

Cinders

OCTOBER, 1978



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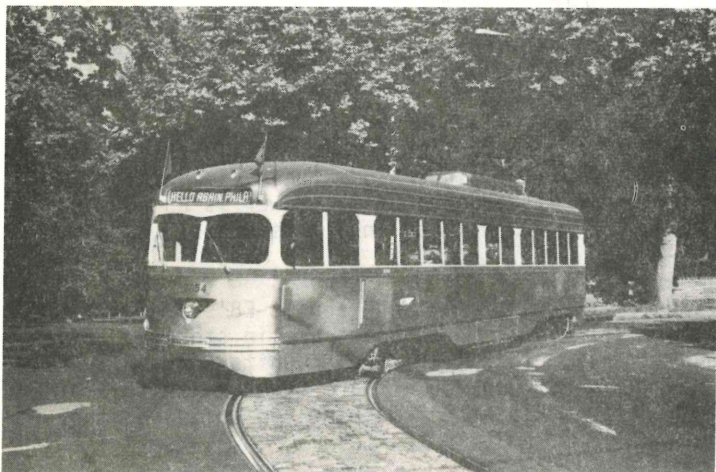
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newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302, Philadelphia, PA 19101

Silver Trolley Returns for "40th Birthday Special"



Glistening in fresh silver, blue and cream paint, SEPTA PCC #2054 poses at the Wayne and Carpenter Loop September 29 during its rededication trip on Route 53. The 1940-vintage car, one of the oldest in the fleet, was selected as SEPTA's "40th Anniversary Special" to commemorate the arrival of Philadelphia's first PCC cars in the summer of 1938. The air-electric has been placed in regular service on Route 53, home of the original PCC's of 40 years ago.

—F. G. TATNALL Photo

Like a ghost from the past, the gleaming silver-blue-and-cream streetcar held court on the stub track at Wayne and Cheltenham Avenues in Germantown. It was a sunny, cool Friday morning, September 29, 1978, and a small crowd had assembled for the rededication of Car #2054---SEPTA's "40th Anniversary Special"---which was dressed in virtually the same paint scheme as had adorned the first 20 PCC's delivered to Philadelphia in 1938.

The car displayed a "Hello Again, Phila!" sign similar to the "Hello Philadelphia!" greetings worn by the first PCC's during public appearances in the summer of 1938. To complete the time warp, #2054 also boasted PRT wing emblems on both sides, original fare registers and vintage car cards on the inside.

SEPTA had decided to mark this anniversary of modern surface transit by refurbishing one of its oldest active streetcars, using #2054 because all of the original cars purchased by the old Philadelphia Rapid Transit Company in 1938 (#2001-2020) have long since been scrapped. Part of a 130-car order placed with St. Louis Car Company in 1940, #2054 was delivered to Philadelphia Transportation Company, PRT's successor, just prior to World War II (when government restrictions forced the company to substitute green paint for the aluminum-based paint used on the prewar cars).

City Managing Director Hillel S. Levinson, who is also vice-chairman of the SEPTA board, spoke at the brief curbside ceremonies, following which participants were invited aboard the 2054 for a free ride along Route 53 to the Wayne and Carpenter Loop. There a picture-taking session was held before the car returned to Cheltenham Avenue and then to Luzerne Depot. Route 53, with its curving, tree-shaded track on upper Wayne Avenue, was the genteel domain of the original PCC cars after they were placed in service on August 14, 1938, and will also be home to #2054 when it resumes revenue operation the week of October 8.

To further mark the occasion, SEPTA issued an attractive brochure for distribution to riders on dedication day and, presumably, on regular cars. A copy of the folder is enclosed with this issue of *Cinders*. In recalling the history of PCC cars, SEPTA explains that the startling new design was devel-

(Continued on Page 6, Column 1)



AMTRAK's Board of Directors have approved the conversion of 136 conventional cars to head-end electric power. Details of precisely which cars are involved are not yet available, but the cars will be assigned to the *Broadway Limited* and *Lake Shore Limited*. Over twenty million dollars will be spent on the project and two hundred additional employees will be added to the Beech Grove roster. It is significant to observe that Amtrak has decided (at long last) to make a major commitment to upgrading some of its existing fleet—with its traditional standards of comfort and service. Presumably, the same services now available on these trains will be retained, such as full lounge cars and dining service. This work will be performed at Beech Grove during 1979 (but will probably slip into early 1980 as well). For 1980, Amtrak has asked for either 150 new low-level cars or rebuilding of 162 existing cars to equip two Florida trains.

The *Niagara Rainbow* was converted to Amfleet on September 17, following acceptance of at least one additional power car. The train initially has been powered by an F40 to Harmon, but the power car is operated between Albany and New York for operating convenience. If Michigan does not renew its subsidy, the train will be discontinued between Buffalo and Detroit at the end of September. With the re-equipping of the *Niagara Rainbow*, Amtrak regularly assigns E units only to the *Lake Shore Limited* and *Broadway Limited* (which will use three and four units per train this winter, respectively).

The much-publicized "Baxter Ward" cars out in Los Angeles have had a fair number of ills this summer and have usually been replaced on *San Diegan* duties by Amfleet cars. On the other hand, the *Pacific International*, officially an Amfleet train, has been operating with conventional cars recently. Power is an F40 and (at last check) E9B 472 from the Harrisburg pool! The 472 replaced E8 465, damaged in a late August grade crossing accident.

Ten of Amtrak's remaining "pure" E8's have been retired. The remaining non-rebuilt E8's are: 456-458, 461-465 and 469-470. I understand 464 may be reactivated; otherwise, all of these units are in storage. Five derelict FL9's stored around Croton-Harmon have been retired by Amtrak. This leaves seven units: 485-487, 489, and three units being rebuilt by Morrison-Knudsen: 484, 488 and 491. Fifteen P30CH's are under lease to SOUTHERN PACIFIC and are assigned to San Francisco area commuter trains. Amtrak kept the remaining ten units and they see service on the *Panama Limited* and *Shawnee*.

There are at least 18 Metroliners at Erie for rebuilding, with the first units due back in late November or early December. In July, cars 810, 812 and 814 went in and in August, 884, 887 and 889 went to GE.

Present plans call for rerouting the *National Limited* via 30th Street Station (where passengers from Washington will join the train). This will mark the end of scheduled passenger service over the "Port Road" along the Susquehanna River from October 30. We also understand that the westbound *Broadway Limited* will be rescheduled to leave New York around three hours earlier, or about 3 PM.

A revised manipulation of "Clocker" equipment took place on September 18. Now, conventional cars operate on trains 202 and 219 (weekdays). Amfleet cars run on trains 200, 210, 223, 225 and 237 (weekdays). All other 200-series trains are assigned MU cars (leased Jersey Arrow II's). All weekend clocker service is now assigned MU equipment.

At August 1, Amtrak had 1243 conventional cars on its active list. They have subsequently placed additional cars into service, however, 1220 cars is closer to their active fleet as of October 1. Coach 4576 will be the prototype head-end electric conversion at Beech Grove among the coaches included in the new program. Amtrak has gone at least six weeks, at this writing, without missing a turn on the all-electric sleepers assigned to the *National Limited*. One day, a wheel was changed out without missing a trip. Now you know why Amtrak has suddenly become bullish on head-end power—the sad thing is that they didn't do so five years ago.

GG1's assigned to Metroliner service have been re-equipped with "AP" bearings, but retain their 100 MPH gearing. They are: 901-902, 906, 908, 912, 915-916, 924, 926 and 4935.

Amtrak's menu for the *National Limited* features three breakfast entrees and three lunch or dinner selections. In addition, the train features the "Soup, etc." selection pioneered on the *Montrealer*.

(Continued on Page 3)

ON THE SCENE (Continued from Page 2)

CONRAIL set aside seven GG1's at Wilmington in September, in a program which may see all of their freight units retired over the next few years.

Conrail is well along on deliveries of N-21 cabins from Fruit Growers Express at Alexandria. Numbered 21200-21342, they began coming in June and have mostly been sighted on crack TrailVan trains. Most likely they are displacing 37-year-old N5B cabins from inter-regional trains. Also worth noting are the new H-1B hopper cars from Bethlehem Steel at Johnstown. Deliveries have been observed between June and September to date — all in the red livery which Pennsy had long ago forsaken for black on its open-top hoppers.

Only five private car lines still have any stock cars, and at least three are shippers over Conrail, usually on the head-end of TrailVan trains. The owners are:

Allen Packing Company (Div. of Food Fair)	37 large cars
Cattle Car Company (Cross Brothers)	16 large cars
General American Transportation Corp.	15 large cars
North American Car Company	1 small car
Rochester Independent Packer, Inc.	8 large cars

Large cars are 91 feet long, while the "small" car is 42 feet long. A cursory review of the January, 1978 Freight Equipment Register disclosed 882 UNION PACIFIC stock cars, 3 on the RIO GRANDE, and 1452 on the BURLINGTON NORTHERN and its predecessors. Most are "short cars", except for some former NORTHERN PACIFIC cars.

CONRAIL repainted one of its few surviving Alco switchers. Alco T6 switcher 9846 was seen at Meadows in September in the new livery.

The last P70 to operate on the North Jersey Coast was car 1726 on August 29 (train 3320). The last active P70's were replaced by newly-refurbished coaches purchased from PENN CENTRAL, and renumbered into the 5400-series. One modified P70, club car 1734, still operates, however. This car has just been repainted at Sunnyside in tuscan red with traditional keystone emblems.

The SEPTA active "green fleet" of PCC streetcars is down to 50 cars at best, including 27 of the 1976 hand-painted cars. Car 2054 has been repainted (from orange) into the original PCC scheme of blue and silver. It's to commemorate the 40th anniversary of the introduction of PCC's (on route 53). [See article elsewhere this issue]

Forty years ago, BALTIMORE AND OHIO introduced the E unit to our area. Two A-B pairs of EA units were delivered by EMC in June, 1938 and soon after the B&O dieselized the *Royal Blue* and *Columbian* between Jersey City and Washington. Each pair made a round-trip each day, pulling rebuilt heavyweight cars. Pioneers though these units were, they were the second generation of B&O road diesels, since the *Royal Blue* of 1935 (one of the very first streamliners) had boxcab 1800-hp unit #50. By 1937, this locomotive and its train were on the subsidiary ALTON and rebuilt heavyweight cars and streamlined President-class P7 Pacifics were the rule.

The very first E unit, and thus the first streamlined passenger unit, went to B&O on May 19, 1937. The first two A-B sets went on B&O's flagship *Capitol Limited* soon after. Another pair of A-B's arrived in January, 1938 and went on the *National Limited*. As this train needed three sets of power, it was still steam-powered between Washington, Indiana and St. Louis. B&O received seven A-B sets of the successor E6 model in 1940-1941. One pair finished the dieselization of the *National Limited* and two more went on the *Shenandoah* to Chicago in 1940. The four pairs received in 1941 went on the *Ambassador* (Washington-Detroit) and I don't know precisely where they used the others. Possibly, they ran on the *Capitol Limited* or *National Limited* between Jersey City and Washington.

Thus, at the outbreak of World War II, B&O had already upgraded its motive power on its principal long-distance trains. Bear in mind that PENNSYLVANIA and NEW YORK CENTRAL did not receive their first passenger diesels (E7's) until 1945, and READING didn't receive units until 1950 (FP7's) and PRSL in 1950 as well (Baldwin DRS44-1500's). Reading, in fact, purchased steam power in 1948 (ten G3 Pacifics, 210-219) and NYC got steam passenger power in 1945-46 (26 Niagaras). Pennsy got 52 T-1 steam locomotives just after the war, but would probably not like to be reminded of it.

Happy 10th Birthday, SEPTA !



The Philadelphia Chapter, National Railway Historical Society salutes Southeastern Pennsylvania Transportation Authority on the 10th Anniversary of SEPTA's takeover of operations of the former Philadelphia Transportation Company, which took place on September 30, 1968.



Odds & Ends....

by FRANK G. TATNALL, JR.

COMMUTER BRIEFS: CONRAIL's Reading Division is to be abolished on October 14, with the Philadelphia Division taking over operation of commuter lines out of Reading Terminal as well as freight service on the New York branch, Bethlehem branch and other lines in the Philadelphia area. The Harrisburg Division will assume control of the ex-Reading mainline west of Phoenixville and the Allentown-Reading-Harrisburg freight line. Dispatchers will be moved from Reading Terminal to 30th Street Station and Harrisburg.....SEPTA's famed push-pull train was withdrawn from service for three days beginning September 27 due to steam leaks. RDC's were substituted.....Budd Company's "super RDC," the SPV-2000, has been undergoing tests at the Hunting Park plant in Philadelphia. It now seems unlikely that the car will see revenue service on local rail lines this year.....October 28 is the date for dedication ceremonies at Bethlehem Pike and Mermaid loops, marking the hoped-for completion of the Germantown Avenue rebuilding project in Chestnut Hill. The nine-month, \$3.6-million job included renewal of SEPTA trolley track, curbing, roadway surface, gas and water mains along the ten-block stretch, seriously disrupting activity in the Chestnut Hill shopping area. To show their appreciation for expediting the job, merchants will give a buffet luncheon for the project workmen at Chestnut Hill loop, following the 1 PM ribbon-cutting ceremonies and a ceremonial run by silver PCC #2054. Mayor Rizzo, a resident of the area, has been invited to pilot the first trolley around the new loop, which has been reversed to operate in a clockwise direction. At the end of September, all trackwork had been completed except for the short distance between Willow Grove Avenue and Hartwell Lane and in the loop area at Bethlehem Pike..... As if the reappearance of a silver trolley was not enough excitement for local traction buffs (see story on Page 1), SEPTA has restored three Broad Street subway cars to their original 1928 appearance, right down to the dark green paint and cane seats. The occasion, of course, is the 50th Anniversary of the subway's opening between Fern Rock and downtown. Chosen for restoration are the first and last cars of the original series of Brill-built all-steel cars, #1 and #150, as well as #83. Later acquisitions included 26 Brill cars for the "Bridge Line" in 1936 and 50 cars from Pressed Steel Car Company built for the South Broad Street Extension in 1938. The three restored cars made their first revenue trip October 4 on a charter to the Phillies-Los Angeles playoff game at Veterans Stadium.....SEPTA "bridge" car #1026 has been repainted from white to solid red. The six "KYW Sports Express" cars have been placed in regular service on the Broad Street Line.....PATCO's 40 new high-speed cars will begin arriving from Canadian Vickers in Montreal early in 1979. According to Railway Age, the \$34 million order includes 90 percent U.S. componentry.....CONRAIL issued a new Seashore Lines timetable October 1, reflecting the ten percent increase in New Jersey commuter fares.....

NEW TROLLEYS: SEPTA has advertised for bids on as many as 141 new light rail vehicles, to be delivered starting in 1981. Actually, the bids call for a specified amount of passenger capacity, with SEPTA and the builder to decide on the precise number of cars and their configuration. At least 25 of the LRV's would be assigned to Red Arrow's Media and Sharon Hill lines and the balance to the City Division's subway-surface routes. The Urban Mass Transportation Administration in mid-September approved SEPTA's specifications and an \$84 million grant to help pay for the cars as well as a new carhouse to be built at Island Road and Elmwood Avenue and a new maintenance shop on the site of the present Woodland Depot. The \$21 million in matching funds will come from the City, Delaware County and PennDOT. On September 29, Governor Shapp signed a bill authorizing nearly \$50 million for various SEPTA programs, including purchase of the LRV's, 125 new Broad Street subway cars, 95 buses, air-conditioning for Market-Frankford cars and two-way radios for surface transit equipment, plus overhaul of some older equipment.....James C. McHugh, NRHS member, businessman and president of the New Hope & Ivyland Railroad, was elected to the SEPTA board in mid-September as a member from Bucks County.....SEPTA's nationwide search for a new general manager will not be completed before the end of this year, according to Board Chairman John W. MacMurray. Many applications have been received for the job vacated by William R. Eaton, who was fired last June; the Philadelphia-based consulting firm of Louis T. Klauder & Associates is assisting SEPTA in the selection process.....SEPTA did not increase its transit fares on October 1 as originally planned, because the board did not receive a final report of the public hearings held in August. If the base fare is increased from 45 to 50 cents, SEPTA riders will join those in New York, Chicago and Pittsburgh in paying the highest transit fare in the U.S.....UMTA has come up with a final design for the so-called "Transbus", a low-floored vehicle specially designed to accommodate handicapped riders. SEPTA wants to purchase 190 of the new buses within the next five years.....A SEPTA planner has estimated that the authority will have to spend \$532.8 million over the next decade to make its rail system accessible to handicapped persons, including those in wheelchairs.....Buses were covering three rush-hour trips to Sharon Hill because, in late September, only 16 of the 19 trolleys required were available for service.....As of October 1, Federal payments for commuter rail service dropped from 80 percent to 50 percent of CONRAIL operating losses (not otherwise covered by fares or SEPTA payments). A fare increase is possible.

CONRAIL NOTES: Of the 217 new locomotives ordered this year, 180 were in service by the end of last month. Deliveries had been completed on 67 B23-7 units from General Electric (#1900-1966), 33 GP40-2's (#3313-3345) and 75 GP38-2's (#8181-8255) from EMD, while the first of 42 new SD40-2's (#6441-6482) were beginning to appear.....A total of 93 rebuilt GP7's and GP9's will be delivered this year to CONRAIL, in the form of 1,600-hp GP8's and 1,850-hp GP10's respectively. Work is being performed by Precision National, Illinois Central Gulf's Paducah (KY) shops, Morrison-Knudsen and Rock Island. The GP8's are numbered in the 5400-series (nine units received last year have been renumbered from 5720-5728 to 5400-5409), and the GP10's are numbered in the 7510-series (including #7560-7575 received in 1977). In addition to the 29 slug units (#1100-1128) mentioned last month, which are being rebuilt from retired Alco RSD12's, 12 more RS3's will be upgraded to

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ODDS AND ENDS (Continued from Page 4)

RS3m's with the addition of new engines.....MP54's #413 and 437 returned from Reading shop last month in fresh red, white and blue SEPTA colors. Ready for release in early October was #453, and #427 and 441 were sent to Reading for rehab along with ex-Reading Blueliners 9107 and 9109. Still at the shop was #9104 while #9105 returned to service late last month. A total of eight MP54's and five RDG cars have now been repainted..... CONRAIL began receiving 2,000 new 40-foot piggyback trailers this month, adding to the 3,000 placed in service last year. CHESSIE SYSTEM has also taken delivery of 2,000 new trailers.....Business car #2 (ex-New York Central #5) has been placed in storage at Reading shop along with car #1 (ex-NYC #3). Still active are #3(ex-NYC #9) and #4 (ex-NYC #10) as well as inspection car #10 (ex-NYC #30). All are Pullman-built heavyweights.... Construction for the center city rail tunnel is now quite visible in the 12th Street area, beneath Reading Terminal.....Starting October 2, SEPTA has arranged for morning coffee, juice and sweet rolls to be served at 12 area rail stations. Sleepy commuters can purchase these eye-openers from 6:30 to 9:30 AM at places such as Chestnut Hill West, Warminster and Media.....CONRAIL has signed a new labor agreement with the United Transportation Union, effective November 1, which will permit freight trains of up to 70 cars to operate with one instead of two brakemen. Additional payments will be made to remaining crew members and CONRAIL will contribute \$48.25 to an employee productivity fund for each such train operated. CONRAIL has also signed an agreement with the Brotherhood of Locomotive Engineers to consolidate 16 separate BLE agreements which Conrail inherited from its predecessor lines.....CONRAIL has begun a \$13.2-million modernization program at Allentown Yard, to be completed in 1979.....SEPTA has exercised its "900 day option" (see last issue) to purchase 169.4 miles of CONRAIL lines in the Philadelphia area, including the West Chester, Norristown, Doylestown, New Hope (Warminster) branches and most of the Bethlehem branch.

AMTRAKINGS: Saturday, October 28 will be your last chance to ride a regular AMTRAK train on CONRAIL's scenic Port Road branch along the Susquehanna River. Train #430, the *National Limited* connection to Washington, is due to leave Harrisburg at 10:40 AM, arriving in the nation's capital at 2:10 PM. This will also mark the end of conventional equipment on this train, which will be converted to an Amfleet connection out of Philly the next day.....Metroliner car #828 now identifies itself with the word "Metroliner" spelled out above the windows.....House and Senate conferees have frozen the AMTRAK route structure until October 1, 1979. The DOT must submit its final recommendations for route changes/eliminations by December 31, 1978, after which each house of Congress will have 90 working days to reject the plan. If neither does so, the proposed legislation would allow changes to take effect after next October 1.....AMTRAK's board has decided to seek funds next year for the purchase of about 150 new low-level, long-distance cars to re-equip its Florida trains. If the funds are not secured, Amtrak will convert 162 existing cars now used in Florida service to electric heating and air conditioning. It has already decided to spend \$20.9 million for similar conversion of 136 cars assigned to the *Broadway Limited* and *Lake Shore Limited*.....A Baltimore lawyer has filed a class action suit against AMTRAK, citing that "they're just ripping the public off" by charging Metroliner fares on Amfleet trains hauled by 40-year-old GG1's. At least six Metroliner schedules are locomotive-hauled because 16 Metroliners have been sent to GE at Erie, PA for rebuilding.

MISCELLANY: The 2-1/2-month-old strike by the Brotherhood of Railway and Airline Clerks suddenly ballooned into a coast-to-coast work stoppage when BRAC members began picketing 43 other railroads on September 26. The walkout eventually crippled two-thirds of the nation's 200,000-mile rail system before ending four days later in response to a Federal court order. Earlier, President Carter attempted to force the strikers back to work, after it became apparent that government mediation efforts had been unsuccessful. The union said it was trying to apply pressure on the N&W by shutting down many of the railroads which were contributing to a mutual aid fund that provided N&W with \$800,000 per day in strike payments. A non-contributor, CONRAIL saw few pickets, was able to operate normally but had difficulty in interchanging traffic with struck lines at such points as Washington, DC and Chicago. CHESSIE, which was picketed only sporadically in the Philadelphia area but hit hard elsewhere, continued to operate some trains with supervisory crews, as did many of the other affected roads. A presidential emergency board is now trying to settle the dispute before the 60-day cooling off period expires... Contrary to a report here last month, the sale of ex-PRR doodlebug #4666 to ADIRONDACK RAILWAY has fallen through. The car may stay at the BLACK RIVER & WESTERN instead.....Ex-LONG ISLAND C420 #210 moved to AMTRAK's Wilmington shop in August for rebuilding and eventual operation on the VIRGINIA & MARYLAND RAILROAD.....DELAWARE & HUDSON is planning this month to begin operation of a weekly container train between Oak Island yard, NJ and Buffalo, where N&W will take over. D&H is selling its famed Alco PA's and a group of six-axle freight locomotives to NATIONAL RAILWAYS OF MEXICO.....Seen at the NRHS national convention in Portland: Philadelphia Chapter members Barben, Burke, Campbell, Dean, Dillon, Sammis and Tatnall. Due to illness, Chapter Director Jim Myers missed a convention for the first time since the Society was founded.....Member John Pawson has been elected chairman of the Delaware Valley Association of Railroad Passengers (DVARP).....Former AMTRAK President Paul H. Reistrup has been named a vice president of R. L. Banks & Associates, a Washington-based firm of transportation consultants.....Richard D. Spence, who abruptly left his job as president of CONRAIL last June, has become president of the LOUISVILLE & NASHVILLE RAILROAD, a unit of Seaboard Coast Line Industries. At this writing, Conrail has not yet named a successor.....CHESSIE SYSTEM and SCL have begun "exploratory discussions" toward possible affiliation of the two giant rail systems.....Trustees of the Reading Company are planning a merger with Mohawk Rubber Company of Hudson, OH.....The five-year-old National Railway Utilization Corp. has moved into luxurious new offices in Philadelphia's Centre Square. NRUC owns nearly 4,000 box cars which it closely controls for maximum utilization.....New York-Phillipsburg commuter trains may soon be extended to Bethlehem and Allentown, according to Congressman Fred B. Rooney, who spoke at a public forum September 23 in Bethlehem. PennDOT has been working on a similar plan for some time, aimed at using New Jersey-owned equipment for the extended service over CONRAIL's mainline.....NJDOT has paid \$17.5 million to CONRAIL and AMTRAK for 374 miles of rail rights-of-way and 130 passenger stations in New

ODDS AND ENDS (Continued from Page 5)

Jersey. The purchase was made under the so-called "900-day" provision in Federal law giving state agencies that much time from the startup of Conrail to exercise purchase options on passenger track and facilities.....The Senate has confirmed William K. Smith, a vice-president of General Mills, Inc., as new chairman of the U. S. Railway Association, as well as four other members of the USRA board. It is USRA's mission to monitor the performance of CONRAIL and serve as banker for the Federal funds made available to the railroad.....WILMINGTON & WESTERN operated two steam excursions on the former Reading Wilmington & Northern branch September 16-17 between Greenville, DE and South Modena, PA. The Saturday excursion featured 4-4-0 #98, a combine, four coaches (including ex-PRR MP54 #675), open car and caboose.....Chester, PA is being considered as the site for a National Railroad Training Center, to be operated by FRA to train persons in railroad operating and maintenance skills.....Boeing Vertol has delivered the first of 100 LRV's to San Francisco Municipal Railway, and all will arrive by June, 1979 when revenue service is scheduled to begin. Don Touton of Louis T. Klauder & Associates, Philadelphia consultants on the project, has recommended an extensive testing program but was quoted as saying that "San Francisco is getting a much better car than Boston got initially." Two LRV's sent to the West Coast city for tests last year are being returned to Boeing's plant in Eddystone.

SILVER TROLLEY RETURNS

(Continued from Page 1)

oped in the mid-30's by the Presidents' Conference Committee of transit executives around the country. The PCC's "were one of the few things in this world that came out right despite having been designed by a committee," SEPTA observes, but "today the cars are aging...and soon they will be no more. By their 50th anniversary the design may well have been retired." Then comes the message: "A first order for a new generation of streetcars will soon be placed by SEPTA. Then maybe we'll be able to celebrate--- as well as we did 40 years ago---a great new day in Philadelphia public transit." All in all, it was an astute means of calling attention to SEPTA's proposal for up to 141 new LRV's, by reminding the public of a past revolution in surface transit equipment.

To top off the rebirth of #2054, the car was chartered on Saturday, September 30 by the Mobile Post Office Society to commemorate the Post Office Department's use of Philadelphia streetcars to carry mail during the early years of this century. One of six such routes was the "Philadelphia and Darby RPO" operating between the Central Post Office at 9th and Market Streets and Darby Post Office, so it was appropriate that #2054 carried that designation in its signbox during the special run along Route 11. A number of trolley fans gathered at the Darby Loop to photograph the car during its layover, while passengers visited the post office to secure special cachets of the trip. Member Sam James helped arrange the outing for the MPOS group.

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MYSTIC TRIP CANCELLED

Because of inadequate public response, Philadelphia Chapter was forced to cancel its special train to Mystic, CT, scheduled for September 24. The principal reason for this was the short period of time available for promotion, which in turn resulted from Amtrak's failure to approve the trip until late August. The Chapter had filed its request last spring.

Plans for an MP54 excursion on SEPTA suburban lines have been deferred until early next year.

CONRAIL FREIGHT SCHEDULES FOR THE PHILADELPHIA AREA

This issue contains two pull-out sections, one showing through freight train schedules for Conrail's Philadelphia (ex-Penn Central) Division and the other showing schedules for Reading Division trains in the local area. The first sheet corrects and revises the pull-out contained in September Cinders. Both are updated to September 15, 1978.

This information is drawn from official sources but users are again cautioned that the times shown represent scheduled rather than actual train movements. There is often a big difference between the two.

As explained in last month's issue, Conrail has devised a new system of train symbols which indicate the origin and destination of each train by means of two-letter codes. TrailVan (piggyback) and certain other trains, however, have not been assigned these symbols and therefore retain their old designations. It will be noted that a new piggyback train, TV-44, has been added since last month and TV-4 has been diverted from Philadelphia to the Trenton Cut-Off. In addition, Train NBPI (North Bergen, NJ to Conway, PA) has been replaced by new Train OIPI (Oak Island, NJ to Conway) on nearly the same schedule.

Freight train schedules on a large railroad are constantly being modified to reflect changing traffic flows, yard operations, connecting lines' deliveries, etc. Cinders will therefore endeavor, on a periodic basis, to keep you posted on trainwatching times in the Philadelphia area, both for Conrail and the Chessie System.



CONSOLIDATED RAIL CORPORATION
PHILADELPHIA DIVISION

THROUGH FREIGHT TRAIN SERVICE - East and Northbound
(All Trains Operate Daily Except as Noted)

Corrected to September 15, 1978

TRAIN	THORNDALE	NORRISTOWN (Earmest)	PHILADELPHIA (52nd St.)	WILMINGTON (Edge Moor)	PHILADELPHIA (Briar)	PHILADELPHIA (Zoo)	FRANKFORD JUNCTION	CAMDEN (Pavonia)	PHILA. (Belmont)	SOUTH PHILA.	MORRISVILLE (Morris)	TRENTON (Milham)
BAPH				Lv 0400	Ps 0530					Ar 0700	Branch -	Ps 0330
CACR							Lv 1315	Lv 2200	- via Borden			
ENCA	Ps 0815		Ps 1030			Ps 1115		Ar 1430				
ENCC	Ps 1730	Ps 1805		- Operates	via Trenton	Branch -					Ps 1900	Ps 1925
ENCR	Ps 0035	Ps 0145		- Operates	via Trenton	Branch -					Lv 0350	Ps 0415
ENMO	Ps 1410	Lv 1530		- Operates	via Trenton	Branch -					Ar 1715	
ENGP	Ps 1845	Ps 1930		- Operates	via Trenton	Branch -					Lv 2115	Ps 2145
ENPH	Ps 0125		Lv 0550			Ps 0400	- via High	Line -		Ar 0500		
ENSE	Lv 0955	Lv 1140		- Operates	via Trenton	Branch -					Lv 1440	Ps 1500
EE-2	Lv 0435	Lv 0630		- Operates	via Trenton	Branch -					Ar 0800	
MAIL-8	Ps 0450		Lv 0630			Ps 0640					Ps 0710	Ps 0720
MAIL-10(a)	Ps 0145		Lv 0315			Ps 0325					Ps 0355	Ps 0405
PICA	Ps 1710		Lv 2040			Ps 2050	Lv 2210	Ar 2240				
PIMO	Ps 1700	Lv 1900		- Operates	via Trenton	Branch -					Ar 2100	
PIPN	Ps 0830	Ps 0920		- Operates	via Trenton	Branch -					Ps 1030	Ps 1050
PIWW	Ps 1830	Lv 2015		- Operates	via Trenton	Branch -					Lv 2200	Ps 2300
RP-16							- via High	Line -				
TV-4(b)	Ps 1100	Ps 1150		- Operates	via Trenton	Branch -				Ar 0700		
TV-12(b)	Ps 0125					Ps 0250	Lv 0335				Ps 1315	Ps 1330
TV-24				Ps 0020	Ps 0110	Lv 0205	- via High	Line -			Ps 0400	Ps 0415
TV-62(b)	Ps 0430	Ps 0520		- Operates	via Trenton	Branch -					Ps 0245	Ps 0300
WAAL				Lv 0315	Ps 0415	Ps 0445	- via High	Line -		Ar 0500	Ps 0645	Ps 0700
WACA				Lv 0645	Ps 0745	Ps 0815	Lv 0930	Ar 1030				
WACR				Ps 0900	Ps 1000	Ps 1030	- via High	Line -				
WASE-A				Ps 1215	Ps 1315	Ps 1345	- via High	Line -			Ps 1159	Ps 1220
WASE-B				Ps 2230	Ps 2330	Ps 0001	- via High	Line -			Ps 1500	Ps 1520
TV-44(b)	Ps 1000		Ps 1105			Ps 1125	Ar 1140				Ps 0120	Ps 0140

KEY TO TRAIN SYMBOLS:

- BAPH - Baltimore to South Philadelphia
- CACR - Camden to Jersey City (Croxtton Yard)
- ENCA - Enola to Camden
- ENCC - Enola to Elizabethport
- ENCR - Enola to Jersey City (Croxtton Yard)
- ENMO - Enola to Morrisville
- ENGP - Enola to Jersey City (Greenville)
- ENPH - Enola to South Philadelphia
- ENSE - Enola to Selkirk
- EE-2 - Enola to Morrisville
- TRAILVAN (Piggyback) TRAINS:
 - MAIL-8 - Chicago to Jersey City (Croxtton)
 - MAIL-10 - E. St. Louis to Jersey City (Croxtton)
 - TV-4 - East St. Louis to Kearny

- PICA - Conway to Camden
- PIMO - Conway to Morrisville
- PIPN - Conway to Port Newark
- PIWM - Conway to Newark (Waverly Yard)
- RP-16 - Reading to South Philadelphia
- WAAL - Potomac Yard to Allentown
- WACA - Potomac Yard to Camden
- WACR - Potomac Yard to Jersey City (Croxtton Yard)
- WASE - Potomac Yard to Selkirk

(a) - Except Wednesday
(b) - Except Tuesday

NOTES:

Trenton Branch part of Reading Division
Trains TV-24 and WASE-B may be combined

- TV-44 - Columbus to Frankford Junction
- TV-12 - Chicago to Kearny
- TV-24 - Potomac Yard to Kearny
- TV-62 - Chicago to Elizabeth (Portside)



CONSOLIDATED RAIL CORPORATION
PHILADELPHIA DIVISION

THROUGH FREIGHT TRAIN SERVICE - West and Southbound
(All Trains Operate Daily Except as Noted)

Connected to September 15, 1978

TRAIN	TRENTON (<i>Millham</i>)	MORRISVILLE (<i>Morris</i>)	SOUTH PHILA.	PHILA. (<i>Belmont</i>)	CAMDEN (<i>Pavonia</i>)	FRANKFORD JUNCTION	PHILADELPHIA (<i>Zoo</i>)	PHILADELPHIA (<i>Brill</i>)	WILMINGTON (<i>Edge Moor</i>)	PHILADELPHIA (<i>52nd St</i>)	NORRISTOWN (<i>Earnest</i>)	THORNDALE
BEWA				Lv 0240	Lv 1400	Lv 1530	Ps 0255	Ps 0325	Ar 0455	Ps 1630	High Line	Ps 1800
CAEN					Lv 0430		Ps 1610			Ps 0620	High Line	Ps 0835
CAPI							Ps 1900		Ar 2030	via	High Line	Ps 2100
CAMA		Ps 1730			- Operates	Lv 1830	Ps 1900	Ps 1930		via	Ps 1945	Ps 1910
CCEN		Lv 1640			- Operates	via Trenton Branch -					Ps 1800	
CCPI		via Bordentown Branch			Ar 0930	via Trenton Branch -				via	High Line	
CRCA(a)		Lv 1530		Ar 1730	- Operates	via Trenton Branch -				via	Ps 0100	Ps 0200
PR-15					- Operates	via Trenton Branch -				via	High Line	
JCPI(b)		Ps 2340							Ar 1545	via	Ps 1635	
JCWA		Ps 1230			- Operates	via Trenton Branch -	Lv 1415	Ps 1445			High Line	
KEEN		Ps 1500			- Operates	via Trenton Branch -					Ps 1635	Ps 1745
MAIL-9		Ps 0800					Ps 0830			Lv 0915	Lv 0945	Ps 1015
MAIL-11		Ps 0730			- Operates	via Trenton Branch -	Ps 0800			Lv 0845	Lv 0945	Ps 0945
MOP1		Lv 0730			- Operates	via Trenton Branch -					Ps 0030	Ps 1115
OIPI(c)		Ps 2310			- Operates	via Trenton Branch -		Ps 0100	Ar 0200		Ps 0030	Ps 0130
PHBA			Lv 2200									
PHEN			Lv 1130				Ps 1230				High Line	Ar 1515
PHPI-B(a)			Lv 0800				Ps 0900			Lv 1345	High Line	Ps 1240
PHPI-C(b)						Lv 2130	Ps 2200			Lv 2245	High Line	Ps 2359
SEEN	Ps 1130	Lv 1400			- Operates	via Trenton Branch -					Lv 1530	Ps 1620
SEWA-A	Ps 2250	Ps 2250					Ps 2359	Ps 0035	Ps 0135	via	High Line	
SEWA-B	Ps 1025	Ps 1045			- Operates	via Trenton Branch -	Lv 1230	Ps 1300	Ar 1400	via	High Line	
TE-1		Lv 1530			- Operates	via Trenton Branch -				via	High Line	Ps 1745
TE-1A		Lv 0530			- Operates	via Trenton Branch -					Lv 0800	Ar 0845
TV-3(a)	Ps 0055	Ps 0110			- Operates	via Trenton Branch -					Ps 0200	Ps 0235
TV-11(a)	Ps 0440	Ps 0455			- Operates	via Trenton Branch -					Ps 0545	Ps 0620
TV-23(b)	Ps 0140	Ps 0150			- Operates	via Trenton Branch -	Ps 0230	Ps 0250	Ps 0340	via	High Line	
TV-61(d)	Ps 2340	Ps 2355				Lv 0110	Ps 0125			Ps 0145		Ps 0250
WWPI (a)	Ps 0220	Lv 0320			- Operates	via Trenton Branch -					Ps 0530	Ps 0645

- (a) - Daily except Monday
- (b) - Daily except Sunday
- (c) - Daily except Saturday
- (d) - Daily except Saturday and Sunday

NOTES:

Trenton Branch part of Reading Division
Mail Trains 9 and 11 may be combined on
Sundays and Holidays

TRAILVAN (Piggyback) TRAINS

- MAIL-9 - Jersey City (Croxtton) to Chicago
- MAIL-11 - Jersey City (Croxtton) to E. St. Louis
- TV-3 - Kearny to East St. Louis
- TV-11 - Kearny to Chicago
- TV-23 - Kearny to Potomac Yard
- TV-61 - Elizabeth (Portside) to Chicago
- MOP1 - Morrisville to Conway
- OIPI - Oak Island to Conway
- PHBA - South Philadelphia to Baltimore
- PHEN - South Philadelphia to Enola
- PHPI-B - South Philadelphia to Conway
- PHPI-C - Frankford Junction to Conway
- SEEN - Selkirk to Enola
- SEWA - Selkirk to Potomac Yard
- TE-1 - Morrisville to Enola
- TE-1A - Morrisville to Enola
- WWPI - Newark (Waverly Yard) to Conway

KEY TO TRAIN SYMBOLS:

- BEMA - Bethlehem to Potomac Yard
- CAEN - Camden to Enola
- CAPI - Camden to Conway
- CAMA - Camden to Potomac Yard
- CCEN - Elizabethport to Enola
- CCPI - Elizabethport to Conway
- CRCA - Jersey City (Croxtton Yard) to Camden
- PR-15 - South Philadelphia to Reading
- JCPI - Jersey City (Harsimus Cove) to Conway
- JCWA - Jersey City (Harsimus Cove) to Potomac Yard
- KEEN - Kearny to Enola



CONSOLIDATED RAIL CORPORATION

READING DIVISION

THROUGH FREIGHT TRAIN SERVICE - Eastbound
(All Trains Operate Daily Except as Noted)

Corrected to September 1, 1978

TRAIN	BIRDSBORO	ABRAMS	PHILADELPHIA (West Falls)	PHILADELPHIA (Park Jct.)	PHILADELPHIA (Belmont)	DARBY CREEK	PHILADELPHIA (Nicetown)	PHILADELPHIA (Erie Ave.)	PHILADELPHIA (Pt. Richmond)	LANSDALE	MORRISVILLE	WEST TRENTON
AP-20	Ps 1615	Lv 1900	Lv 2030				Ps 2045		Ar 2200			
BWA	Ps 2305	Lv 0045	Ps 0145	Ar 0230								
DH-87	Ps 1820	Ps 1915	Ps 2000	- to the	B&O -							
HP-12	Ps 1400	Lv 1620	Ps 1705				Lv 1800		Ar 1930			
PCI-2		Lv 0030	Ps 0115				Ps 0130	- via New	York Short	Line -	Ar 0315	
PCI-4		Lv 1300	Ps 1345				Ps 1400	- via New	York Short	Line -	Ar 1545	
RP-16	Ps 2215	Lv 0330	Lv 0450	Ar 0515								
RUDC	Ps 0530	Lv 0730	Ps 0830		Ar 1130							
RUPH	Lv 2359	Ps 0110	Lv 0245				Ps 0300		Ar 0430			
682(a)	-from	the B&O -					Ps 1530	- via New	York Short	Line -		Ps 1615
TV-32(b)	Ps 0415	Ps 0500	Ps 1500	- via Tabor	Jct. -		Ps 0540	Ar 0630				
XB-24(a)	Lv 2130	Ps 2215	Ps 2215				Ps 2230	- via Beth	Lehem Branch	Lv 2359		
XM-6		Lv 0515	Ps 0600				Ps 0615	- via New	York Short	Line -		Ps 0745

(a) - As needed
(b) - Except Sunday and Tuesday

KEY TO TRAIN SYMBOLS:

- AP-20 - Allentown to Port Richmond
- BWA - Bethlehem to Potomac Yard
- DH-87 - D&H train Allentown to Philadelphia (B&O)
- HP-12 - Rutherford to Port Richmond
- PCI-2, PCI-4 - Abrams to Morrisville
- RP-16 - Reading to South Philadelphia
- RUDC - Rutherford to Darby Creek
- RUPH - Rutherford to Port Richmond
- 682 - Philadelphia(B&O) to Elizabethport
- TV-32 - Harrisburg to Erie Avenue
- XB-24 - Abrams to Bethlehem
- XM-6 - Abrams to Port Reading



CONSOLIDATED RAIL CORPORATION
READING DIVISION

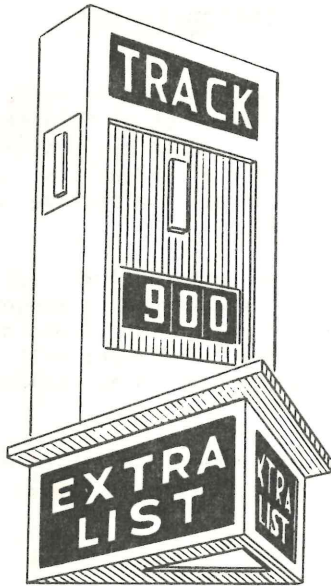
THROUGH FREIGHT TRAIN SERVICE - Westbound
(All Trains Operate Daily Except as Noted)

Corrected to September 1, 1978

TRAIN	WEST TRENTON	MORRISVILLE	LANSDALE	PHILADELPHIA (Pt. Richmond)	PHILADELPHIA (Erie Ave.)	PHILADELPHIA (Nisectown)	DARBY CREEK	PHILADELPHIA (Belmont)	PHILADELPHIA PHILADELPHIA (Park Jct.) (West Falls)	ABRAMS	BIRDSBORO
BX-3(a)			Lv 0430	- via Beth	Lehem Branch-	Ps 0530	Lv 2030		Ps 0545	Ar 0630	
DCPI				- from B&O				Ps 2200	Lv 2330	Lv 0130	Ps 0240
DH-84				New York	Short Line -			Ps 2150	Ps 2210	Ps 2255	Ps 2359
MX-13	Ps 1300		- via	Lv 0845		Ps 1430			Ps 1445	Ar 1530	
PA-7				Lv 2130		Ps 1030			Ps 1045	Ps 1130	Ps 1240
PA-21				New York		Ps 2300			Ps 2315	Lv 0115	Ps 0225
PCI-1		Lv 0530	- via	New York	Short Line -	Ps 0700			Ps 0715	Ar 0800	
PCI-3		Lv 1745	- via	New York	Short Line -	Ps 2015			Ps 2030	Ar 2115	
PHE-3(a)				Lv 2300		Ps 0015			Ps 0030	Ps 0140	Ps 0250
PHPI-A				Lv 0700		Lv 0815			Ps 0830	Ps 0930	Ps 1330
PR-15				New York	Short Line -	Lv 1100		Lv 1745	Lv 1915	Lv 2100	Ps 0015
681(a)	Ps 0815		- via	Tabor Jct. -	Lv 1900	Ps 1945		Ps 1159	Ps 1955	Ps 2030	Ps 2120
TV-31(b)			-via						Ps 0530	Lv 0700	Ps 0810
WAAL											

KEY TO TRAIN SYMBOLS:
 BX-3 - Bethlehem to Abrams
 DCPI - Darby Creek to Conway
 DH-84 - D&H train Philadelphia (B&O) to Allentown
 MX-13 - Port Reading to Abrams
 PA-7, PA-21 - Port Richmond to Allentown
 PCI-1, PCI-3 - Morrisville to Allentown
 PHE-3 - Port Richmond to Rutherford
 PHPI-A - Port Richmond to Conway
 PR-15 - South Philadelphia to Reading
 681 - Elizabethport to Philadelphia (B&O)
 TV-31 - Erie Avenue to Harrisburg
 WAAL - Potomac Yard to Allentown

(a) - As needed
(b) - Except Saturday and Sunday



OCTOBER 15: Amtrak special train from Lancaster to Gallitzin, PA and return via Horseshoe Curve, using two P30 diesel locomotives and 18 Amfleet cars. Sponsored by Lancaster Chapter, NRHS. Leave Lancaster 7:30 AM, return 8:15 PM. THIS TRIP SOLD OUT.

OCTOBER 15: New York Chapter, National Association of Timetable Collectors will sponsor a railroadians bourse at the Holiday Inn in Edison, NJ at the intersection of U. S. Route 1 and Interstate 287. Dealer table registration is available from Francis Meaney, Jr., 21 Willow Road, Metuchen, NJ 08840. Tables (if still available) are \$10. General admission at the door will be \$1.

OCTOBER 15: Final 1978 steam special over entire length of Gettysburg Railroad from Gettysburg to Mount Holly Springs, PA and return. Leave 11 AM. Fare: \$7.50 adults and \$4.95 for children under 12. Reservations from: Gettysburg Railroad, North Washington Street, Gettysburg, PA 17325, telephone: (717)-334-6932.

OCTOBER 28: Dedication of "new" Germantown Avenue in Chestnut Hill, including rebuilt track for SEPTA Route 23. Ribbon-cutting ceremonies 1 PM at Chestnut Hill and Mermaid loops. Silver PCC #2054 will make ceremonial trip to Chestnut Hill.

OCTOBER 29: "Strasburg Special", Amtrak special train from Washington, DC to Leaman Place, PA and return, using restored GG1 #4935 and Amfleet equipment. Leave Washington 8 AM, Baltimore 8:45 AM, arrive Harrisburg 11:50 AM via Conrail Port Road and Susquehanna branches, arrive Leaman Place 1:10 PM. Return via Philadelphia, arriving Baltimore 8:45 PM, Washington 9:30 PM. Philadelphia passengers may detrain at 30th Street Station about 7:15 PM. Package fare of \$37 adults and \$33 for children under 12 includes side trip behind steam on Strasburg Rail Road and admission to Railroad Museum of Pennsylvania at Strasburg. Lunch available for \$3 by advance reservations. Sponsored by Washington Chapter, NRHS. Tickets from: Strasburg Special, P. O. Box 456, Laurel, MD 20810.

NOVEMBER 3-5: Seventh annual meeting of Tourist Railway Association, Inc. (TRAIN) at Hotel duPont, Wilmington, DE. Banquets Friday and Saturday evenings feature talks by Garth Campbell, vice-president, marketing, VIA Rail Canada; and George Krambles, general manager, Chicago Transit Authority. In addition to meetings and seminars, there will be Saturday tours of passenger car facilities at Mechtron, Inc., and Amtrak's Wilmington locomotive and car shops, and a Sunday ride on Wilmington & Western behind 4-4-0 #98. For information contact: Henry Dickinson, Jr., 109 West Ashland Avenue, Glenolden, PA 19036, telephone: 215-583-6610.

DECEMBER 2: Annual Army-Navy football game 4 PM at Kennedy Stadium, Philadelphia, with special Amtrak train service direct to stadium. Details in November Cinders.

APRIL 7-28, 1979: South Africa tour, sponsored by Philadelphia Chapter, NRHS, in conjunction with Glen Roc Travel of Trenton, NJ and a ten-day excursion train operated by the Railway Society of Southern Africa (excursion operates daytime only). Trip will be escorted from New York by a member of the RSSA. Trip features the Blue Train and 12 different classes of steam locomotives. Details available in future issues of Cinders, or contact: Philadelphia NRHS South Africa Tour, Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628.

ROSTER OF PRIVATE CARS BASED AT PENN COACH YARD, PHILADELPHIA, PA.

October, 1978

CAR NUMBER	CAR NAME	CAR TYPE	LW/HW	OWNER	BUILDER	YEAR	FORMER OWNER	FORMER NUMBER/NAME
120	<u>Pennsylvania</u>	Business	HW	George Pins, New York, NY	PRR	1927	PRR	Same
-	<u>Shenandoah</u>	10 and 6	LW	George Pins	PS	1950	(1) C&O (2) B&O	2650- <u>City of Petoskey</u> 7053- <u>Shenandoah</u>
-	<u>Virginia Beach</u>	6 DBR- Buffet Lounge	LW	George Pins	ACF	1949	(1) ACL (2) SCL (3) Amtrak	/Same 6607/Same 3227/Same
416	<u>Lionel-Ives</u>	6 DBR- Buffet Lounge	LW	L. B. Battley Arlington, VA	PS	1949	PRR	8400/ <u>Alder Falls</u>
60	<u>Hampton Roads</u>	Business	HW	Roy F. Thorpe Mountainside, NJ	Pullman	1926	SOU	

HW = Heavyweight LW = Lightweight PS = Pullman-Standard ACF = American Car & Foundry Co.

Our Meeting:

Featured at our October meeting will be excellent 8mm movies by Chapter member Don Kehl. Don has lived in California for the past 20 years and has faithfully recorded the West Coast rail scene on film—steam, diesel, narrow gauge and traction. So come out and enjoy an evening of superb movies of West Coast railroading, not often seen in this area.

Our meeting date is Friday evening, October 20, 1978, with our usual sit-down dinner being served at 6:00 PM, and our meeting beginning at 7:30 PM. The location is the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

Reservations for dinner (MANDATORY, PLEASE!), should be phoned to Vice-President Tatnall, at 215-828-0706, or sent by mail to arrive ON OR BEFORE TUESDAY, OCTOBER 17, 1978.

Our November meeting will feature our Annual Auction, so each of you should take the opportunity to rummage through your collections, and list those "goodies" that you'll have available for sale. Our November issue of Cinders will contain the auction forms.

CONRAIL JUICE FLEET GETS THE BLUES

Of the 116 units remaining in Conrail's fleet of 11,000-volt electric locomotives, 14 have lost their somber Penn Central black in favor of Conrail blue and white. As of September 1, the repainted units are:

<u>Class E44 (4,400hp)</u>			<u>Class E33 (3,300 hp)</u>		
4403	4409	4414	4605	4608	4610
4404	4412	4425			
4407	4413	4427			
<u>Class E44a (5,000 hp)</u>			<u>Class GG1 (4,620 hp)</u>		
4456			4800		

There is a total of 44 E44's, 22 E44a's, ten E33's and 40 GG1's, which leaves almost 90 percent of the big electrics still in black. However, the 76 six-axle units (E44's and E33's) are slated for major overhaul work at Harrisburg locomotive shop, with about one unit per month emerging with a new lease on life and bright new paint.

Most of the aging GG1's, on the other hand, are deteriorating badly and in any case could not be adapted to the 25,000-volt, 60-cycle power system being planned for the Northeast Corridor. As a result, the remaining 40 G's will probably be retired within two years (it should be remembered that prototype #4800---still going strong---will celebrate its 45th birthday in 1979). Eleven other Conrail GG1's were set aside for retirement in September (#4803, 4821, 4825, 4838, 4844, 4857, 4858, 4861, 4862, 4870 and 4937). Of the 76 G's conveyed from Penn Central to Conrail in April 1976, ten were "re-conveyed" to Amtrak, 13 to New Jersey DOT and two retired last year, leaving only 51 on CR's roster.

NEW COMMUTER TIMETABLES DUE

Timetable collectors are advised to hurry if they wish to obtain a complete set of "old style" Philadelphia rail schedules. SEPTA has designed a uniform timetable format for all 13 of its rail commuter lines operated by Conrail, effective with the time change on October 29.

The 16 new schedules are of a uniform size and feature a line map and a "read across" arrangement rather than the traditional "read up" and "read down" as in the existing timetables. The front will feature a drawing of a locomotive (not an MU car) on the cover.

Here is a checklist of present timetables which will be replaced (and in some cases, combined):

PHILADELPHIA DIVISION:

Form 22 - Chestnut Hill West
Form 25 - Trenton-Levittown-Torresdale
Form 27 - Manayunk
Form 36 - West Chester
Form 37 - Elwyn-Media
Form 40 - Paoli-Bryn Mawr
Form 69 - Wilmington-Newark, DE
Form D-1(card) - Downingtown

READING DIVISION:

T.T. 1 - Pottsville-Reading
T.T. 2 - West Trenton-Langhorne
T.T. 4(card) - Newark, NJ
T.T. 5 - Lansdale
T.T. 6 - Doylestown
T.T. 13 - Chestnut Hill East
T.T. 14 - Glenside-Jenkintown
T.T. 15 - Norristown-Shawmont
T.T. 16 - Newtown-Fox Chase
T.T. 18 - Allentown-Bethlehem
T.T. 21 - North Broad St.-Wayne Junction
T.T. 22 - Warminster-Hatboro

With elimination of the Reading Division effective October 14, all SEPTA commuter service will be operated by Conrail's Philadelphia Division. All card forms for Reading Division lines will be continued.

ANNUAL AUCTION November 17