

# Cinders

JUNE, 1978



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newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

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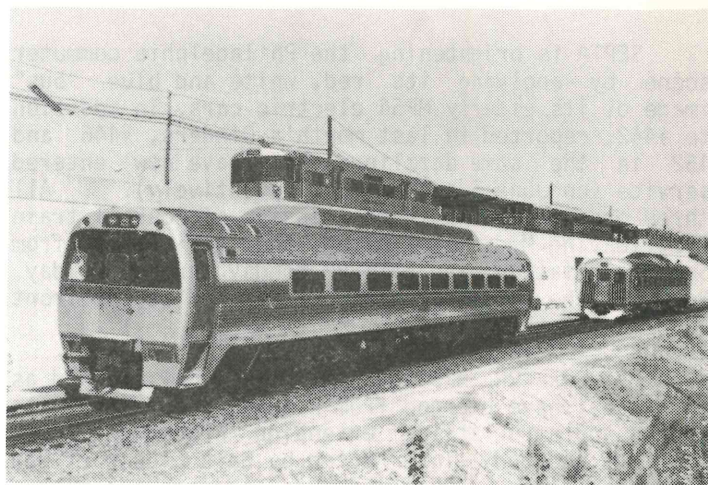
## ***SPV-2000 Has Busy Schedule; Will Test in Chicago, Philadelphia***

Budd Company's SPV-2000, prototype of the second-generation RDC, will operate in revenue service this summer both in Chicago and Philadelphia.

The sleek, 85-foot car with Amfleet-style body completed its Boston-area tests last month and returned to Philadelphia May 18 on the rear of Amtrak's *Night Owl*. The next day it moved under its own power to Lindenwold, NJ, where it was placed for public display on Saturday, May 20 as part of the observance of National Transportation Week. Ex-PRSL RDC-1 M-402, now owned by the State of New Jersey, was displayed next to its possible successor. SPV-2000 returned that afternoon to Budd's Red Lion plant in Northeast Philadelphia.

Its next outing was on Tuesday, May 30, when the car made a demonstration run from Reading Terminal to Bethlehem via Conrail, continuing on to Allentown over 4.7 miles of former Lehigh Valley track to the site of a proposed station to be built at Third and Union Streets. A number of Federal, state and local officials rode the inspection trip to Allentown, previewing the service to be provided by four existing Philadelphia-Bethlehem RDC runs. SEPTA had planned to inaugurate the extended service sometime in August, but at the urging of PennDOT, the Allentown Chamber of Commerce and Congressman Fred Rooney of Bethlehem, agreed to operate one daily round trip to Allentown beginning June 5. On that date train 306 was to leave the new station site at 6:15 AM and return as train 325 at 6:55 PM. A second run is to be added July 5. Fares between Allentown and Philadelphia have been set at \$3.85 bargain and \$4.60 during rush hours.

Immediately upon its return to Philadelphia on May 30, the car was delivered to Amtrak for movement to Chicago by way of Washington, DC. Chicago's Regional Transportation Authority has reportedly expressed interest in purchasing a group of self-propelled cars for off-peak service on the Rock Island and other suburban lines, and will test the SPV in revenue service as it did another car built by Fiat Works of Italy.



*Three distinctively different pieces of Budd-built rail passenger equipment, together with PATCO's ex-Niagara Junction work motor #404, were on public display Saturday, May 20 at PATCO/Conrail's Lindenwold station, as part of National Transportation Week.*

*--FRANK TATNALL Photo.*

In late July or early August, the SPV-2000 is expected to return to Philadelphia for revenue operation on Conrail's Reading Division. SEPTA and Penn DOT for some time have recognized that the present 19-car RDC fleet will ultimately require replacement and wish to test public reaction to the new car. The exact dates of operation in Philadelphia are not yet known.

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## Repainted MP54's in Service; Push-pull to Return

SEPTA is brightening the Philadelphia commuter scene by applying its red, white and blue "bus" image to its elderly MP54 electric cars. In addition to #442, reported in last month's *Cinders*, #446 and 452 in the same dazzling scheme have now entered service (on June 5 and May 24 respectively). All three operate in the 11-car consist of Conrail train 712, leaving Media at 7:27 AM, and train 1749 from Suburban Station at 5:15 PM Monday through Friday. Normally the repainted cars are located at the front and rear of the trains.

The ex-PRR MP54's, now officially classed as MA9F(E-6), have emerged from Reading shop with white bodies and a red stripe extending around the lower third of the body--interrupted by dark blue part way along the sides. Roof and undercarriage are black, while SEPTA logos adorn the sides and ends of the cars and "Southeastern Pennsylvania Transportation Authority" appears in modest size on the letterboards.

Two other MP54's (#443 and 458) are about to be released from the shop and #413, 437 and 453 have been shipped to Reading for rehabilitation. Two ex-Reading "Blueliners", #9101 and 9102, are already in service sporting the identical red-white-blue paint scheme, while #9103 and 9106 are at Reading undergoing the same treatment. A total of 43 old MU cars ---17 MP54's and 26 Blueliners---are currently programmed for heavy repairs and repainting. Average age of the MP54's is 67 years and the Reading cars date from 1931-32.

Meanwhile, rebuilding of the ex-Reading push-pull train has been completed at Reading shop, following the March 3 derailment in Norristown. All three SEPTA-owned FP7A locomotives (#4371, 4372, 4373) and six coaches have been repainted in the red, white and blue motif and are due to re-enter service about June 12 on Conrail trains 4 and 7 between Reading and Philadelphia. A test run was to be made June 6 from Reading to Pottsville and return to allow a final checkout of the equipment.

## Our Meeting:

Our final meeting of the 1977-78 season will feature another in our popular series of professional rail movie nights, on Friday evening, June 16.

While the schedule of films to be shown was incomplete at press time, we can report that one will be an excellent film on the Northern Alberta Railway which we had attempted to show earlier in the year, and a second will be a film on Canadian winter railroading. Program Director Sam James reports that he will have a couple of other goodies lined up by our meeting night, too.

Our meeting is Friday evening, June 16, 1978, at the Engineers' Club, 1317 Spruce St., downtown Philadelphia. Our dinner will be a sit-down, served meal, complete with soup, salad, main course, dessert and beverage, all for \$7.00, tax and gratuity included. Reservations for dinner (MANDATORY, PLEASE!) must be made to Vice-President Tatnall at P. O. Box 289, Plymouth Meeting, PA 19462, or by phone to 215-828-0706 ON OR BEFORE TUESDAY, JUNE 13, 1978.

Dinner will be served at 6:00 PM, and our meeting begins at 7:30 PM. Come out, join us for this final meeting of our season, and bring a friend with you.

## DINNER TRIP SET FOR JULY 21

Philadelphia Chapter's annual dinner trip will be a little longer this year than in past years, but we think you'll find the trip worthwhile.

Dinner Trip Chairman Bill Wagner has told us that he's selected the Crystal Restaurant in downtown Reading, PA, just a short two-block walk from Franklin Street Station.

The date is Friday evening, July 21, 1978, and our tentative schedule calls for leaving Reading Terminal on train 87 at 5:28 PM, arriving Franklin Street at 6:56. For those who desire to ride the newly-refurbished push-pull train, you'll have to talk your boss into letting you off early, and take train 7 at 4:38 PM, arriving Reading 6:13.

Returning, we'll ride train 88, which leaves Franklin Street at 9:01 PM, and arrives back at Reading Terminal at 10:24 PM.

Mark the date on your calendar. A complete flyer, with menu, prices, etc., will be coming your way about July 1.





There isn't a lot of Amtrak news this month, but it is dominated by the release of the suggested route structure, with its attendant cutbacks and revisions. Needless to say, the plan has resulted in screams of outrage in some quarters and sighs of relief in others.

We have come out pretty well in our area as proposed cutbacks are limited to the *Adirondaack* and the *Niagara Rainbow* (west of Buffalo). The "Night-hopper" (*Night Owl-Hilltopper*) will be cancelled west of Washington, if these plans are finally approved.

Keep several things in mind while evaluating these recommendations. First, Amtrak is losing bushels of money and Congress has shown signs of losing patience with its problem child.

Second, all trains slated for discontinuance, with two exceptions, consist of five cars or less. The two exceptions are the *North Coast Hiawatha* and *San Francisco Zephyr* - and even here the system will include some revisions to serve the largest population centers on these routes.

Third, the remaining system will still preserve a basic national system not much different from Amtrak's initial 1971 system. Gone would be the *Floridian* and *Zephyr*, but we'd gain the *Southern Crescent*, *Lake Shore Limited* and *Montrealer*.

In April, about ten class "A" cars were sent to storage, mostly as a result of wrecks. Included were three Hi-level coaches and former *Zephyr* observation 9252.

The two Amfleet coach-sleepers, 22900-22901, entered service on the *Shenandoah* May 3. The two rooms in each car are, in fact, economy rooms identical to those Pullman-Standard is installing in the new Superliners.

News reports call for the first production Superliner to be outshopped about June 10, but service is likely some time off.

I noted F40PHR's 280-283 from the second lot in service out of Chicago in May. Apart from 500-539, the only SDP40F believed to be in the "cigar band" scheme is 611 - which may have been in a wreck.

AMTRAK is getting twenty GP7 and GP9 locomotives for Corridor ballast trains and such. Units are numbered 764-783 and are being refurbished at Rock Island's Silvis shops. Units are in orange and apparently came from Precision National.

Conversion of the *Niagara Rainbow* to Amfleet has slipped to mid-July account delays in rebuilding the four power cars (693-696) for that service.

I have had an opportunity to discuss recent Mexican developments with fans who visited that country this past winter. The first change involves the 200 new Canadian-built coaches, similar in appearance to CN's Tempo cars. They have swept away most of the vintage coaches, so that only a few standard-weight or unusual lightweight cars remain. Now, you'll probably get either an ex-CP, a Canadian, or US-built postwar coach if you are brave enough to go that way. The Pacific Railway has a group of at least 25 Japanese-built coaches dating from 1976 (built by Kinki Sharyo). They are lower than U.S. cars with large fan housings on the roof, similar to Market-Frankford El cars in Philadelphia. Pacific Railway also has an interesting mix of first-class coaches acquired from BN, MoPAC, IC and C&O, at least.

No new diners have been acquired since two BN cars in 1972. Only four NdeM trains carry diners - *El Regiomontano*, *Aztec Eagle*, *El Fronterizo* and *El Tapatio* - and there are sufficient lightweight cars to equip them. These are the only trains equipped with lounge cars, incidentally. The long trip to Merida in the Yucatan has lost its diner, so you must depend on local vendors for this three-day trip.

At least ten ex-Canadian Pacific postwar 10-5 sleepers have been added. They are numbered in the low 400-series and carry MAR-series names once assigned to prewar ex-NYC cars of the same type. Standard-weight cars still can be found on some trains. After going through a period of varied color schemes, all cars of all Mexican lines are now being painted dark green with yellow lettering.

The Chihuahua el Pacifico still has six operating FM diesels. Its Vista train consists of two ex-Santa Fe F7's, two ex-Rock Island coaches, an ex-MP dome-coach and an ex-FW&D diner-observation.

Additional SEPTA PCC's noted repainted in the "Gulf Oil" livery are:

2133 - 1/78  
2733 - 3/78  
2104 - 4/78

Three Toronto work cars arrived in late May. Two will reportedly be assigned to Luzerne, while the worst car is rebuilt at Courtland Street.

The first Red Arrow Division car to be repainted in some time is car 17. We understand at least six "active" cars on that division have been stored for some time.

LONG ISLAND's parlor car services will be generally equipped with electric-heat cars rebuilt from MU coaches. However, two trains will continue to operate conventional cars. The most interesting survivor - the *Amagansett* - operates on the *Shelter Island Express* to Greenport. This is an ex-B&O 5-DB sleeper-observation - a sister to recently retired Amtrak 3250 and 3252.

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## ON THE SCENE *(Continued from Page 3)*

Two ex-Erie Lackawanna tavern-observations (2081-2082) and one ex-UP lounge (2073) protect a weekend round-trip to Montauk. Two cars go out Friday evenings on train 18 at 6:10 PM and return Sunday evenings on train 4023.

Two ex-MILWAUKEE ROAD F units (F9 126A and F7 85A) were purchased from Precision National by Long Island and will be rebuilt as power cabs 619-620. They'll receive Detroit Diesel engines.

Business recently took me to Chicago where I had an opportunity to observe commuter operations. Here are some notes of interest:

CONRAIL runs two absolutely filthy trains - each pulled by two pairs of GP7 and GP9 units - a black set and a blue set. Except for EL streamlined coach 1304, the active fleet consists of 8 P70's - mostly still red and including several cars with clerestory roofs, yet.

ILLINOIS CENTRAL GULF schedules 110 of 129 Highliners and 22 of 32 old MU's. The old cars operate on three rush-hour trains including an eight-car set on the 7:45 AM train into Chicago from Flossmoor. Some Highliners are emerging in RTA livery - similar to ICG's except it replaces black with dark brown.

SOUTH SHORE is back to more or less normal operations. It requires 30 cars including a 7:40 AM train from Michigan City with eight cars - very impressive.

The ex-GM&O train from Joliet is slated for replacement by bi-levels and new F40's, but for the present it still consists of an F3, two streamlined and one standard GM&O coaches. It has been seven years since ICG was formed, but you couldn't tell it by this train.

NORFOLK & WESTERN runs one train out of Union Station now with a GP40, a baggage car (equipped with a steam generator) and eight coaches. This service, too will be re-equipped next fall with RTA F40's and gallery cars.

Now, to the "big kids". ROCK ISLAND has a mixture of 30 RI, 12 leased Amtrak and five borrowed C&NW gallery cars. Forty-four of these 47 cars are assigned to all Joliet trains and some Blue Island trains. Between 4:40 and 5:18 PM, five Blue Island trains depart LaSalle Street Station with 39 old coaches. These include a double-headed ten-car set. Power the day I observed the action included five E8's and the last two active E7's (641-642). (The Rock has an E7B - 610 - in freight service yet). The first of 50 new Budd coaches owned by RTA entered service May 23. Needless to say, they'll replace the old cars first and then the Amtrak and C&NW cars. Power for all gallery trains is now RTA F40's.

BURLINGTON NORTHERN operates 125 gallery cars out of a fleet of 141. Power is all E9 or E8 units rebuilt by Morrison-Knudsen. Recently, 22 RTA-owned gallery coaches (7100-7121) arrived from Budd to permit increased service. The extra trains will begin once four more rebuilt E's arrive from M-K.

The new cars resemble RI or MILW cars with different fluting than BN's own cars.

The MILWAUKEE ROAD has a fleet of 103 gallery cars and operates 91 on rush-hour schedules. Power is a mix of 15 F40C's (similar to Amtrak's SDP40F's) and seven RTA F40's - which replaced E9's last winter.

CHICAGO & NORTH WESTERN has the largest commuter operation in Chicago. It uses about 40 locomotives and 240 gallery coaches each rush-hour. A fleet of 280 gallery cars are assigned - all are still C&NW yellow and green - and two commuter club cars make up this impressive show. Power is RTA F40's (on loan until needed on RI, NW and GM&O trains) and E8, E9 or F7 units. The E9's include several E9B's acquired from Union Pacific and rebuilt with new noses similar to those on an SDP40F.

CTA's new Boeing-built subway cars are principally assigned to the Ravenswood and Jefferson Park lines, but at least one eight-car train is running on the State Street subway. About 140 of the 200 cars have been delivered, replacing 6000-series cars.

The RTA five-year plan calls for 26 new locomotives (presumably to replace C&NW F7's and non-rebuilt E8's) and 600 subway cars (to complete replacement of the 6000's and equip the proposed airport extension of the Jefferson Park line).

It's hard to believe that it's seventy years since Pennsy's classic P70 went into volume production. In 1907, six standard steel designs were established - for the P70 coach, M70 RP0, B60 baggage, B70 special baggage, PB70 combine and D70 diner. There were also P54 suburban coaches with baggage, combine and RP0 variations. By February 1908, Pressed Steel Car Company was building an order of 85 P70's. The first steel office car came in December, 1909, and the first P54 in October, 1910, according to trade publications of that period.

## Liberty Bell Jewett Society Seeks Funds

The Liberty Bell Jewett Society, owner of ex-Lehigh Valley Transit interurban car #801, is conducting a fund drive to complete restoration of the famed car and place it in operation. The 1912-vintage interurban is housed in a new shop building at Topton, PA, 16 miles west of Allentown, and is on public display from 12 Noon to 6 PM Fridays, Saturdays and Sundays. Eventually, LBJS hopes to string wire on a portion of the former Reading branch between Topton and Kutztown, permitting operation of the 801 for the first time in three decades. The Society is in the process of applying for status as a non-profit, tax-exempt corporation. Donations or requests for information should be addressed to: Liberty Bell Jewett Society, P. O. Box 144, Topton, PA 19562.



# Odds & Ends....

by FRANK G. TATNALL, JR.

HERE AND THERE ON SEPTA....Area transit riders may be paying higher fares by October of this year, according to a report in the Evening Bulletin. The SEPTA board on May 24 adopted a \$143 million budget for the fiscal year beginning July 1, at the same time recommending a five-cent fare increase on SEPTA's three operating divisions and a ten percent increase in commuter rail fares. There would also be a major revamping of subway, bus and trolley fares, the first in SEPTA's 15-year history. This restructuring would include weekly and monthly passes as well as a new "gateway" fare for riders transferring between the City and Red Arrow Divisions at 69th Street Terminal.....According to SEPTA, the proposed budget is seven percent higher than this year's and will maintain service at existing levels---which is 16 percent below the spring of 1975. Even if the new fares are adopted, SEPTA said, riders will be paying less than half the cost of their transportation, with Federal, state and local governments subsidizing the difference..... Under existing laws, SEPTA will receive \$45.3 million in Federal funds during the next year, and will again apply for \$5.1 million in CETA grants to retain the 425 special employees who are helping clean stations and vehicles.....In spite of SEPTA's acute car shortage, Route 53-Wayne Avenue is scheduled to resume trolley operation on June 18. The buses could stay on a while longer, however, if work to reinforce the bridge at Wayne Avenue and Washington Lane is not completed in time.....Meanwhile, new rail and ties have been laid on Germantown Avenue between Highland and Evergreen in Chestnut Hill, and quite a bit of old track has been removed elsewhere in the area. Track replacement is complete in the area of Mermaid Loop, the present terminus for Route 23 cars, but much work remains to be done in the year-and-then-some project.....SEPTA plans to close the Schuylkill River bridge for track replacement this month, forcing Norristown high-speed line riders to change to shuttle buses at Bridgeport.....Bullet car #202 struck a boulder in the deep cut between Radnor and Township Line stations, derailing the car and slightly injuring 23 passengers. The accident occurred late on the night of May 9.....Three flatbed work cars purchased by SEPTA from TORONTO TRANSIT COMMISSION arrived the week of May 29. They were unloaded from railroad flatcars at CONRAIL's 2nd and Erie Avenue terminal. It now appears that SEPTA will return the Blackpool open car to England without further use in Philadelphia. The car last operated in late summer 1977 on Route 15-Girard Avenue.

SEPTA has been doing some extensive advertising for its new monthly rail commuter pass. Theme of the ads is that the passes give a daily rider the equivalent of six free trips.....With slow orders becoming a real headache on the Media and Chestnut Hill West lines, CONRAIL crews carried out a weekend maintenance "blitz" in late May. SEPTA told its riders in a printed handout that the upgrading program would continue on a number of lines until freezing weather sets in.....Another proposal has surfaced within SEPTA to pave Red Arrow's Media and Sharon Hill rights-of-way for bus operation. This idea had been proposed by Red Arrow

prior to SEPTA's takeover but was quickly dropped by the new management.....A special task force named by Philadelphia and the suburban counties has recommended a solution to SEPTA's chronic funding problems: a special transit fund to be paid for through a fixed percentage of Pennsylvania's wage tax. A seven percent share of the tax would yield \$125 million for rail and transit operations throughout the state, versus existing subsidies of \$79 million from Harrisburg.....SEPTA is working on specifications for a fleet of new light rail vehicles. There could be a request for bids on 100 to 125 LRV's by this summer.....UMTA is asking Philadelphia and Cleveland to place a joint order for subway cars to cut expenses. According to Railway Age, Philadelphia is in the market for 125 new cars for the Broad Street subway and Cleveland wants 60 cars to replace 1955-vintage equipment on its Airport Rapid line.

CONRAIL is taking delivery on the first wave of its new four-axle diesel locomotives, which will total 67 B23-7's from GE, 33 GP40-2's and 75 GP38-2's from EMD (see April and May Cinders). Fifteen of the GP38-2's (#8211-8225) will be based at Morrisville and all 42 of the as-yet-undelivered six-axle SD40-2's will be based at Enola and Harrisburg (#6441-6482). Total cost of the 217 new units is \$113 million.....As of mid-May, 29 CONRAIL GP7 and GP9 units were at Paducah, Precision National or Morrison-Knudsen for rebuilding. Rock Island was working on seven GP7's and 11 switchers while the Indiana Harbor Belt had nine switchers. Four New Jersey DOT-owned E8's had reached Paducah for rebuilding, out of a total of ten from the Bay Head line pool.....AMTRAK lifted the remaining restrictions on operation of electrically-powered freight trains, effective May 5. This action was made possible by the partial reactivation of Safe Harbor (PA) generating station, following a shutdown caused by last winter's ice jams on the Susquehanna River.....CONRAIL has reported a new loss of \$216 million for the first quarter of 1978 on revenues of \$759 million. During the same period last year the railroad lost \$207.6 million on revenues of \$770.4 million. Conrail blamed the results on this year's unusually severe winter and long coal strike.....House and Senate committees in Washington last month approved a bill authorizing an additional \$1.2 billion in Federal funding for CONRAIL. This is the amount the railroad says it needs to become profitable by 1980.....To attack the continuing problem of delapidated equipment, CONRAIL's board has authorized a speed-up in its programs for improvement of the locomotive and car fleets. In addition to acquiring 217 new locomotives (see above), the road will perform heavy repairs on about 330 locomotives during 1978 and overhaul 890 other units. It will also acquire 5,300 new freight cars and rehabilitate 13,000 older cars. Conrail's \$368.1 million track rebuilding program calls for the installation of 1,042 miles of welded rail and 4.9 million crossties this year.....Three former Jersey Central RDC's have been transferred from North Jersey to Atlantic City to supplement the available fleet of eight ex-PRSL Budd cars for the summer season. The visitors are #551, 555 and 559.

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## ODDS AND ENDS (Continued from Page 5)

AMTRAK HAPPENINGS: Passenger train partisans are still fuming over the recent "zero base" study of AMTRAK's rail network. The DOT study, released on May 8, recommends that 8,100 miles of the 27,000-mile Amtrak system be eliminated in order to save the taxpayers about \$118 million in fiscal year 1980. Under the present timetable of hearings and Congressional review, no trains could be removed before July 1, 1979.....DOT recommends that the *Southern Crescent*, now proposed for abandonment by SOUTHERN RAILWAY, be made a permanent part of the AMTRAK network and operate daily between Washington and New Orleans. The ICC has ordered Southern to continue running the *Crescent* through August 5. The Philadelphia *Inquirer*, in a strongly-worded editorial published on May 12, criticized the Transportation Department's recommendations for a slimmed-down AMTRAK system as "penny-wise". DOT's proposals would result in a subsidy reduction from \$665 million to \$547 million in 1980, the *Inquirer* noted, an amount which the U. S. now spends for one day's worth of imported oil.....The House Interstate & Foreign Commerce Committee has approved a bill authorizing \$613 million in operating subsidies for AMTRAK during the fiscal year beginning October 1, 1978. The bill also authorizes \$130 million for capital improvements, \$25 million for retirement of debt and freezes Amtrak's present route structure until October 1, 1979 (three months beyond the limit contained in the DOT report referred to above). Meanwhile, the Senate has passed a companion bill which calls for only \$510 million in operating subsidies for Amtrak, \$103 million less than the House version. The difference will probably have to be worked out in a conference committee.....The House bill also carries a provision which would allow AMTRAK to negotiate commuter-operating agreements with state and local transportation authorities. Under present law, Amtrak is barred from running purely commuter services.....Louis Thompson, a former planning analyst with DOT and transportation consultant, has been named to head the Federal government's \$1.8 billion Northeast Corridor Improvement Project, replacing General Kenneth T. Sawyer, who was fired earlier this year.

WHAT'S WHAT WITH 4935: Philadelphia Chapter, as custodian of the 4935 maintenance fund, has signed an agreement with AMTRAK which will insure that the restored GGI receives a hand-washing and complete paint touch-up every 60 days. Approximately \$1,000 is now in the fund, but groups requesting the locomotive for future fantrips will be asked to make additional donations. The 4935 suffered no cosmetic damage as a result of the May 2 traction motor fire near Edgewood, MD (see last month's *Cinders*). It was released from Wilmington shop in time to power the Lancaster Chapter's 15-car excursion to Baltimore on May 21, assisted by GGI #4933 and two power cars for light and air-conditioning. Originally an E60 was to handle the special but Amtrak has decided to keep the big C-C's off the Harrisburg line.....Wouldn't It Be Nice? is the commemorative booklet promised by FOGG to those who donated to the 4935 restoration fund. The long-delayed publication is now in galley form and should go to the printer this month. Mailing is expected to take

place this summer.....GGI 4935 is one of eight G's now assigned to high-speed Metroliner schedules with Amfleet equipment, replacing the 16 Metros sent to GE for rebuilding. The other units which have been adopted for 110 mph speeds are 901, 902, 908, 912, 916, 924 and 926.....The 4935 was scheduled to haul a 15-car AMTRAK baseball special from Lancaster to South Philadelphia on June 4, and to operate on Corridor train 183 June 11 for a joint Ontario & Western - Long Island Chapter outing to Washington. Several other trips with the 4935 are being proposed for this fall, including Philadelphia Chapter's September 24 excursion to Mystic, CT.

MISCELLANY:.....PATCO opened its Lindenwold shops to the public on Saturday, May 20, as part of National Transportation Week. Car 102 shuttled visitors to and from the station, where locomotive #404 (ex-Niagara Junction #9), Budd Company's SPV-2000 and ex-PRSL RDC-1 M-402 were on display.....Delaware River Port Authority commissioners last month postponed approval of a proposed 27 percent increase in PATCO fares.....Creditors and stockholders have okayed a plan to reorganize the bankrupt Penn Central Transportation Company. Holders of PC stock will receive one share in the new company for every 25 shares previously held.....Pacific Northwest Chapter reports that plans to operate American Freedom Train locomotive #4449 have been cancelled. Arrangements with BURLINGTON NORTHERN to run the engine on a series of excursions during Rose Festival Week in Portland, OR this month fell through, but the Chapter has gone back to the drawing board for possible trips next year. At one time it was hoped to have the famed engine available for the 1978 NRHS Convention in Portland.....Piggyback revenues of U.S. railroads topped \$1 billion for the first time in 1977, according to a report in Progressive Railroading. TOFC/COFC carloadings for the year totaled 1,688,806 and revenues reached \$1.174 billion.....The former D&H Shark-nose diesels, now owned by a Woodstock, IL firm, are in service on the MICHIGAN NORTHERN. They have even been reported hauling passenger excursions with former ALGOMA CENTRAL heavyweight coaches.....Governor Byrne of New Jersey has slashed NJDOT's 1978-79 budget request by about 25 percent, but DOT promises little reduction in existing commuter services. Meanwhile, New Jersey's Commuter Operating Authority approved a subsidy of \$10,251 for continuation of CONRAIL RDC service between West Trenton and Newark until June 30 (Tri-State Chapter Block Line).....OCTORARO RAILWAY's two ex-B&O Alco S4 units, #9034 and 9063, are both in service again, according to the Lancaster Dispatcher. A heavy movement of corncobs consigned to mushroom growers at Avondale, PA and other on-line points has kept OCTR quite busy this spring.....Harrisburg Chapter's Rail Review advises that PennDOT has contracted for repairs to 4.6 miles of the MIDDLETOWN & HUMMELSTOWN which were damaged by floodwaters in 1972. M&H continues to switch a short segment of track in Middletown with GE 65-tonner #1, an ex-U.S. Army unit built in 1941. M&H is a two-man operation which opened for business in March, 1976, just a week before the formation of CONRAIL with which it connects.....The FRA will launch a sweeping investigation into railroad safety practices in public

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## ODDS AND ENDS *(Continued from Page 6)*

hearings beginning June 14.....The House Public Works & Transportation Committee last month reported a bill which would authorize \$66.5 billion over the next four fiscal years for highway and mass transit programs. This is apparently the first time that Congress has combined Federal funding for highways and public transportation in the same bill.....

....The National Transportation Safety Board reports that transportation-related deaths rose by nearly four percent in 1977, the first significant increase in five years. Led by an increase in highway deaths to 46,880, total fatalities in all modes of transport rose from 50,208 in 1976 to 52,154 in 1977. Railroad fatalities increased from 590 to 653, or 11 percent. Highway deaths historically account for more than 90 percent of all U. S. transportation fatalities.

WILMINGTON & WESTERN plans to operate two steam excursions with its ex-CANADIAN NATIONAL 2-6-0 #92 on September 16 and 17 to Modena, PA, via the Wilmington & Northern branch now operated by OCTORARO RAILWAY. Over 700 visitors attended W&W's open house April 29 and 30 at the Marshallton, DE engine facility, prior to the opening of the 1978 steam operating season.....The new LYKENS VALLEY RAILROAD began regular freight operations May 9 over its eight-mile ex-Penn Central branch between Millersburg and Elizabethville, PA. Power is Alco S2 switcher #1, painted red and white, acquired from Naporano Iron & Metal Company.....GETTYSBURG RAILROAD started its steam tourist operation May 13, using ex-Huntingdon & Broad Top, ex-LIVONIA, AVON & LAKEVILLE 2-8-0 #38 and a string of ex-Erie Lackawanna, ex-LA&L coaches. Steam trips operate on Saturday and Sunday, leaving Gettysburg about 1 and 3 PM for Biglerville, PA, a distance of eight miles. GRR also has ex-MISSISSIPPIAN 2-8-0 #76.....Work on the long-delayed center city commuter tunnel should begin this summer, following award of the first contract for underpinning of Reading Terminal.....

The U. S. railroad industry suffered its worst quarterly deficit in history during the first three months of 1978, according to an AAR report. Ordinary net income plunged to a deficit of \$274 million, compared with a \$34 million deficit a year ago. The AAR blamed the severe winter weather and the long coal strike for the disastrous results. The industry's rate of return on investment for the year ended March 31 dropped to 0.6 percent, compared with 1.32 percent for the previous 12 months.....

Negotiations between the railroads and rail unions on a new three-year contract are at a critical point, press reports indicate. Most major unions have asked for Federal mediation, but the key to a settlement appears to be the carriers' willingness to modify their position on the issue of reduced crew size.....USRA has agreed to lend the financially-strapped DELAWARE & HUDSON another \$350,000 and to defer interest payments on a previous \$1 million in Federal loans, in an effort to keep the carrier out of bankruptcy. USRA has already loaned D&H a total of \$34 million since April, 1976.....Railway Age in its May 29 issue carried a feature article on the CHESSIE SYSTEM, the latest in the magazine's "Great Railroads" series.....RA also reported that Electro-Motive Division will produce its 100-millionth diesel-engine horsepower this month, dating from introduction of the first 567-series engine in 1938. EMD expects to deliver about 1,000 new loco-

motives during 1978, not including 23 prototype GP40X units which will be testing on three Western railroads as well as SOUTHERN RAILWAY. The GP40X is EMD's first attempt to pack as much as 3,500 hp into a four-axle diesel-electric unit.....

This year is also shaping up as the busiest in recent history for builders of freight and passenger cars. Railway Age now forecasts that 75,000 new freight cars valued at \$2.5 billion will be ordered in 1978. The magazine reports that orders for \$700 million to \$1 billion worth of new passenger cars are anticipated during the next 12 to 18 months, with 400 to 900 cars to be ordered before the end of this year. Included in that total are 100 or more light rail vehicles for Philadelphia.....

A group of railfans has formed the EP-5 Preservation Fund, Inc., to purchase and preserve one of the ex-New Haven, ex-Penn Central EP-5 streamlined electric locomotives (classed as E40's by PC and CONRAIL). All six surviving units are stored at Harrisburg. The Fund's address is: 95A South Magnolia Drive, Satellite Beach, FL 32937.

## Baldwin Anniversary Observed

June 28, 1928 is a little-remembered date, but it was a significant one for the City of Philadelphia. On that June 28 fifty years ago Samuel M. Vauclain, president of the Baldwin Locomotive Works, ceremoniously locked the office door of Baldwin's old Philadelphia plant at Broad and Spring Garden Streets, signifying the closure of the eight-square block facility where the company's 30,000th locomotive had been built (it was a 2-10-2 for the Pittsburgh, Shawmut & Northern). The vast new Eddystone plant was dedicated the same day, and continued to build locomotives until 1957 when Baldwin (by then merged into Baldwin-Lima-Hamilton Corp.) withdrew from the business after 125 distinguished years of producing steam, electric and diesel motive power for the railroads of the world.

## NRHS Neckties Available

The National Society is offering attractive 100-percent polyester neckties with small NRHS emblems embroidered in gold. The ties are available in two smart colors, dark blue or dark red, for \$9.00 each postpaid. Make checks payable to the National Railway Historical Society and mail to: Mrs. Eve Walker, Apt. E20, 245 Passaic Avenue, Passaic, NJ 07055. Allow three weeks for delivery.



## Upcoming Events

JUNE 13: Public auction of Lehigh Valley Railroad dining car ware, office furnishings, shop equipment, clocks, lamps, signs and other railroadiana. Sale 10 AM at Samuel T. Freeman & Company, 1808 Chestnut Street, Philadelphia. Exhibition June 12 from 9 AM to 5 PM.

JUNE 17: First day of weekend rail service between Lindenwold, NJ and Ocean City/Cape May, via Conrail Seashore District. "Summer Special" RDC train leaves Lindenwold 10 AM Saturday and Sunday, returning from Ocean City 7:11 PM and from Cape May 7 PM, through September 10.

JUNE 19: SEPTA will hold a public hearing on the proposed electrification of the former Reading Company Newtown Branch from Ayres on the West Trenton line to Newtown in Bucks County. The hearing will start at 10 AM in the meetinghouse at George School, on Route 413.

JULY 21: Annual Philadelphia Chapter summer dinner, Crystal Restaurant, Reading, PA, 7 PM. Details elsewhere this issue.

JULY 22, 23, 29, 30: Southern Railway special trains with ex-Texas & Pacific 2-10-4 #610 Alexandria to Charlottesville, VA and return, sponsored by Potomac and Washington Chapters, NRHS. Leave 8 AM, return 7:30 PM. Tickets \$19.00 adults, \$17.00 children 5 to 11 from: Piedmont Limited/610, P. O. Box 456, Laurel, MD 20810. Please enclose stamped self-addressed envelope.

JULY 22, AUGUST 19: SEPTA bus ramble to New Hope & Ivyland Railroad and Buckingham Valley Trolley Museum. Buses leave at noon from 15th and Market Streets (July 22) or Frankford and Bridge Street (August 19). Round-trip fare: \$4.00 adults, \$3.00 children.

AUGUST 22: 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 31-SEPTEMBER 5: Inter/Rail 78, NRHS National Convention in Portland, OR, Seattle, WA and Vancouver, BC. Detailed information and order forms will be mailed to all members by Pacific Northwest Chapter, NRHS, Room 1, Union Station, Portland, OR 97209.

FOR SALE: Complete lot (143 issues) of NRHS Bulletins from Volume XIII, Number 2 (1948) to present. This is a complete run except for one issue. First \$125.00 takes all. Upon sale, \$15.00 will be donated to the Chapter. Please call Paul Kutta, 1-215-436-5171, evenings between 7 and 9 PM.

PHILADELPHIA CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

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