

Cinders

MAY, 1978



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newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302, Philadelphia, PA 19101

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MEMBERSHIP CHANGES

NEW MEMBERS: We welcome the following new members to the Society and this Chapter in particular:

- BEETLE, George R., 1518 Walnut St., Philadelphia, PA 19102; consulting professional engineer; 215-546-7442.
- KAPLAN, Michael, Apt. A-204, LaMaison Apts., 219 Sugartown Road, Wayne, PA 19087; transit consultant; 215-687-1821.
- MURRAY, Millicent, 112 N. 23rd St., Camden, NJ 08105 insurance clerk; 609-963-2624.
- REBSAMEN, John A., Apt. E-106, 155 E. Godfrey Ave., Philadelphia, PA 19120; retired; 215-549-8644.
- WEDMAN, Alan, 406 Gayley St., Apt. B-502, Media, PA 19063; railroad analyst; 215-566-4629.

We also urge you to make note of the following changes of address for our members:

- FUENTEVILLA, William F., Esq., 2434 Brown St., Philadelphia, PA 19130
- PATON, Kenneth R., 6033 W. Bethany Home Road, Apt. 302, Glendale, AZ 85301.

A new membership directory will be issued as a part of the mid-summer issue of Cinders.

Our Meeting:

Pennsylvania Railroad Night



FRIDAY, MAY 19, 1978

In our continuing series of programs featuring local rail properties, the May meeting will be "PENNSY NIGHT". Through the medium of members' slides and movies, the Pennsylvania Railroad scene will live again for a few hours.

So, dig out your best selection of Pennsylvania Railroad slides and movies and bring them along for all to enjoy on Friday evening, May 19. To give everyone a fair share, please limit your selection to one reel of film and/or 25 slides. All material must date prior to February 1, 1968.

The Chapter will provide slide projector and 8mm movie projector, both regular and super 8. To expedite the program, we request that all those who will screen slides or movies register at the front table as soon as you arrive at the meeting.

Our meeting is Friday evening, May 19, 1978, at the Engineers' Club, 1317 Spruce Street, 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, MAY 16, 1978.

Dinner will be served at 6:00 PM, and our meeting begins at 7:30 PM. Come out, join us, and bring a guest along, too.



The plan to restructure Amtrak's route network is due to Congress by May 1. Details have been hard to come by, but reports claim that a staff study recommended seven alternatives with increasing price tags.

The smallest network, Alternative #1, would still include the Boston-Washington, Springfield-New Haven and Philadelphia-Pittsburgh lines in our area.

Alternative #2 would add the Florida trains and the *Broadway Limited*. Alternative #3 is the original 1971 network and therefore the *National Limited* would be retained.

Alternative #4, reported to be the choice of the DOT, would retain the *Montrealer* and *Lake Shore Limited*.

The remaining alternatives would not add any service in our area, but I would mention that Alternative #6 is the present system while Option 7 adds some routes, such as: Buffalo-Toronto; Washington-Pittsburgh-Cleveland; Toledo-Detroit; Milwaukee-Green Bay; Chillicothe-Peoria; Grand Forks-Winnipeg; Barstow-Bakersfield; Salt Lake City-Los Angeles; Pasco-Portland.

Assuming that Option 4 is the final plan selected, the following trains would be dropped:

Boston section of the *Lake Shore Limited*
National Limited
Inter-American
Shenandoah
Hilltopper
Colonial
Cardinal
San Francisco Zephyr
Pioneer
North Coast Hiawatha
Pacific International

But, Denver would continue to be served by a new connection from the *Southwest Limited* at LaJunta and the *Empire Builder* would service Portland with a connection over the old SP&S from Pasco, while the San Francisco area would be served via a connection from Barstow via the San Joaquin Valley route. And, the *Southern Crescent* would be included.

The situation on Amtrak's "clockers" is somewhat muddled as I write this. An agreement has been reached with New Jersey to lease up to seventy Arrow II MU's (534-603). Of these, twelve are definitely under lease to equip three trains in Maryland, plus

spares. Another 48 cars, plus ten spares, could replace all Amfleet equipment and conventional coaches assigned to "clocker" service. Initially, the service will remain as is, but some trains will be converted to MU equipment as Amtrak requires Amcoaches for other services.

Equipment on the one conventional train (202-219) between New York and Philadelphia is usually twelve "Pfister" coaches from the 6000-series. These cars are the survivors of the cars rebuilt at the height of the energy crisis in 1974 with additional seats (Mr. Pfister was the Amtrak official who developed the plan). The other 6000's are assigned to Empire Service trains.

The *Valley Forge* has been running six 5400 or 6000 series coaches and snack-coach 3920 lately.

Some changes in the rebuilding of SDP40F's into F40PH's will be taking place. In the March issue, we published a list of the 32 units to be rebuilt under Phase II, but subsequently three wreck-damaged units (503, 522 and 529) were sent into LaGrange and presumably three other engines will continue as SDP-40F's until Phase III comes along.

Amtrak got through this winter in much better shape than their disappointing season of 1976-77. No trains were arbitrarily suspended although severe weather did cause sporadic suspensions each of Chicago. And, less than twenty cars were noted at New Orleans suffering from freeze damage - much fewer than last winter.

March equipment changes brought the number of compatible baggage cars either in service or being rebuilt up to 52 cars (1216-1267). Another 18 cars are currently authorized. The four power cars 693-696 are being rebuilt from baggage cars 1124, 1138, 1139 and 1126 respectively - all former NYC cars. Two more all-electric sleepers (2903 and 2940) are being rebuilt for *Inter-American* service.

The only retirements during March were of "B" cars except that baggage-dormitory 1554 and galley-lounge 3325 went into storage. Several other changes involved A class cars, however: 9450 and 9812 went into storage while 9540 and 9811 were restored to the active list and transferred to Beech Grove for overhaul.

Two additional FL9's have been forwarded to Morrison-Knudsen for overhaul. The current FL9 situation looks like this:

484, 488, 491 are at Boise for rebuilding
 489 is being restored to service at New Haven
 485-487 remain in service

When all seven units have been restored to service, they will haul the *Niagara Rainbow* and *Lake Shore Limited* between Albany and Grand Central. This will end the power change at Harmon and permit the FL9's to be based at Amtrak's new Rensselaer shops.

The only pure E8's in active service on April 1 were #455 at Harrisburg, #465 at Chicago and #464 at Rensselaer. Units 454, 456-458 and 461 are still

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ON THE SCENE *(Continued from Page 2)*

based at New Haven but I believe are being used by MBTA at Boston pending receipt of rebuilt GP9's from Paducah (their leased PA's have apparently succumbed to the stresses of commuter service).

Two "Ampads" (officially, "economy sleepers"), have been converted from long-distance Amcoaches. Two units similar to sections replace 12 seats at one end. There's a sliding glass door with a curtain and the rooms will cost \$20.00 plus your coach fare. Numbers are 21900-21901.

A recent check of the CONRAIL service out of Reading Terminal found 30 old MU's running on four trains. The 4:59 Fox Chase had 7 cars, the 5:09 Doylestown had 8, the 5:13 West Trenton had 9 and the 5:20 West Trenton had 6 cars. All were 9100's except the green 810.

The eight D&H streamlined coaches are now operating in MTA suburban service to Poughkeepsie on one train (spliced, unfortunately, by a PC bar car).

More SEPTA PCC's repainted in "Gulf Oil" Livery are:

10/77: 2247
11/77: 2709, 2746
2/78: 2703, 2751
Unknown: 2725

Air car #2574 was repainted in April for a second time in Gulf Oil livery, but it does not have a paint date on the car.

SEPTA's indifferent streetcar maintenance makes keeping track of cars very difficult. At least 16 green all-electrics have not been seen in several recent visits. But, these cars may well be sitting in their carhouses with some defect, major or minor. Literally, a car may be out for months, make a single trip and expire for another few months.

One report claims that future streetcars will be repainted in the red, white and blue scheme now being applied to buses. If any Toronto "Birmingham" cars are repainted, they would receive this livery.

CONRAIL's blue E8 #4022 is currently in service on the NEW YORK & LONG BRANCH. No attempt is made to pair it with the blue 4256, although this sight would gladden a Conrail publicity man's heart.

It's hard to believe, but the oldest Trailer Train cars are now over 24 years old. Ex-Pennsy F7S class cars were built from January, 1955 into 1957 in an era when trailers were only 35 feet long. Thus, they cannot handle the 40-foot rigs now standard. The first F85 class car was delivered in December, 1958 to take the longer trailers and by 1961 cars of 89-foot length were being delivered.

Seven BUFFALO CREEK Alco S2's have been assigned Conrail numbers. Units 44, 46, 47, 49-52 will now be renumbered to Conrail 9661-9667.

Every spring, SOUTHERN runs a special between Atlanta and Washington for the DeKalb County Safety Patrol. (Time was, this ran in two sections through to New York). This 1978 edition ran on Friday, April 7 and consisted of 16 coaches, a sleeper, coach-lounge and two diners. Rare CofGA coach 907 was included in this all-streamlined consist.

SOUTHERN has stricken combines 727-728 and coach-lounges 952 and 955 from its active roster, but otherwise all of its streamlined cars remain in service. The ICC has required that the *Southern Crescent* remain in service until at least August 3, pending an investigation of Southern's train-off request.

The State of New York has received eight unique coaches from General Electric as its share of the Port Jervis commuter pool. Coaches are numbered 5994-5999 and control coaches are 5198-5199. They are actually MU bodies without the electrical gear. They look like Arrow III cars with the center-door provisions of a Silverliner IV. These cars have windows at the opposite ends of each car (as if they were a married pair of MU's). Presumably, these were the only cars in production which could economically be ordered in a small lot.

NATIONAL OF MEXICO still operates sleeping cars on seven trains out of Mexico City. The premier trains are the *Aztec Eagle* to Neuvo Laredo and *El Fronterizo* to Ciudad Juarez (each carry sleepers, reserved-seat coaches, diners and lounges) and the two all-sleeper trains, *El Regiomontano* to Monterey and *El Tapatio* to Guadalajara. The latter train runs in sections at least some days.

The train to Merida in the Yucatan carries sleepers and a diner-lounge plus standard coaches. Two other trains, strictly overnight trains, carry sleepers and coaches to Vera Cruz and Urhapan (the latter train carries reserved seat coaches, however). Reserved seat coaches are also available on an overnight coach train to Guadalajara.

SEMTA is now receiving its former PC coaches (rebuilt in 1963 from roomette sleepers) from Mechron Industries in Wilmington. Cars are in the 100-series and feature blue and yellow horizontal stripe beneath the windows.

Amtrak Mystic Oct. 1

Your Chapter has requested an Amtrak excursion for Sunday, October 1, 1978 from 30th Street Station in Philadelphia to Mystic Seaport, Connecticut and return.

Requested equipment will be an Amfleet train hauled by GG1 #4935 from Philadelphia to New Haven and a pair of HEP-equipped Amtrak E units from the 495-499 series from New Haven to Mystic.

While final details and prices are not yet available, we bring this activity to your attention in order that you might mark your calendars. Future issues of Cinders will report progress on the trip.

Odds & Ends....

by FRANK G. TATNALL, JR.

AMTRAK issued new timetables on April 30, reflecting the company's recent cost-cutting efforts. Individual folders such as the New York-Washington schedule are printed in one color only on uncoated paper---but the Corridor timetable is once again in standard railroad format with times shown in columns instead of horizontally. The 52-page national timetable (Form A) is also dated April 30, and is printed in similar spartan fashion. The brown-hued publication, however, is still a useful compendium of Amtrak information for the long-distance traveler.....SEPTA also reissued all of its Philadelphia-area commuter rail timetables on April 30..... Six AMTRAK GGI's have been regared for service at Metroliner speeds. Because of the ongoing program to rebuild 16 of the Metro cars at General Electric's Erie (PA) shops, two Washington-New York round trips are now being operated with G's and Amfleet equipment.....On May 2, GGI #4935 suffered a traction motor fire near Edgewood, MD while speeding southward with an Amfleet train on Metroliner schedule #107. The pinstriped 4935 had to be towed to Washington by a CONRAIL GP9 and was later dispatched to Wilmington shop for repairs.

The eagerly-awaited DOT "zero-base" study of AMTRAK's network was due for delivery to Congress on May 8. There was strong speculation that the Administration planners would recommend a substantial cutback of long-distance trains while placing emphasis on improved corridor services. Next step is for the ICC's Rail Services Planning Office to hold hearings on the DOT plan.....On April 3 AMTRAK began its 1978 work season along the Boston-Washington Corridor. The seven-month program will include installation of 144.8 miles of welded rail; replacement of 501,684 ties (292,040 of the new ties will be concrete); undercutting and cleaning ballast on 376.2 miles of track; rebuilding 26 interlocking plants; painting, repairing or replacing 82 bridges.....Mr. Harry Rappaport, electric traction engineer for AMTRAK, spoke at the April meeting of Philadelphia Chapter on the proposed conversion of the Northeast Corridor electrical system to commercial frequency. Mr. Rappaport pointed out several important disadvantages of the new 25,000-volt, 60-cycle system as compared with the present 12,000-volt, 25-cycle operation. The various commuter authorities using Corridor trackage have formed a committee to deal with the impact of the 60-cycle conversion, which according to present plans will be carried out in three stages over the next three years: first, Washington to Wilmington; second, Trenton to New Rochelle; third, Wilmington through Philadelphia to Trenton.

Alan S. Boyd, 55, first U. S. Secretary of Transportation and former president of the Illinois Central Gulf, has been named president of AMTRAK. He will take office June 1, succeeding Paul H. Reistrup, who has been president since March 1, 1975. The appointment was announced by the Amtrak board of directors on April 25.....Railroad activist Anthony Haswell, 47, founder of the National Association of Railroad Passengers, has withdrawn as a

nominee to the AMTRAK board (see April Cinders). Haswell's withdrawal leaves three seats on the 11-man board to be filled.....AMTRAK has asked the ICC for authority to issue up to \$925 million in notes to meet an anticipated cash shortfall this spring. In addition, Amtrak will borrow more than \$25 million under an already-approved revolving credit agreement. About \$875 million of the notes would be guaranteed by the U. S. government.....AMTRAK says it has attracted 60,000 additional riders and \$1 million in revenues as a result of its "Tony the Tiger" promotional campaign with Kellogg's cereals.....AMTRAK is also running a "Return of the Champ" sweepstakes to promote its restored *Champion* between New York and St. Petersburg, FL. Grand prize is a free week's vacation in Florida or New York via Amtrak, and there are many other prizes including ten U.S.A. Rail Passes. Entry coupons were printed in local papers during April. By the way, even if you don't win, Amtrak is offering a Monday-Wednesday round-trip coach ticket to Florida for \$87, until June 15.....An eight-car "Landmark Express" stopped in Philadelphia April 16 with Jacqueline Kennedy Onassis and other dignitaries on board. The special train, which included George Pins' ex-PRR business car *Pennsylvania* on the rear, was chartered by a New York citizens' group who were enroute to Washington to lobby against the Penn Central trustees' plan to construct an office building atop New York's famed Grand Central Terminal. The U.S. Supreme Court is now considering Penn Central's appeal of a lower court ruling which upheld a decision by the City Landmark Commission which prevents major structural changes to the building. Before leaving New York, Mrs. Onassis was quoted as saying, "A big corporation shouldn't be allowed to destroy a building that has meant so much to so many for so long." The cultural commissioner of New York seconded that by saying, "We lost Penn Station because we weren't organized, but we're not going to lose this one".....

AMTRAK operated an eight-car preview of its new *Chesapeake* from Philadelphia to Washington on Sunday, April 30. Consisting of Jersey Arrow II's #580-581, 584-585, 598-599 and 590-591, the train served both to introduce the new service at local communities along the way and to ferry the Arrows to Washington where they replaced the ancient MP54-E5 MU's in Baltimore-Washington commuter service the next day. Twelve Arrows have thus far been leased by Amtrak from New Jersey DOT, eight for sublease to Maryland DOT, two for the five day-a-week *Chesapeake* and two for spares. Amtrak train 421, which is entirely funded by the States of Pennsylvania and Maryland, left Philadelphia at 7:10 AM May 1 on its first regular run to Washington with Arrow II's #588-589. The spares are #556-557. The new train stops at Chester (where SEPTA is spending \$177,000 to upgrade the station); Wilmington and Newark, DE; Elkton, Perryville, Aberdeen, Edgewood, Baltimore, Odenton and Bowie, MD; before reaching the nation's capital at 9:20 AM. The return run, #420, leaves at 4:45 PM, arriving Philadelphia 6:54 PM..... Three Senators from Northeast Corridor states, including Clifford Case of New Jersey, have asked the General Accounting Office to investigate the management of the \$1.7-billion Corridor Improvement Project, which is supervised by the Federal Railroad Administration while AMTRAK performs the actual

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ODDS AND ENDS *(Continued from Page 4)*

work.....Outgoing AMTRAK President Paul Reistrup last month charged that CONRAIL has a poor attitude above passenger trains and is doing an "absolutely lousy" job of running the *Broadway Limited*, *National Limited* and *Lake Shore Limited*. "I can't quarrel with a single railroad today except Conrail," he continued, and suggested that a possible solution would be to remove as many of the trains as possible from Conrail lines. A Conrail spokesman acknowledged that its passenger train handling is "less than acceptable," but said that most delays are caused by trackwork and by problems with Amtrak's own equipment.....Two bills now being considered by Congress, introduced by Senator Long of Louisiana and Congressman Staggers of West Virginia, would set AMTRAK's operating subsidy at \$550 million for fiscal year 1979 beginning October 1. The Long bill would also grant Amtrak \$200 million for capital improvements while the Staggers bill would appropriate the \$341 million in capital funds which Amtrak says it must have. Amtrak also estimates its need for operating subsidies at \$613 million based on retention of the present system--which is already under attack (see above). President Carter's budget recommends only \$510 million for operating subsidies and \$101 million for capital expenditures..... Another provision of Senator Long's bill would direct the Postal Service to utilize AMTRAK trains "in establishing mail routes...so long as using such railroad services results in no significant deterioration of mail service or increase in cost to the Federal government." An estimated \$50 million in additional revenue for Amtrak could result from passage of this bill.

CONRAIL will institute a new system of freight train symbols on May 15, based on the system used by several western carriers. Each through train will be identified by a two-letter origin code, a two-letter destination code, a number suffix indicating day of departure and a letter suffix indicating if more than one train is operating between the same two terminals on that day. Thus, Enola to Camden train FJ-2 will become ENCA-1 when it leaves on the 1st, 11th, 21st or 31st of the month. Philadelphia to Conway trains FP5 and PR3 will become PHPI-1A and C respectively. Reading Division train RR-1 would become PHPI-1B. Trainvan and local freight trains are not affected at this time under the new symbol system.....Rebuilding of SEPTA's push-pull train continues at Reading shop. Cars are receiving new windows, refurbished interiors, air-conditioning repairs, truck overhaul and conversion of the movable steps to a fixed position. Two of the six cars have been repainted to the new red-white-blue scheme and all three FP7 locomotives are now in red, blue and off-white paint awaiting their return to service in June. It is not known if SEPTA plans a formal inaugural ceremony for the rebuilt train, similar to the display of MP54 #442 at Suburban Station on April 21. The 67-year-old MU was the first of 17 former PRR MP54's to be refurbished at Reading shop---complete with dazzling red-white-blue paint job! It arrived at Wayne Junction April 12, was sent to Paoli shop for installation of traction motors, and entered service May 1 on Media line trains 1749 and 712. The second rebuilt MP54, #446, arrived in Philadelphia April 26 and was expected to join #442 on the same Media trains by mid-May.....

In addition to the MP54 program, SEPTA will also repaint a total of 26 ex-Reading "Blueliners" (#9101 and 9102 are already in service) making a total of 43 old MU's to be rehabilitated for continued service.....Two Reading Silverliner II's, #9007 and 9017, have emerged from Reading shop with new upholstery and SEPTA logos, while retaining their Reading Company lettering.....The well-known GG1 "pull train" made its last run April 17 with Train 910 from Chester to Suburban Station. Consist was locomotive 4815 and Silverliners 207, 258, 264, 234 and 223.....SEPTA has been installing shiny new signs at a number of commuter rail stations, including Overbrook and Bala.....Extension of RDC passenger service from Bethlehem to Allentown apparently will take place by late this summer. Four trains a day would operate via CONRAIL's ex-Lehigh Valley main line and Allentown industrial track to a new station to be built near Third and Hamilton Streets.SEPTA implemented its 5-to-15 percent fare increase on May 1 on commuter rail lines, issuing several pamphlets to riders explaining the need for the increases and the advantages of the new monthly "passes" now available on all lines. The fare boost is expected to bring in an additional \$2.3 million in revenues through next March 31, but the state, City and four surrounding counties will still have to net up \$5.6 million more to SEPTA because Federal subsidies dropped from the 90 percent level to 80 percent on April 1. They are scheduled to drop further to 50 percent on October 1 unless Congress changes the existing law.

Following testimony by top CONRAIL officers last month in Washington, the Subcommittee on Transportation and Commerce of the House Commerce Committee approved a bill authorizing \$1.2 billion in additional funds for the railroad. In its recently-issued five-year business plan, Conrail said it will need about \$1.3 billion in additional Federal financing to become profitable by 1980. It also must raise \$959 million in the private sector for purchase of new equipment.....CONRAIL will acquire 4,000 new 100-ton open-top hopper cars valued at \$120 million, giving it badly-needed new capacity for hauling coal and other bulk commodities. NORFOLK & WESTERN will build 500 of the cars for Conrail at its East Roanoke shops. Conrail is also acquiring 162 new 60-foot high-cube boxcars from Berwick Forge.....A total of 217 new locomotives have now been ordered by CONRAIL (See April Cinders). They will be numbered as follows: 67 B23-7's from GE--1900-1966; 33 GP40-2's from EMD--3313-3345; 42 SD40-2's from EMD--6441-6482; 75 GP38-2's from EMD--8181-8255. The first 14 of the B23-7 units were delivered to Conrail during the first week in May.....CONRAIL's last two Alco RS2's have been retired. They were #5201 and 5203 (ex-LV #214 and 218), the first of which was seen heading west April 9 bound for Altoona.....The latest information from CONRAIL shows a total of 63 F7A locomotives still on the roster, together with seven FP7A's and nine F7B's. Most are based at Collinwood OH. Three additional FP7's owned by SEPTA are, of course, based at Reading.

(Continued on Page 6, Column 1)

ODDS AND ENDS (Continued from Page 5)

SEPTA and the Chester County Planning Commission are still discussing plans for a new commuter station to be built at Exton, PA, to replace the present Whitford stop. Source of some disagreement is SEPTA's proposal to build two three-sided shelters instead of an enclosed waiting room....CONRAIL is expected to issue a new System Diagram Map on July 1, showing which of its lines are being studied or proposed for abandonment.

Commuter trains now operating with old (MP54) equipment on former Penn Central lines are: #712 and 1749 on the Media line (11 cars); #908-947 and 910-937 on the Wilmington line (six and nine cars respectively). MP54's are also occasionally used on the 301-322 turn to Paoli and #1705-1718 to Media.With partial restoration of power from the damaged Safe Harbor generating station (see April Cinders), AMTRAK lifted the ban on electrified freight trains operated by CONRAIL during morning rush hours, effective May 1. The restriction, however, remains in effect between 4:30 and 7 PM Monday through Friday, except south of Perryville, MD.Ringling Bros.' "Red Unit" circus train moved from New Haven, CT to Hershey, PA May 10 via Allentown, and to Landover, MD May 15.A threatened wildcat strike against CONRAIL by the Brotherhood of Railway and Airline Clerks was called off April 21, after Federal Judge John B. Hannum issued a temporary restraining order. The railroad and union later agreed to further negotiations.CONRAIL will abandon the 1.4-mile Fort Washington branch in Philadelphia on May 31, when the State ends subsidy payments for the service. The line is the stub of a once-electrified double-track line connecting Allen Lane on the Chestnut Hill branch with Whitmarsh station on the Trenton Cutoff.Fire-gutted Outer Station in Reading was torn down in mid-April.

SEPTA's board of directors in late April approved a \$271 million capital budget for the fiscal year beginning July 1. More than half of the money will be spent for new vehicles or to rehabilitate existing ones, and \$2.49 million will go for a new fare collection system. Duncan Industries, Inc., will supply 1,800 new fare boxes and other collection equipment designed to eliminate large-scale thefts which have brought severe criticism on SEPTA for poor cash-handling techniques.Also approved was a six-year capital budget for SEPTA which will pay for 190 new buses, new light rail vehicles for the subway-surface lines and major rehab work on Broad Street and Market-Frankford subway cars.Chestnut Hill trolley loop will be paved with asphalt rather than Belgian blocks, according to a recent story in the Chestnut Hill Local. The loop will be reversed as part of an ongoing street and track rebuilding project on upper Germantown Avenue.SEPTA has repainted Broad Street car #179 from its oddball gray scheme to red---the same shade as used on the "KYW Sports Express"(see last month's Cinders). Car #163 has received similar treatment.Ex-Kansas City PCC #2274 has received extensive touch-up of its red-white-blue paint, gaining new SEPTA logos but losing its Bicentennial name (New Jersey).A 27 percent fare increase for PATCO will be considered by the Port Authority board at its May 16 meeting. Approval would mean an increase of 15 cents per ride by mid-June.

Woodland Avenue from 72nd Street to Island Avenue was closed for six weeks beginning April 10, to allow repair of Route 11 trolley tracks. Correction to an item in last month's column: we got mixed up about the installation of trolley shoes on SEPTA streetcars. Cars based at Luzerne Depot now wear shoes, while Woodland and Callowhill cars still roll along with trolley wheels.

Ex-CANADIAN PACIFIC Royal Hudson #2839, now owned by Atlantic Central Steam Company, is expected to be moved from Northampton, PA to a new location at Fogelsville, PA before the end of May. Ex-Reading 4-8-4 #2101, resplendent in its "Chessie Steam Special" paint scheme, emerged from Reading shop on April 22, made a test run to Abrams yard, near Norristown on April 24, and steamed to Philadelphia on the 26th with its extra tender and crew car. The engine was turned over by Conrail to the B&O at Park Junction and after receiving coal and water proceeded to Wilsmere yard near Wilmington, where it picked up a short freight train for the run to Baltimore. A final break-in-trip took place on April 28 when the engine handled a 52-car freight train from Baltimore to Washington. The 2101 appeared to perform flawlessly with the 19-car Steam Special inaugural to Hagerstown on April 30, although unrelated problems caused a 2-hour, 23-minute delay in departure from Hagerstown. The NRHS board at its April 29 meeting approved formation of a new corporation, to be known as Rail-tours of America, Inc., which will arrange for fan-trip insurance for participating NRHS chapters. It is hoped that the plan, which provides for \$2 million insurance for each trip, can be in effect by July 1, 1978.New York State has asked the ICC to require N&W to assign locomotives and cars to the DELAWARE & HUDSON, without cost, in a value equivalent to the 1977 income tax savings realized by N&W through its ownership of D&H.On January 1, 1978, the ICC changed the definition of Class I railroads to those carriers with \$50 million or more in annual revenues (instead of \$10 million). As a result, a dozen lines became Class II roads. ICC has identified about ten percent of the total railroad mileage in the U.S., or 16,623 miles of track, as now being considered or proposed for abandonment.Louis J. Gambaccini, general manager of PATH, has been named as New Jersey transportation commissioner.BUDD COMPANY has announced the first sale of its SPV-2000 rail diesel car: a six-car train to the Kingdom of Morocco.

New RDG Book Out

We call your attention to the listing of soft-cover books on Page 4 of the March issue of Cinders.

These, plus a third book in the NORTHEAST RAILROAD SCENE, VOL III - READING COMPANY (\$5.00), will be available for sale at the May meeting of the Chapter.

This is a good chance to stock up on these publications for your library. Prices include 6% Pennsylvania State Sales Tax.

Seashore Museum Has Close Ties To Philadelphia

America's oldest and largest streetcar museum is located in Kennebunkport, ME, but the Philadelphia area is well represented both in cars and in membership. Founded in 1939, Seashore Trolley Museum has brought together 140 transit vehicles from around the world, of which just under 100 are operable street or interurban passenger or work cars.

The "Pennsylvania Collection" consists of four cars: Lehigh Valley Transit parlor car #1030, acquired in 1951 (the museum's first car from outside New England); Philadelphia Near-Side 6618, acquired in 1955; Pittsburgh PCC 1440 acquired in 1966; and Red Arrow center-door car #62 acquired in 1971. The latter three broad-gauge cars had to be regauged to run on the museum's standard-gauge track.

Total STM membership is in excess of 1,000. While the majority live in northern New England, Pennsylvania is well represented with a total of 94 members. Of these, 52 live in the Greater Philadelphia area, while South Jersey accounts for an additional 22 members. The museum's general manager, Richard T. Lane, Jr., is a member of Philadelphia Chapter, having lived in Philadelphia for many years before taking up his new duties in Maine. A number of other NRHS members are also affiliated with Seashore.

Total trackage at the Kennebunkport property is about three miles, of which just over one mile is main track and the balance sidings and storage tracks. The main line is built on the former right-of-way of the Atlantic Shore Line interurban, abandoned in the 1920's.

In addition to cars from most major U. S. cities, the collection includes trolleys (or "trams") from Great Britain, Germany, Italy, Japan, Australia, New Zealand, and, of course, Canada. Several buses and trackless trolleys have also found their way to the museum in recent years.

Cars operate for the public on weekends beginning May 27 from noon to 5 PM. Daily operation is scheduled from mid-June to mid-September and on weekends through October 29. The annual members' weekend, which features a cavalcade of notable cars, will be held this year on October 7-9. Admission for non-members on any operating day is \$2.00 for adults, \$1.00 for children (under six free). Total visitor attendance in 1977 was 45,000.

For traction fans, the "Museum of Mass Transit" is an unforgettable experience. Stop in, ride the cars---and say "hello" to Dick Lane. (He's easy to recognize.) And if you have some spare vacation time, why not become a volunteer worker?

For information, write: Seashore Trolley Museum, P. O. Box 220, Kennebunkport, ME 04046. The telephone number is (207) 967-2712.

Upcoming Events

MAY 14-20: NATIONAL TRANSPORTATION WEEK.

MAY 20: "Tracking the Trolley" bus tour of Lehigh Valley Transit Company route between Allentown and Easton, PA, sponsored by Lehigh Valley Chapter, NRHS. Leave LANTA Fairview Garage, 12th & Cumberland Sts., Allentown at 1 PM. Tour of former car-barn at 10 AM. LVT slide and movie program at Lehigh Valley Chapter meeting, Odd Fellows Hall, 118 North 9th St., Allentown, beginning at 8 PM. Tour tickets \$5 from: David W. Biles, 2054 South Delaware Street, Allentown, PA 18103.

MAY 21: Amtrak special train with E60 and 15 Amfleet cars from Lancaster, PA to Baltimore, MD and return, with boat/bus side trip to Annapolis, sponsored by Lancaster Chapter, NRHS. Leave 7:30 AM, return 10:30 PM, operating via Conrail Port Road branch. THIS TRIP SOLD OUT.

MAY 22: West Jersey Chapter, NRHS will hold their Annual Sale Night as part of their regular Chapter meeting, 8 PM, Borough Hall, Kings Highway, Haddonfield, NJ. Guests and non-commercial sellers are welcome. Ten percent commission goes to the Chapter for all items sold.

JUNE 5: Ringling Bros. and Barnum & Bailey "Blue Unit" circus train from New York arrives at Conrail South Philadelphia yard. Probable time: early afternoon. The 38-car train will remain until pre-dawn departure June 19 for St. Louis and the West. Circus will play at Spectrum June 6 through June 18.

JUNE 13: Public auction of Lehigh Valley Railroad dining car ware, office furnishings, shop equipment, clocks, lamps, signs and other collectibles. Sale 10 AM at Samuel T. Freeman & Company, 1808 Chestnut Street, Philadelphia. Exhibition June 12, 9 AM- 5 PM. Catalog, \$2.50.

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.

Slide Contest Prizes

Due to the increasing prices of magazine subscriptions, your officers regret that the Chapter can no longer afford to award subscriptions as the first prize in slide contests.

In the interest of promoting rail photography the first prize will be a roll of film with processing; and the second and third prizes will be rolls of film without processing.

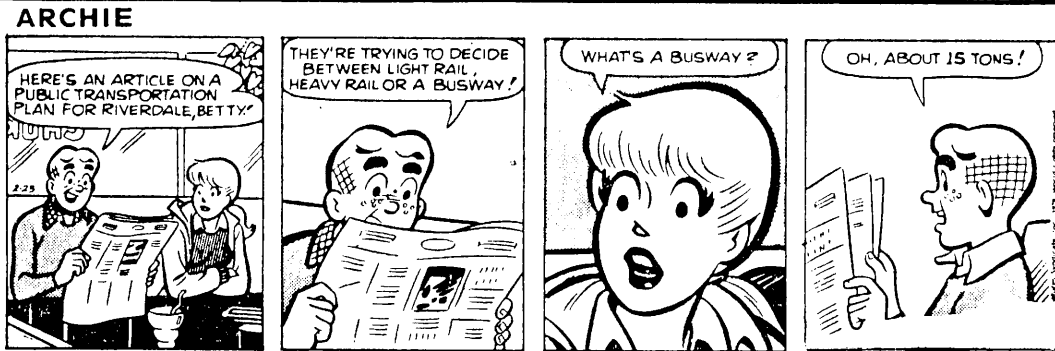
Please contact Sam James at the May meeting to indicate your desire for type of film. Prizes will be given out at the June meeting.

ROSTER OF MULTIPLE UNIT CARS IN NEW JERSEY DOT/CONRAIL SERVICE

HOBOKEN DIVISION

MU coach trailers (Pullman) - 3200-3211, 3213-3222, 3224-3238, 3240-3248	(Total = 46)
MU coach-baggage trailers (Bethlehem Steel) - 3405, 3406, 3408, 3410	(Total = 4)
MU club trailers (Barney & Smith) - 3451, 3453-3455	(Total = 4)
MU coach motors (Pullman) - 3500-3519, 3521, 3523-3525, 3528-3530, 3532-3539, 3541-3543, 3545, 3547-3557, 3559-3573, 3576, 3579, 3581, 3583-3593, 3595-3599	(Total = 84)
MU coach trailers (Pullman) - 4301-4303, 4305-4308, 4310, 4311, 4313, 4315-4318, 4321-4334, 4336-4341, 4343-4345, 4347-4359, 4361-4363, 4365-4367	(Total = 56)
MU coach motors (Pullman) - 4600-4604, 4606, 4607, 4610, 4611, 4613-4628, 4630-4634, 4636-4638	(Total = 33)

Grand Total = 227 cars



PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Post Office Box 7302
Philadelphia, Pennsylvania 19101



FIRST CLASS MAIL