto service out of the New York area..... CHICAGO TRANSIT AUTHORITY freight motor #S-104, which was supposed to go to Buckingham Valley Trolley Association, has instead been sold to the EAST TROY electric line in Wisconsin for revenue freight operation.....DELAWARE & HUDSON has been seriously affected by a Clerks Union strike which partially shut down the NORFOLK & WESTERN beginning July 10. Reportedly, D&H is asking USRA for an emergency \$1 million loan to stave off bankruptcy. ....Philadelphia Magazine, in its annual "Best & Worst of Philly" survey, has named PATCO's Lindenwold line as the best passenger train system in the area, and CONRAIL's "Chestnut Hill Local" (which one?) as the worst, calling it the "Broad Street Subway of the suburbs." Since when is Chestnut Hill in the suburbs?.....PATCO increased its fares by an average of 27 percent on July 23, after receiving approval from the ICC. Philadelphia to Lindenwold fares go up 25¢ to \$1.15 one way. PATCO's last fare increase was a 20-percenter in June, 1976..... Contrary to previous reports, Atlantic Central's ex-CANADIAN PACIFIC Royal Hudson #2839 has not been moved to Fogelsville, PA but remains at its long-time work site in Northampton, north of Allentown.....With its reorganization almost an accomplished fact, Penn Central Transportation Company has announced that, as a real estate and investment firm, it will henceforth be known as Penn Central Corporation.....Ex-LONG ISLAND 4-6-0 #35 was moved by heavy-duty truck from its display site in East Meadow, NY to an LIRR rail siding at nearby

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# Upcoming Events

**AUGUST 12:** SEPTA bus ramble to Strasburg Rail Road, Strasburg, PA Buses leave 11 AM from 69th and Market Streets. Round-trip fares: \$5.25 adults, \$3.50 children.

**AUGUST 19:** SEPTA bus ramble to New Hope & Ivyland Railroad and Buckingham Valley Trolley Museum. Buses leave at noon from Frankford and Bridge Streets. Round-trip fare: \$4.00 adults, \$3.00 for children.

**AUGUST 31-SEPTEMBER 5:** Inter/Rail 78, NRHS National Convention in Portland, OR, Seattle, WA, and Vancouver, BC, featuring mainline excursion on Union Pacific, ride on SS Princess Marguerite, doubleheaded steam on British Columbia Railway and other events. Detailed information and order forms have been mailed to all members by sponsoring Pacific Northwest Chapter, NRHS, Room 1, Union Station, Portland, OR 97209.

**SEPTEMBER 16-17:** Wilmington & Western Railroad will operate two excursions with 2-6-0 #92 between Greenville, DE and Modena, PA via Octoraro Railway's Wilmington & Northern lines. Fares and other details from: Henry Dickinson, Jr., 109 West Ashland Avenue, Glenolden, PA 19036.

**SEPTEMBER 17:** "Chessie Steam Special" one-way ferry trip Cumberland to Baltimore, MD with ex-Reading 4-8-4 #2101. Tickets \$15 adults, \$12 children under 12 in coach for entire trip, lower fares to intermediate points. Details from: Steam Special, Dept. CJ, Chessie System, 2 North Charles Street, Baltimore, MD 21201, or telephone (301) 237-3737 for recorded message.

**SEPTEMBER 23:** "Chessie Steam Special" from Baltimore (Camden Station) to Philadelphia and return. Tickets \$23 adults, \$20 children under 12 in coach, parlor car \$35, observation club \$50. Details from above address.

**SEPTEMBER 24:** Amtrak special train from Philadelphia to Mystic, CT and return, sponsored by Philadelphia Chapter. Flyer will be mailed to all members.

**SEPTEMBER 24:** "Chessie Steam Special" from Baltimore to Harpers Ferry/Martinsburg, WV and return, operating via Silver Spring. Ticket prices as shown for September 23 trip.

**SEPTEMBER 30:** "Chessie Steam Special" from Baltimore to Harpers Ferry/Martinsburg, WV and return, operating via Sykesville. Ticket prices as shown for September 23 trip.

**OCTOBER 1:** "Chessie Steam Special" from Baltimore (Amtrak Station) to Hagerstown, MD and return, operating via Gettysburg and Western Maryland "Dutch Line". Ticket prices as shown for September 17 trip.

**OCTOBER 2:** "Chessie Steam Special" one-way ferry trip Baltimore to Richmond, VA. Ticket prices as shown for September 17 trip.

**OCTOBER 8:** "Pennsylvania Limited" Amtrak special train from New York (Penn Station) to Leaman Place and Lancaster, PA, using restored GG1 #4935. Package fare of \$34 adults and \$32 for children under 12 includes side trip behind steam on Strasburg Rail Road and admission to Railroad Museum of Pennsylvania. Tri-State Chapter, NRHS, Trip Committee, P. O. Box 255, Dover, NJ 07801.

## ON THE SCENE *(Continued from Page 2)*

Perhaps 13 1700-series PCC's remain in the old PAT gray livery - nothing remains in the old Pittsburgh Railways red. Rebuilt 1600-series cars, now renumbered, go as high as 1797. Like most PAT cars, they are painted in one of the many colorful liveries PAT has used in recent years. Some cars have messages which can exhibit signs of humor - like one for "South Hills High School - It's A Whole New Trip". The 1734 is pink and white and named "The Jolly Trolley" while sister car 1730 is painted in a mind-boggling rainbow and is simply called "Trolley".

The Pittsburgh & Lake Erie commuter train consists of Bicentennial GP7 #1501 and four streamlined coaches. Over on the Chessie System, one train consists of four ex-C&O coaches with a CS GP9 on each end, while the other consists of four RDC's.

By mid-July, New Jersey DOT had received four rebuilt E8's from Paducah (4258, 4272, 4285, 4327). Three more were at Paducah for rebuilding (4251, 4253, 4325). And, three more will complete the program. In addition, two prototype units are in the new livery (4246, 4320). Three of the 8 NJ DOT GP7 units have been repainted into the new livery, too.

## ODDS AND ENDS *(Continued from Page 5)*

Roosevelt Field. It will be some time, however, before the 60-ton engine can be moved on its own wheels to Ringoes, NJ, where it will be rebuilt for service by the BLACK RIVER & WESTERN.....Eleven ex-Penn Central green MU cars, built for the New York Central in the early '50s, have arrived at Wildwood, NJ for use as part of a motel-restaurant complex to be known as "Wildwood Railroad Village". Numbered 1004, 1010, 1022, 1036, 1046, 1050, 1071, 1072, 1074, 1082 and 1092, they join ex-PC baggage cars 7537, 7542, 7625 and 9263 which were pulled by tractor over the abandoned four-mile branch from the CONRAIL connection at Wildwood Junction.



# Locomotive Roster

(Corrected to June 1, 1978)

CONRAIL LOCO. NUMBERS	BUILDER MODEL	HORSEPOWER	TOTAL UNITS	CONRAIL LOCO. NUMBERS	BUILDER MODEL	HORSEPOWER	TOTAL UNITS
1648 - 1891	F7A	1500	54	6535 - 6539	U30C	3000	5
+1900 - 1966	B23-7	2250	67	6540 - 6578	U33C	3300	39
2021 - 2044	RS32	2000	21	6579 - 6583	U30C	3000	5
2048 - 2059	C430	3000	12	6587 - 6599	U36C	3600	13
2072 - 2077	C420	2000	4	6600 - 6609	C30-7	3000	10
2100 - 2112	GP20	2000	13	6654 - 6666	SD45-2	3600	13
2168 - 2249	GP30	2250	82	6667 - 6699	SDP45	3600	33
2250 - 2399	GP35	2500	146	6700 - 6718	U23C	2250	19
2401 - 2412	RS27	2400	3	6721 - 6752	C628	2750	24
2416 - 2459	C425	2500	40	6753 - 6779	C630	3000	27
2474 - 2496	C424	2400	16	6781 - 6794	C636	3600	14
2500 - 2685	U25B	2500	176	6802 & 6804	RSD5	1600	2
2700 - 2798	U23B	2250	99	6812 - 6816	RSD15	2400	4
2800 - 2816	B23-7	2250	17	6849	AEH12	1200	1
2822 - 2823	U28B	2800	2	6855 - 6879	RSD12	1800	10
2830 - 2889	U30B	3000	59	6900 - 6924	SD9	1750	4
2890 - 2970	U33B	3300	80	6925 - 6959	SD38	2000	35
2971 - 2974	U36B	3600	4	6998 - 6999	SD7	1500	2
3000 - 3274	GP40	3000	271	7000 - 7483	GP9	1750	424
+3275 - 3345	GP40-2	3000	71	7496 - 7499	GP18	1800	4
3620 - 3692	GP35	2500	73	7500 - 7508	GP9	1750	4
3800 - 3839@	GP9B	1750	40	7510 - 7586	GP10	1850	16
3866 - 3874@	F7B	1500	6	7587 - 7638	RS11	1800	25
4014 - 4063	E8A	2250	4	7640 - 7644	RS11 Modified	2000	5
4100 - 4112	GP40P	3000	13	7645 - 7647	RS11	1800	3
4233	E7A	2000	1	7648	RS11 Modified	2000	1
4249 & 4256	E8A	2250	2	7651 - 7654	RS11	1800	4
4341 & 4365	FP7A	1500	2	7656 - 7939	GP38	2000	282
4400 - 4437*	E44	4400	38	+7940 - 8255	GP38-2	2000	314
4438 - 4459*	E44a	5000	22	8400 - 8599	SW1	600	122
4460 - 4465*	E44	4400	6	8600 - 8627	SW8	800	28
4601 - 4610*	E33	3300	10	8628 - 8657	SW900; SW900 Mod.	900	26
4715 - 4733*	S2E	792	5	8664 - 8700	SW8; SW8 Modified	800	37
4750 - 4756*	E10B	1000	7	8701 - 8721	SW900	900	21
4800 - 4937*	GG1	4620	51	8836 - 9150	SW7, 9, 9 Modified	1200	259
5000 - 5028#	FL9	1750	17	9151 - 9194	NW2 Modified	1200	44
5030 - 5059#	FL9	1800	27	9200 - 9296	NW2	1000	96
5201	RS2	1500	1	9301 - 9314	SW1200 Modified	1200	14
5229 - 5399	RS3	1600	35	9315 - 9382	SW1200	1200	68
5400 - 5469	GP8	1600	9	9400 - 9424	SW1001	1000	25
5478 - 5551	RS3	1600	15	9500 - 9620	SW1500	1500	121
5600 - 5999	GP7	1500	335	9621 - 9630	MP15	1500	10
6000 - 6051	SD35	2500	52	9640 - 9839	S2, S4	1000	11
6066 - 6239	SD45	3600	174	9844 - 9849	T6	1000	6
6240 - 6357	SD40	3000	116	9908 & 9937	RS1	1000	2
+6358 - 6482	SD40-2	3000	125	9950 - 9998	RS3 Modified	1200	43
6500 - 6519	U25C	2500	20				
6520 - 6534	U28C	2800	15				
				TOTAL CONRAIL UNITS - - - - +4754			

NOTES: + - Includes new locomotives on order.  
 \* - Electric locomotives.  
 (6000 - 6999 are six-axle units)

@ - B units.  
 # - Diesel - 3rd rail electric locomotives

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PHILADELPHIA CHAPTER  
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FIRST CLASS MAIL