



# CINDERS

## November 1981



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## Our Meeting:

Our November meeting will feature our annual auction, an ever-popular event with members. You are urged to comb your attics, closets, etc., and locate some spare "goodies" which you no longer need for your rail collection. Sell them to your fellow members at Philadelphia Chapter's Annual Auction, on Friday evening, November 20, 1981, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

A sit-down dinner (\$8.00 per person) will be served, by advance reservation, at 6:00 PM in the Club Dining Room. Dinner reservations are MANDATORY, PLEASE, and should be made to Vice-President Tatnall at 828-0706 ON OR BEFORE TUESDAY, NOVEMBER 17, 1981.

There will be no board of directors' meeting, nor will there be a business meeting. Registration of your auction material will begin at 7:00 PM, and the auctioneer's gavel will sound at 7:30. Complete rules and registration form for material are found on pages 11-12 of this issue. You may detach this sheet to use it.

Come out, bring a friend, a box of railroadiana, and a full wallet on Friday, November 20, 1981!

### NOTICE TO READERS

*The October, 1981 issue of Cinders was not published due to the illness of your editor. This combined issue carries most of the news that would have appeared last month.*

*A personal note of thanks for the many cards, notes and telephone calls, and we're happy to report that we're back on the track!*

*Larry*  
R. L. EASTWOOD, JR.,  
President and Editor

PHILADELPHIA CHAPTER, NRHS, Inc.  
Post Office Box 7302, Philadelphia, PA 19101-7302

#### CHAPTER OFFICERS:

President/Editor.....	R. L. Eastwood, Jr.
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Secretary.....	Marie K. Eastwood
Treasurer.....	Earle P. Finkbiner
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Membership Chairman.....	Samuel L. James

Meetings: 7:30 PM, third Friday of each month (except second Friday in December), at Engineers' Club, 1317 Spruce Street, Philadelphia, PA. Dinner at Club 6 PM. No meetings in July or August.

Annual membership dues: \$18.00 per person, which includes Chapter and National dues. Chapter only dues \$9.00 per person per year. Dues payments should be sent to: Earle P. Finkbiner, Treasurer, 1401 Riverton Road, Cinnaminson, NJ 08077.

Address changes should be sent to the President at: P. O. Box 41, Huntingdon Valley, PA 19006-0041.

CINDERS is published monthly except August by Philadelphia Chapter NRHS Inc. Correspondence regarding Cinders should be directed to the President at P. O. Box 41, Huntingdon Valley, PA 19006-0041.

EXCHANGE COPIES SHOULD BE SENT TO: Wm. P. MacIver, Jr., Exchange Editor, 150 N. Bethlehem Pike, Apartment D-11, Ambler, PA 19002.



### NOTICE OF 1982 MEMBERSHIP DUES

By vote of the membership at the September 1981 Chapter meeting, dues of Philadelphia Chapter, NRHS will be increased to \$18 per year beginning in 1982. This action followed an increase in national NRHS dues from \$7.50 to \$9, which was approved at the Louisville convention.

While Chapter officers were reluctant to recommend the increase, it represents the first time in three years that Philadelphia Chapter has raised its dues. Inflationary pressures leave little choice if all Chapter services, including the monthly publication of Cinders, are to continue at present levels.



Sorry we missed you last month, but we'll try to bring everyone up to date. First, some changes to our last issue. The *Cardinal* came off over its entire route October 1, leaving Cincinnati without any passenger service at all. Then the *Inter-American* was renamed the *Eagle* since it no longer operates south of San Antonio. Corridor changes and the end of the *North Star* between Chicago and St. Paul did not take effect until October 25. The Illinois-supported *Prairie Marksman* between Chicago and Peoria was discontinued October 5.

Chicago-Milwaukee service was restructured into two round-trips (morning and afternoon each way). The Washington section of the *Broadway Limited* is known as the *Capitol Limited* as a nice gesture for its new routing over the B&O between Pittsburgh and Washington.

October 25 saw other major changes around the Amtrak system. Some Western trains were speeded up and California got its new overnight Sacramento-Oakland-Los Angeles train. The *Empire Builder* now runs via Wenatchee between Seattle and Spokane, and the Portland section now operates as a separate train west of Spokane via the old SP&S route along the north side of the Columbia River.

In our area, we lost one train between New York and Boston (#178 and 179). The schedules were rearranged north of New York by making the previous train run an hour later. South of New York, schedules were adjusted somewhat, with major points as follows: an 11:00 AM train between New York and Washington replaces a "clocker" and the 7:00 PM New York-Washington trip is rescheduled as a 6:00 PM run. A new 6:30 AM train is added from Washington to New York, and "clocker" 204 is discontinued.

Metroliner Service is restructured, dropping three round trips numbered 107-112. A round trip is extended to New Haven once again, southbound in the morning, returning north at night. Three other Metroliner Service round trips are replaced by "Metro Express" trains stopping only at Philadelphia and Baltimore. While "regular" Metros are speeded up, these trains run under three hours. Advance publicity says all Metroliner runs will feature leg rest Amfleet coaches.

The *Chesapeake* to Washington now runs from 30th Street Station and also runs Saturdays. Clockers lose their individual names and are now collectively known as the "Clocker Service". The Harrisburg trains are now known collectively as the "Keystone Service". The westbound *Pennsylvanian* now leaves 50 minutes later, connecting with the *Palmetto*, which keeps better time than the earlier *Montrealer*.

As for equipment, the *Night Owl* dropped its Slumbercoach, and a number of Boston-Washington trains no longer offer first-class service. Out of Chicago, additional trains carry Amdinettes, released by ending the *North Star* and *Cardinal* and by replacing the car on the *Pioneer* with a Superliner Sightseer Lounge. The *Montrealer* finds its Heritage Fleet diner replaced by the Amfleet cafe-lounge which had been serving on the *Silver Meteor* between New York and Miami.

You can add the following Heritage cars as completed since our last issue: four baggage cars (1141 and 1143-1145); two baggage-dormitories (1628-1629); one Slumbercoach (2089); two lounges (3126-3127); three sleepers (2462, 2474, 2475); and seven "Congressional" coaches (7004-06 and 7607-10).

The last F40PHR's on Amtrak's 1980 order were delivered by August 1, with the arrival of 388-390. AEM-7's are now delivered through 932, with the final 17-unit order now in production. By June, 1982, all should be in service, with high-speed capabilities on most trains. (Incidentally, one AEM-7 is limited to eight cars if the high-speed schedule is in effect).

The latest list of Amtrak Alco RS3's in service totals 22, on work trains primarily.

Of the cars listed last month as being retired, those stored at Buffalo, Los Angeles and Readville, (MA) were, with only a few exceptions, placed on sale with bids opened October 12. Cars at other locations will presumably be sold on the next offering. I would expect at least one more sale of some size within the next year — because there are at least 160 cars still on the Amtrak roster which are not postwar Budd and hence not worth retaining.

The SDP40F's in service as of October 20 totaled eleven, deployed as follows: one at Chicago (645); two at Los Angeles (523, 526), and eight at Hialeah (611, 629, 631, 634, 636, 639, 644, 649). Obviously, the Hialeah units are assigned to the *Silver Star*, while it still is equipped with steam-heated cars. Likewise, the Chicago unit is used on a Valparaiso train, although this assignment could use any type of unit. The last two Los Angeles units soldier on because they are equipped with Automatic Train Stop and will last only until F40's

(Continued on Page 3)

## ON THE SCENE (Continued from Page 2)

242-248 are set up to replace the last seven L.A.-based SDP's. The 645, incidentally, is believed to be the last active unit in Amtrak's original "bloody nose" livery.

The realignment of "clocker" equipment from October 25 has Heritage coaches on trains 200-223 and 202-225, Jersey Arrows on 220-227, 252-219 and 254-221, with Metroliner II's on 237-222 and the Harrisburg trains. The Metros will run Saturdays on 227 and Sundays on 220, while Heritage cars will run Saturdays only on 202-225. Note the end of "steam" coaches, leaving only the three *Silver Star* sets.

All Amtrak trains offering "full" dining service went to the austerity food service about October 11, but an expanded menu now being tested on the *San Francisco Zephyr* will be in effect on or about November 11. There are now five dinner entrees for more variety and three hot entrees for lunch. Only the *Silver Star*'s conventional sets of equipment have traditional food service because these cars are not set up to serve "plastic" food. Actually, while some people are outraged by the new service, there are many travellers who have been conditioned to fast foods and, in fact, many restaurants are significant users of frozen food. But the concept needs to be refined in food service and preparation.

In commuter news, NEW JERSEY TRANSIT renamed coach 1202 as "Monmouth I" for club service, but then the club seemed to have disbanded and it was reassigned to regular service on the Raritan Valley line. A former club car was renumbered 1172, still in old CNJ olive green, and also runs to Raritan. Developments on the retirement of the NJ Transit fleet of GG1's are not being publicized at all — the FRA deadline is still December 31 and NJ Transit has not begun to construct the additional facilities Harrison yard will need to handle the extra trains. Elsewhere, NJ Transit painters continue to repaint the 100-series coaches into the blue & grey livery. These former Great Northern cars are mostly repainted, but 101, 105, 125 and 128 are still GN Big Sky Blue, and 108 and 110 are in BN green. The last car to be painted in the 1947 livery of green and orange, 134, was only recently repainted at Raritan.

NEW YORK MTA has leased 19 coaches from Amtrak for its Brewster line, and some 1941 coaches (built originally by Budd for the *Empire State Express*) have been seen at Chicago — reportedly en route to Beech Grove (?) for attention. I did note one five-car train of "washboard" MU's (4419, 4472, 4486, 4461, 4455) pulled by an FL9 which departed Grand Central's lower level at 5:05 for Croton-Harmon. A train of five 1100's (nominally MU's) is also locomotive-hauled, leaving at 5:27 PM out of Grand Central.

MTA's first Budd SPV-2000's entered service about October 18 out of Croton-Harmon to Poughkeepsie. To date, by the way, Budd has completed the following SPV's:

ORDER NUMBER	OWNER	# CARS	ROAD NUMBERS	BUILT DATE
9600-920	Morocco	6	unknown	10/1979
9600-930	Federal Railroad Administration	1	T-10	7/1980
9600-940	Connecticut DOT (Amtrak)	13	50, 988-999	4-7/1980
9600-970	New York MTA	10	290-299	9-12/1981

WASHINGTON WMATA has realigned its subway routes, so that trains run from New Carrollton to the Airport and from Ballston to Addison Road. The former route is heavier and gets 16 six-car sets.

CHICAGO RTA's 50 F40PH's are allocated among five commuter lines, all but the Burlington Northern. The C&NW has 21 units, Norfolk & Western and Illinois Central Gulf each have three, Milwaukee Road has eight and the Rock Island has 15. Standard units still to be seen are 27 E and 10 F units on the C&NW and 25 E units on the Burlington Northern. BN's units are especially impressive as they are maintained to a high-level of cleanliness and mechanical condition.

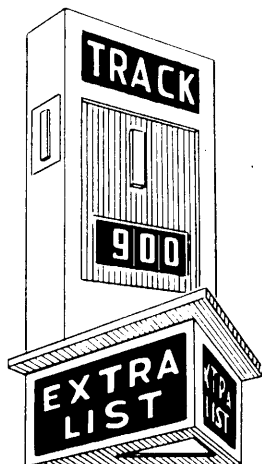
The South Shore Line is entering its final few months in the form most people remember it by. In January, the first new car is expected — vanguard of 36 cars on order from Sumitomo of Japan. The new cars will completely replace the 46 remaining cars which have all soldiered on over 50 years. Some station improvements are slated at the Chicago terminal, which currently has three wooden platforms serving five tracks. The longest South Shore train is an eight-car formation leaving at 5:18 PM, but six cars are dropped at the shops east of Michigan City, while two continue on to South Bend. The new cars will be single-level, with center doors and the lavatory in the middle, with a handicapped area alongside. They'll seat 93 and my guess is they'll need 30 of the 36 cars for a normal rush hour.

LaSalle Street Station closed October 1 and demolition started immediately. Passengers ascend a temporary ramp laid in an adjacent street to a cleared area over the Congress Street Expressway. This will be the site of a temporary terminal building to be built by next February. Tracks all end at the west end of the expressway. Only a small waiting room has been built, but trains lay up in the station early for passengers. This service is now operated by the "Northeast Illinois Regional Commuter Railroad Corp.", but a "Rock Island" SW1 (4804) still serves as station switcher.

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### NJ MUSEUM STARTS GG1 FUND DRIVE

The Pequannock Valley Transportation Museum, Newfoundland, NJ, has launched a drive to purchase and preserve a former Pennsylvania Railroad GG1 electric locomotive. Tax-deductible contributions may be sent to: GG1 Preservation Fund, P. O. Box 385, Newfoundland, NJ 07435, making checks payable to: "Pequannock Valley Transportation Museum."



NOVEMBER 14, 1981: Open-platform private car Lehigh Valley 353 will leave 30th Street Station, Philadelphia at 10 AM on the rear of Amtrak's Pennsylvanian to Pittsburgh, returning November 15 via the Capitol Limited to Washington and Palmetto to Philadelphia. Sponsored by Lehigh Black Diamond Limited, P. O. Box 353, Syracuse, NY 12301. This trip sold out.

NOVEMBER 14: Annual banquet of New Hope Chapter, NRHS at Cock 'n' Bull Restaurant, Peddlers Village, Lahaska, PA. Cash bar at 6 PM, dinner at 7 PM. Choice of roast beef or flounder dinner at \$15.50 per person. Film program covers Railfair Sacramento '81 and special trains to and from the ceremonies, presented by members of Bergen-Rockland Chapter, NRHS. Reservations should be sent to: Secretary, New Hope Chapter, 85 Brook Drive, Holland, PA 18966, making checks payable to "New Hope Chapter, NRHS."

NOVEMBER 15: Philadelphia Chapter, NRHS marks the 50th anniversary of SEPTA's bullet cars, with a special train leaving 69th Street Terminal at 9:30 AM for Norristown. Afternoon trip on broad-gauge lines using center door car #73 and an "80"-series car leaves 69th Street at 1:40 PM. Fare: \$12. Orders should be addressed to: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter, NRHS."

NOVEMBER 20: Chapter Member Larry Steingarten will give a slide presentation on the railroads of China at a meeting of Transportation Research Forum in the Racquet Club, 215 South 16th Street, Philadelphia. Doors open at 11:45 AM and luncheon begins at 12:15 PM. Tickets for the luncheon are \$9.75 for non-members of TRF. Make checks payable to "Philadelphia TRF" and send reservations to: Jerry Kelley, Day & Zimmermann Consulting Services, 1818 Market Street, Philadelphia, PA 19103 (information may be obtained by phoning Mr. Bill Sayre at 215-977-1329).

NOVEMBER 22: Brilliner trip on SEPTA-Red Arrow broad-gauge lines, sponsored by Buckingham Valley Trolley Association. Fare: \$10. Departs 69th Street Terminal at 1 PM. Order tickets from: BVTA, c/o George Metz, 130 Springton Lake Road, Media, PA 19063.

DECEMBER 5: Annual Army-Navy football game at Veterans Stadium, Philadelphia. Kickoff at 4 PM. Amtrak will operate two special trains from Washington, DC direct to Conrail's South Philadelphia yard, arrivals scheduled for 2:05 and 2:15 PM.

DECEMBER 5-6: Greenberg's Great Train Show at Philadelphia Convention Center, 34th Street below Spruce, 11 AM to 5 PM. Admission: \$3 per day (children under 12 free when accompanied by an adult). Philadelphia Chapter will have a booth for sale of books and railroadiana.

## CONRAIL FREIGHT SCHEDULES UPDATED

Several changes should be noted in Conrail Eastern Region freight schedules as published in the May, 1981 issue of Cinders.

These trains have been withdrawn: ALEN, BELU, BEPI, BEPY, CRPY, ENAL, ENBA, ENED, GPEN, GPPI, PGEN, PYMO, WPPR-15.

Train TV-62 has been rerouted via Buffalo and Binghamton, NY.

The following trains have been established: (Asterisk indicates crew change point)

- ALPI (Allentown to Conway) leaves Allentown 0515 daily, Reading 0800, Rutherford \*1410.
- ALPY (Allentown to Potomac Yard) leaves Allentown 1900 daily except Monday, Reading 2230, Philadelphia (Belmont) \*0315, Baltimore 1015, arriving Potomac Yard 1300.
- OIEA (Oak Island to Enola) leaves Oak Island 1201 daily except Sunday and Monday, Morrisville \*1545, passes Thorndale 1815, arriving Enola 2200.
- OIFI-A (Oak Island to Conway) leaves Oak Island 0400 daily, Allentown \*0935, Reading 1245, Rutherford \*1715.
- OIFI-B leaves Oak Island 2000 daily except Monday and Tuesday, Allentown \*0135, Reading 0445, Rutherford \*0915.
- OIPY (Oak Island to Potomac Yard) leaves Oak Island 1730 daily except Monday, passes West Trenton 2110, leaves Philadelphia (Belmont) \*0030, Edge Moor 0330, arriving Potomac Yard 0845.

Local train WKRE-16/15 now leaves Reading 1500 daily except Sunday to Abrams and return. Local Train WPAB-2/1 now leaves Abrams 0800 daily to Morrisville and return, via Earnest and Trenton branch.

## NEW EDITION OF LACKAWANNA ELECTRIC BOOK IS AVAILABLE

Jersey Central Chapter, NRHS has announced that a revised second edition of its 36-page booklet 50th Anniversary 1931-1981, DL&W RR Suburban Electrification, is now available for \$6 per copy. The original edition published earlier this year has been sold out.

Copies may be obtained at the Philadelphia Chapter sales table or from: Jersey Central Railway Historical Society, c/o Denis E. Connell, P. O. Box 700, Clark, NJ 07066-0700.

# PHILADELPHIA

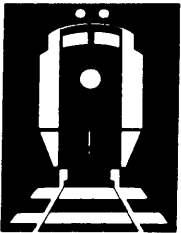


## FRANK G. TATNALL, JR.

Unthinkable as it seems, SEPTA's commuter rail service may go out of business next year. Unless the authority receives fast, fast relief, the 13 lines now operated by CONRAIL will simply stop running for lack of money. The brave talk that SEPTA would take over the system, bring in new workers and fire Conrail has been replaced by frank admissions that it can't raise the \$15 million needed to start its own operation. Here are some of the grim facts:

- Suburban county officials have flatly refused to consider a regional transit tax which SEPTA believes is vital to its survival. Instead, they have agreed only to a maximum 15 percent increase in subsidy payments, or about \$6 million a year.
- While costs continue to rise, Federal aid to SEPTA will be cut by \$16 million next year and phased out entirely by 1985.
- Conrail estimates that the present reduced level of service will cost \$97 million through the end of the fiscal year next June, representing nearly 30 percent of SEPTA's total operating budget of \$385 million.
- Conrail's costs for running the commuter system have been increasing at the rate of 23 percent a year.
- Service cuts and a 79 percent increase in fares over the past two years have driven away 20 percent of the passengers, leaving about 50,000 daily riders on the 13 lines.
- Only one out of ten SEPTA riders now uses the commuter trains.

The big issue, then, is whether to allow the trains to stop when the money runs out sometime next year, or to institute more fare increases and massive service cuts in an attempt to stem the deficit. SEPTA's current contract with CONRAIL runs out on December 31, and it is widely expected that SEPTA will seek only a three-month extension because it has insufficient funds to last through June 30.



Even more disturbing is the widely-reported attitude of elected officials in the four suburban counties that rail service is expendable. Because such a small percentage of suburbanites actually use SEPTA, these officials apparently believe that a transit tax is unjustified--even though many other large metropolitan areas in the U.S. already have such a tax. Bucks County Commissioner Elaine P. Zettick, who also serves on the SEPTA board, was quoted in The Bulletin last month as saying that she would rather see the commuter service shut down than have a new tax enacted. "I'd be very distressed," she said, "but if that's the sacrifice we have to make, then we have to make it."

Meanwhile, these same officials have made it clear that they will not support SEPTA's proposed takeover of the CONRAIL operations. Instead, it appears increasingly likely that the authority will hire the new AMTRAK COMMUTER SERVICES CORP. to operate its suburban lines beginning sometime next year--IF sufficient money can be found to pay for it. Under current Federal law, SEPTA must make up its mind by April 1, 1982, and Conrail will be relieved of its passenger responsibilities by January 1, 1983.

Last month the vice chairwoman of the SEPTA board, Judith E. Harris of Philadelphia, suggested that the authority might get an outside contractor such as BOSTON & MAINE to run the system instead of AMTRAK. At the same time, however, Transportation Secretary Drew Lewis was insisting that SEPTA sign up with Amtrak and "let me take the heat" in securing work-rule reforms for commuter service. Lewis reportedly favors a former Reading Company passenger executive, J. Stewart Warden, as head of Amtrak Commuter, and will name SEPTA Board Member Frank Jenkins of Montgomery County to the Amtrak board.

To emphasize its dilemma, SEPTA has issued an eight-page booklet entitled "Report on the CONRAIL Crisis," in which it details the need for cutting costs and securing new tax support for the commuter lines. The conclusion: "SEPTA's rail system is worth saving, and the region should take steps to subsidize it and keep fares reasonable. We at SEPTA believe the system can survive at affordable fares if the cost issues are addressed (but) failure to act soon and act forcefully...is a sure prescription for the ultimate demise of SEPTA's rail service."

At 8:15 AM on Monday, October 5, SEPTA began service on its "Fox Chase Rapid Transit Line," when RDC #9151 left Newtown station for the 15.2-mile run to Fox Chase. Departure of this first train, with a single passenger on board, was delayed for nearly two hours by a group of CONRAIL employees protesting SEPTA's use of subway workers to operate the line, which had been taken over from Conrail during the summer. Finally, local police cleared the pickets from the tracks and the train moved out. Six of the protesters were arrested and a Bucks County judge quickly issued an order against further mass picketing, though small numbers of pickets remained at Newtown and Fox Chase for several days.

*(Continued on Page 6)*

## PHILADELPHIA EXPRESS *(Continued from Page 5)*

While the Newtown experiment is intended to test SEPTA's ability to run its own rail system, it now seems unlikely that the authority will adopt the same approach on other commuter lines. For one thing, SEPTA's plans for a total takeover have been frustrated by a lack of funding (see above) and, for another, the leadership of Transport Workers Union Local 234 has announced that it will not permit City Transit Division employees to displace any more CONRAIL workers. Thus, the Fox Chase Rapid Transit Line may become SEPTA's one and only venture into running a railroad.

SEPTA has issued Timetable HS-1 dated October 5, 1981 to cover the Newtown-Fox Chase route. It shows a somewhat-expanded schedule of eight round trips on weekdays and four on Saturday but, unlike the old CONRAIL operation which ended on June 30, there is no Sunday service. All passengers must change to and from Conrail-operated MU's at Fox Chase station, and there are no through fares. This timetable, incidentally, is very hard to find and may become a collector's item.....There are 21 Budd RDC's in the SEPTA fleet: 9151-9162 owned by the City of Philadelphia, 9163-9166 by SEPTA and 9167-9171 by PennDOT. Only 9151, 9152 and 9163 are active in this area (on the Newtown line), while 9170 and 9171 are leased to Port Authority Transit for Pittsburgh commuter service. PennDOT 9169 is at Fern Rock shop in damaged condition and the rest are in storage at Wayne Junction and Reading.....SEPTA has been advertising in the trade press for personnel to staff its Regional Rail Division, which in view of recent developments may not need any more people. The ads read: "Get on the Inside Track with SEPTA's NEW Regional High Speed Lines Division."

SEPTA finally instituted service cuts on the Chestnut Hill West, Media-West Chester and Manayunk lines effective October 4. Both Chestnut Hill and Media went from half-hourly to hourly service during midday. Minor adjustments were made to some Reading District schedules on September 27 and all Reading timetables were reissued on October 25.....Exton commuter station on the Harrisburg line opened with little fanfare on November 2, though nearby Whitford station remains open. AMTRAK Trains 42, 43, 600, 602, 604, 615, 617 and SEPTA Trains 312 and 339 are scheduled to stop at Exton. Amtrak will now have to revise its Harrisburg timetable, which was just reissued on October 25.....Several AMTRAK, SEPTA and CONRAIL officials stood on the platform at Exton station on the afternoon of November 2, preparing to dedicate the new station after a special stop by Amtrak Train 611. They soon received a radio message, however, that the train would not be arriving because it had run into a truck wedged on the tracks at Frazer, four miles to the east. The truck driver, finding that his vehicle would not fit through the Route 352 underpass, attempted instead to drive across the tracks but got stuck in the path of the train. Unmodified Metroliner #805 was in the lead of the three-car train and was heavily damaged in the crash, which occurred at high speed. Incredibly, the same type of accident happened in virtually the same location last November 17, when Train 613 collided with another wayward truck. Jersey Arrow #600 was slightly damaged in that mishap.


CONRAIL has issued SEPTA Commuter Region Employees' Timetable #1, effective October 25, covering all commuter lines in the Philadelphia (ex-Penn Central) and Reading Districts. R. B. Hoffman is general manager of the region. A new passenger organization known as the New Jersey Commuter Region, with headquarters in Hoboken, has also been created to manage all Conrail commuter operations in the Garden State.....SEPTA on September 25 dispatched a special train to the General Electric shop at Hornell, NY, consisting of five MU cars which are to receive prototype modifications for commuter tunnel service. The cars to be modified are: Silverliner I #245, II #217, III #236, IV #273 and old Reading car #9106.....A new switch was installed north of "Brown" interlocking on October 18, connecting the present Ninth Street elevated branch to Reading Terminal with the new tunnel line now under construction.....Thousands of commuter were delayed during the evening rush hour November 5 when three cars of AMTRAK Train 617 enroute to Harrisburg were derailed at a switch just east of 30th Street Station. The derailed Metroliner cars were #830, 810 and 816.

An organization known as Pennsylvania Passenger Services Corp., headed by Chapter Member Albert J. Derr, has announced that it will begin operating RDC passenger service between Lansdale and Bethlehem sometime in early 1982. Derr, who is also executive vice president of the Philadelphia Belt Line Railroad, states that \$2.6 million in State funds are available to subsidize the service. PPSC has also declared its intention to revive passenger service to Reading and Pottsville, according to press reports. Both the Bethlehem and Pottsville trains were discontinued by SEPTA last June 30.....Officials of six South Jersey counties met in Vineland September 30 to discuss formation of a regional authority to restore rail passenger service south of Camden.....Buses have been operating between Lindenwold and Ocean City/Cape May since October 5, when Federal Railroad Administration inspectors imposed a speed limit on the Cape May branch. The ancient Crook Horn bridge near Ocean City, which has been out of service since August, may be reopened this month, in which case trains will again operate between Lindenwold and Ocean City. Buses will then connect at Tuckahoe for Cape May.

The \$60,000 restoration of Gravers Station has largely been completed. A rededication ceremony took place October 15 at the Chestnut Hill landmark.....The new Roslyn station features a historical panel with a photo of a PRT trolley with destination sign "49 Roslyn" (Everett Edwards).....Plans are well advanced for a 900-foot-long \$785,000 mural in the new Market East commuter rail station. The mural, however, will be too long to view in its entirety from any location in the station.....The first of 17 new F40PH-2 diesel locomotives for North Jersey commuter service arrived November 1 at Newark. The General Motors-built unit is numbered #4113, and may be placed in service soon even though it is equipped only for head-end power and the Bombardier cars it is designed for have not begun to arrive.....Chapter Member Rich Gladulich is serving as comptroller of the Atlantic City Railway, which is seeking to take over passenger service on NJ TRANSIT lines in South Jersey.

## PHILADELPHIA EXPRESS *(Continued from Page 6)*

As if SEPTA didn't have enough headaches with the commuter rail system, it's now faced with the threat of declining subsidies for its transit operations as well. In the present fiscal year (beginning July 1) SEPTA has an operating budget of \$384.6 million, of which \$47 million in Federal subsidy is anticipated, plus \$96 million in State money and \$39 million from the five counties in SEPTA's region. Next year, however, Federal funding will drop to \$31 million under the Reagan Administration's budget-cutting program, and ways to replace that money are being sought desperately.....Mayor Green's suggestion for a one-percent regional sales tax to benefit SEPTA, sent up as a trial balloon in September, went over more like the proverbial lead balloon with suburban officials. The surrounding counties have said that no additional transit tax will be approved, and that the best they can do is a 15 percent increase in support for SEPTA next year.....Some of these same suburban officials, expressing displeasure at the way SEPTA is conducting its operations, have gone so far as to suggest pulling out of SEPTA completely. Bucks and Chester County officials are openly discussing the idea and Delaware County will hire a consultant to determine how it could divorce the former Red Arrow system from SEPTA. Red Arrow, which has more than 30,000 daily riders, was taken over by SEPTA in 1970.....SEPTA is looking at the possibility of selling its 141 new Kawasaki trolleys to a private company and then leasing them back, allowing the outside company to take advantage of depreciation benefits in the new tax law. If all goes well, SEPTA could net between \$5 million and \$7.5 million from the deal.

**SEPTA**  SEPTA has offered its two Liberty Liner trains, as well as eight retired work cars, for purchase by trolley museums or other historical groups. The Liners, which have been out of service for several years, are subject to a minimum bid of \$7,500 for the Valley Forge and \$5,000 for the Independence Hall. When ready for shipment they will be moved to Hughes Park siding for loading on flatbed highway trucks, inasmuch as the old Penn Central connection to 69th Street has been removed. Other cars offered for sale are ex-Frankford El cars 532, 551, 583, 585 and 589, all built in 1922, rubbish car T-16, wreck trailer T-7 and surface flatcar W-50. All are in non-operating condition. Bids will be opened on November 20.....Subway-surface car D-39, rebuilt by Dushore Car Company of Topton, PA, was supposed to be delivered last summer but as of late October had still not shown up.....AM General is rebuilding the 90-odd trackless trolleys turned back by SEPTA last summer due to electrical defects. The first two rebuilds were tested on Route 59 in October with some success. Meanwhile, there are still no trolley coaches in revenue service on SEPTA lines.....SEPTA was scheduled to begin a van service for handicapped passengers on November 9.

SEPTA has created a new Suburban Transit Division based at 69th Street Terminal. This organization assumes all functions of the former Red Arrow, Frontier and Trenton-Philadelphia Coach Divisions.....SEPTA has started to label the Market-Frankford subway-el as the "Blue Line" and subway-surface routes as the "Green Line," similar to Boston practice. While the Broad Street subway is to be known as the "Orange Line," no reference to that fact has yet been made in SEPTA advertising.....The \$23 million Elmwood depot at Elmwood and Island Avenues was officially dedicated October 16, but is not expected to open for business until November 22. The new facility will replace ancient Woodland depot, which dates from the horsecar era. Woodland will be torn down and replaced by a \$16-million heavy maintenance shop for streetcars.....As of late October about 50 of SEPTA's 141 new Kawasaki trolleys had arrived from the Boeing Vertol assembly plant in Eddystone, and at the rate of five per week all will be delivered by next February. The majority of these cars will be based at Elmwood, though 26 are scheduled to operate on the Media and Sharon Hill routes out of 69th Street. To date, only prototype #100 is actually running on the Red Arrow routes, though #107, 108, 109 and 110 have been delivered. On the City Division many of the Kawasakis are in revenue service, including prototype #9000. A two-car train of the new cars is frequently operated on Friday mornings for training purposes and passengers are carried.

Starting October 7 Route 34 cars were diverted to the 40th and Market subway station to allow for track replacement on Baltimore Avenue between 40th and 42nd Streets.....The Norristown high-speed line began single-track operation on August 31 for a four-month period between Hughes Park and Bridgeport stations, while the inbound track is rebuilt. This will affect the schedule for the Chapter's November 15 bullet car trip. ....Word is that Red Arrow center door car #75 may be repaired for possible charter service.....30th Street subway station has recently been cleared and repainted, with appropriate Blue Line trim.....SEPTA has acquired two ex-U.S. Army 45-ton diesel locomotives for switching service at Fern Rock shop. Numbered CW-7 and CW-8, they are actually owned by the City.....Bullet car #204 was heavily damaged October 6 when a coupler dropped beneath the car at West Overbrook station. Twenty-three persons were treated for minor injuries at Bryn Mawr and Lankenau hospitals.

The renovated 5th Street subway station, rebuilt for the 1976 Bicentennial at a cost of \$2.2 million, has won an award for design excellence in a nationwide competition sponsored by the U.S. DOT and the National Endowment for the Arts.....SEPTA has begun issuing a bimonthly newsletter entitled "Passenger Page".....SEPTA's new Citizen Advisory Committee composed of representatives from SEPTA's five-county area, held its first public meeting last month.....General Motors has developed an articulated bus 21 feet longer than its current RTS-2 model, with 60 percent more seating capacity. Similar to buses already produced in Europe, the new model will be ready for delivery in about 2-1/2 years.....SEPTA officials last month estimated that the authority is losing \$3 million to \$4 million each year through farebox thefts by employees.....A Federal appeals court recently upheld two Massachusetts laws which give Boston's MBTA greater authority in hiring and firing of employees, including the right to hire part-time employees which was a major issue in the last contract negotiations between SEPTA and the TWU.

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## PHILADELPHIA EXPRESS *(Continued from Page 7)*



AMTRAK is under the gun again from the Reagan Administration, which is asking for further budget cuts in order to slice the Federal deficit in Fiscal Year 1982. In the case of Amtrak, about \$200 million would be sliced from the \$735 million recently approved by Congress, an action which President Alan S. Boyd says would put the carrier out of business. According to Boyd, Amtrak would need at least \$575 million this year just to operate the Northeast Corridor and shut down the rest of its 21,000-mile system. It's unlikely, however, that Congress will go along with any such cutback in Amtrak funding.....In spite of fears to the contrary, Alan Boyd has survived as AMTRAK president even though six DOT officials were given interim appointments to the Amtrak board of directors last September.

AMTRAK has occupied a new regional reservations center in the Fort Washington Industrial Park, having outgrown its old facility in Bensalem Township, Bucks County. About 400 persons are employed at Fort Washington .....AMTRAK has opened a new passenger services office at 30th Street Station, occupying the space formerly used by a candy store. In addition, new Metroliner boarding areas have been set aside at 30th Street.....AMTRAK's Pennsylvanian operating between Philadelphia and Pittsburgh chalked up 8,640 riders in August, the highest monthly total since the state-subsidized train began operating in April 1980.....Lehigh Valley 353, an elegant private car now owned by Lehigh Black Diamond Ltd. of Syracuse, NY, was scheduled to make two circle trips from Philadelphia to Pittsburgh, Washington and back to Philadelphia November 7-8 and 14-15. The car was to be handled on the rear of the Pennsylvanian and AMTRAK's new Capitol Limited.....Last year, AMTRAK earned \$10.7 million transporting U.S. Mail, up from \$1.2 million ten years ago. Amtrak's Rail Express revenue came to \$3.4 million last year, according to NARP News.

**N** NJ TRANSIT GGI #4877, resplendent in Tuscan red paint, led AMTRAK AEM-7 #900 on a Washington Chapter Strasburg Special October 24 from Washington to Leaman Place, PA via Philadelphia. The train consisted of seven Amfleet cars and privately-owned ex-Pennsy diner #1155. Black GGI #4884 was added to the front of the train at Philadelphia due to a cab signal outage on the 4877.....NJ TRANSIT has filed an application with the Environmental Protection Agency for a two-year extension of EPA's December 31, 1981 deadline for removing all PCB fluid from locomotive transformers. Apparently, at least a one-year interim extension has been granted, meaning that NJT's ten remaining G's will continue to roll into 1982 and more "last runs" with the famed locomotives can be expected. In addition to the GGI's, many SEPTA MU cars would technically be unfit for service if the PCB ban were enforced on January 1.

AMTRAK will operate only two special trains to the Army-Navy football game December 5 in Philadelphia. Both trains will originate in Washington and be hauled by F40 diesels because the overhead wires have been de-energized on CONRAIL's trackage in South Philadelphia.....AMTRAK E60 #962 was damaged in a grade crossing collision October 12 near Halethorpe, MD, while enroute with the northbound Montrealer.....AMTRAK AEM-7 #908 remains at Wilmington shop after suffering heavy damage in a Washington, DC accident last winter. Another AEM-7 reportedly was damaged in a fire at the General Motors plant at LaGrange, IL last month.....Several AMTRAK E8 locomotives arrived at South Modena, PA September 22 for scrapping by Luria Brothers. They are #402, 403, 412, 424, 428, 429, 431, 440, 446, 457, 458 and 471. All but the 471 are cab units (Paul Kutta).....Gulf Coast Railroading, the newsletter of Gulf Coast Chapter, NRHS, recently published photos of two AMTRAK cars, 10-6 sleepers 2628-Pacific Pest and 2663-Silver Slop. It's believed that gremlins somehow altered the lettering, changing "R" to "P" and erasing the final "e".

AMTRAK raised most of its fares by 6-1/2 percent on October 25, though some Northeast Corridor fares were increased by lesser amounts.....Press reports indicate that AMTRAK's new and highly-touted reservation network, known as the "Arrow" system, is still causing massive delays and backups in telephone requests. ....Railway Age has made the following tabulation of AMTRAK's projected passenger fleet in 1982: Amfleet I - 490, Amfleet II - 150, Heritage Fleet - 447, Superliner - 284, Hi-level (ex-SANTA FE) - 64, Metroliner - 58, Turbo - 65, SPV-2000 - 12 (owned by State of Connecticut), Bi-level (ex-C&NW) - 12. Total fleet: 1,582 cars, with no steam equipment.....AMTRAK President Alan Boyd appeared at a Women's Transportation Seminar conference in Philadelphia September 14. During a panel discussion on "The Future of Intercity Passenger Transportation," he squared off against Norman Sherlock, executive VP of the American Bus Association.....American Express has decided to go into the rail cruise business and will offer ten coast-to-coast luxury tours next year aboard four private passenger cars hooked onto AMTRAK trains. One-way fare: \$2,295 per person....Unveiling ceremonies for AMTRAK's new Amfleet II equipment were to be held November 11 at Budd Company's Red Lion plant. Shortly thereafter, the first cars will appear on the Silver Star (Chesapeake Division RRE).

CONRAIL has reported net income of \$64.9 million during the third quarter of 1981, compared with a loss of \$88.1 million in the year-ago period. Revenue this year was \$1.067 billion compared with \$936 million a year ago. This is the first time in Conrail's five-year history that it has reported back-to-back quarterly profits, with net income of \$13.8 million in the second quarter of 1981, and only the third time that the railroad has had a quarterly profit. Most of this remarkable improvement was attributed to Conrail's strong efforts to reduce costs, with carloadings running 5.5 percent lower in the first nine months this year compared with 1980.

Twelve of CONRAIL's 16 unions have approved the deferral of cost of living wage increases totaling nearly \$200 million per year (see September Cinders). One union has rejected the proposal and three others have not yet reported. The unions which approved the deferral represent 84 percent of the road's 66,000 agreement employees.....CONRAIL announced last month that it is considering abandonment of 385 line segments totaling about 2,800 miles of unprofitable trackage, using a special provision of the Northeast Rail Service Act which expires on December 1. A total of 127 line segments (736 miles) are located in Pennsylvania,

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## PHILADELPHIA EXPRESS *(Continued from Page 8)*

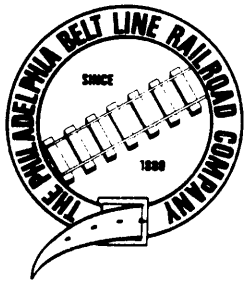
four lines (15 miles) are in Delaware and 44 lines (213 miles) in New Jersey. Conrail had previously withdrawn the System Diagram Map which it filed last May 1 showing the status of various branch lines.

CONRAIL's current locomotive fleet totals 4,048 units, of which about 700 are stored due to low traffic volumes.....In September CONRAIL ordered the de-energizing of catenary wires on several of its electrified freight lines, as a result of its decision last winter to store all 78 of its electric locomotives in favor of diesels. Conrail has about 250 miles of freight-only lines equipped for electrified operation. The Lancaster Intelligencer Journal

### CONRAIL

recently quoted the president of Safe Harbor Water Power Corp., which generates much of the 25-cycle power for Conrail and Amtrak electrification, as saying that the Safe Harbor Dam near Columbia, PA produces the cheapest power available. "We have great difficulty in seeing how they (Conrail) can buy oil and run engines (cheaper than) that," he added.

The original builder's plate from ex-CONRAIL GG1 #4800 has been located by Conrail personnel and turned over to the Friends of GG1 4800 Committee at Strasburg.....Former Philadelphia Police Commissioner Joseph F. O'Neill, 57, has been named director of CONRAIL's 800-man police department.....CONRAIL has absorbed the Detroit Terminal Railroad, and with it nine of its locomotives. Ex-DT NW2's #104-107, 109, 112, 114 and 115 have become CR 9195-9199 and 9298-9300 respectively, and SW7 #116 has become CR 8835. The disposition of one other DT unit, NW2 #111, is unknown.....CONRAIL's last E8, #4022, has receive cab air conditioning at Harrisburg shop (Harrisburg Chapter).....A recent AMTRAK order restricts freight trains operating in the Northeast Corridor to 135 cars (150 cars if the train is made up entirely of empty hoppers).



Modern Railroads Magazine recently asked its readers the following question: "What three individuals in rail transportation do you most admire?" CONRAIL Chairman L. Stanley Crane polled three times as many votes as the runner-up, SANTA FE President Larry Cena. Included in the top ten of 96 executives listed were AMTRAK's Alan Boyd and CHESSIE's Hays Watkins (Cheasapeake Division RRE).....Businesses located 146 new, expanded or temporary plants on CONRAIL lines during the first six months of 1981 at a cost of \$242 million. These facilities are projected to generate \$60 million in annual revenue for CR.....Directors of the PHILADELPHIA BELT LINE RAILROAD in September decided to resume negotiations with CONRAIL for continued switching of PBL's waterfront trackage. This action delayed previously-announced plans by PBL to begin its own operations.....Former CONRAIL Chairman Edward G. Jordan has been named vice president-finance and administration at the University of Pennsylvania.

At least 18 Philadelphia Chapter members attended the NRHS Convention in Louisville over Labor Day weekend. Those spotted were: Adams, Barben, Bender, Burke, Bustard, Fletcher, Francis, Kehl, Muller, Mulligan, Harry Myers, Jim Myers, Prewett, Roberts, Tatnall, Wagner, Weisenbach and Zackon. The various specials were powered by ex-Monon BL2 #32 on Friday, CLINCHFIELD F7 #800 and SOUTHERN FP7's 6138 and 6143 on Saturday, ILLINOIS CENTRAL GULF rebuilt GP11's #8731-8732 on Sunday and the two FP7's on Monday. While the convention was a feast for diesel fans, Southern's freshly-rebuilt 2-8-4 #2716 was not yet ready and, in fact, did not make its first public appearance until October 17 on a Chattanooga-Crossville excursion.....The 1982 convention will be in Colorado July 9-18.

East Broad Top Railroad has announced that the 17th annual Winter Spectacular next February has been cancelled and will be rescheduled as a "Spring Fling" on May 1-2.....CHESSIE SYSTEM ended its two-year Safety Express program October 31-November 1 when 4-8-4 #614 operated two sold-out trips from Huntington to Hinton, WV and return, along a main line the big engine had trod in regular service. It is not known at this time if #614 will be active on another railroad next year.....Ex-CANADIAN PACIFIC 4-6-0 #972 was finally released from the STRASBURG RAIL ROAD shop in September and, after a visit to Clearfield, PA, returned to its home base at Jim Thorpe on October 18 (Hawk Mountain Chapter).....NORFOLK & WESTERN officially announced last month that its streamlined 4-8-4 #611 will be removed from the Roanoke Museum and rebuilt for excursion service (NRHS News).

A recent Trains Magazine notice advertised ex-CP Royal Hudson #2839 for sale. The famed 4-6-4 is in storage at Wilmington & Western Railroad, Marshallton, DE.....W&W brought its steam locomotive collection out to Wilsmere yard, near Wilmington, to salute #614 and the Chessie Safety Express as it steamed by enroute to Philadelphia on September 20.....All season W&W has been running its Sunday excursion train over the short stretch from Greenbank station to Marshallton, because CHESSIE was repairing the track on the rustic Landenberg branch where the train normally operates.....W&W's vintage 4-4-0 #98 and a four-car train ran two excursions over the OCTORARO RAILWAY's ex-Reading line between Greenville, DE and Northbrook, PA on October 24 and 25.....EASTERN SHORE RAILROAD took over the ex-Penn Central, ex-Virginia & Maryland line between Pocomoke, MD and Norfolk, VA on October 1. For motive power the new company is using rebuilt GP8's 1600 and 1603 obtained from Naporano Iron & Metal, Newark, NJ.....EASTERN SHORE's carfloat Captain Edward Richardson sprang a leak and dumped several loaded freight cars into Chesapeake Bay late in October. The same vessel sunk off the V&M's pier at Cape Charles, VA last March, with the loss of several freight cars and a locomotive (Dave Mears).

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## PHILADELPHIA EXPRESS *(Continued from Page 9)*

NJ TRANSIT's Hoboken Terminal Renaissance Festival on October 3 turned out to be a festive occasion, with an impressive stable of locomotives and passenger cars on display. Included were red GG1 #4877, GE U34CH #4176, EMD GP40P #4111, E8A #4326 and open-platform inspection car #1178, all but the GG1 freshly painted in NJT's new silver paint scheme with diagonal stripes. NEW HOPE & IVYLAND's 2-8-0 #40, however, did not attend because of insurance problems.....U.S. Steel's Fairless Works has purchased the following units from CONRAIL: SW7 #9079, NW2's 9173, 9177, 9178 and 9179.....On September 1 PATCO instituted half-hourly owl service and 15-minute Sunday morning service. Most weekday headways were improved to 7-1/2 minutes or better up to 11:30 PM (West Jersey Chapter).....PATCO's new film "A Legend Before Its Time" was produced in-house for about \$50,000. It was screened at the September Chapter meeting.....N&W has agreed to sell the DELAWARE & HUDSON to Railroad Investor Timothy Mellon for \$500,000.....A good article on single-lens reflex cameras, with comparative ratings, appears in the November Consumer Reports. Price: \$1.50.....Albert C. Kalmbach, the founder of Trains and Model Railroader Magazines, died October 14 in Milwaukee, WI at the age of 71 (NRHS News).....Philadelphia Chapter members will want to secure the October, 1981 issue of Passenger Train Journal, devoted in its entirety to the Budd Company, which marks 50 years of rail passenger car building this year. It was in 1931 that Budd introduced the Budd-Micheline railcar. A fine pictorial sampler of Budd products accompanies the feature article. But leave it to Philadelphia-area Budd purists to spot an imposter in the pictorial— GE Jersey Arrow II #594 on Amtrak #606 at Middletown, PA being passed off as a Budd product!..... Erwin S. Watters, retired Reading Company road foreman who was a familiar face on Iron Horse Rambles, and later on Philadelphia Chapter trips to Shamokin, passed away at his home in West Lawn, near Reading, on November 7. He was 70.

## COLORADO RAILS '82 SET FOR JULY 9-18

The 1982 NRHS national convention will be held July 9-18 at various locations in Colorado, and will include the 100th anniversary celebration of the famed Durango-Silverton narrow-gauge line. A choice of three tours will leave Denver for Durango on July 9 and 10.

Full details of this "moving" convention will be mailed to all members early next year. Colorado Rails '82, as the convention is known, will be sponsored by the Intermountain Chapter in cooperation with the Colorado Midland and Rio Grande Chapters.

## NRHS HELPS SPONSOR PHILADELPHIA TAPESTRY

The "Philadelphia Century Four Tapestry," a ten-foot-by-ten-foot display made up of 225 individual cloth squares, was unveiled for the first time September 21 in the Grand Court of the John Wanamaker store downtown. Philadelphia Chapter, NRHS is named as one of the 225 contributors to this unique "birthday card" to the City, which marks the 300th anniversary of Philadelphia to be celebrated in 1982.

An anonymous member provided the funds in the name of NRHS, which thus joins a distinguished list of sponsoring civic organizations, corporations and clubs.

Reginald E. Beauchamp, a past president of the Philadelphia Public Relations Association, conceived the idea of a huge needlework which would tell the story of the City's past, present and future. The tapestry, which is now undergoing final stitching by a group of volunteers, will be on display throughout the area during the coming year.

Philadelphia Chapter has received a certificate which recognizes its contribution to this noteworthy project.

## PHILADELPHIA CRACKS DOWN ON USE OF SCANNERS

Philadelphia police have recently begun enforcing a little-known City ordinance which makes it illegal to sell or possess a radio that can receive police or fire emergency calls.

Thus far, the district attorney's office has concentrated on prosecuting dealers who sell scanner-type radios, which are also illegal in certain other states when used in moving vehicles. The Philadelphia law does not appear to be so restricted.

While the current effort in Philadelphia is aimed at curtailing the reception of police and fire transmissions, the same type of radios are used by many railfans for picking up messages from trains, towers and dispatchers. It may therefore be wise to exercise discretion in the use of radio scanners when driving in the City of Philadelphia.

## OUR DECEMBER MEETING.....

*As is our usual tradition each year, the December meeting of Philadelphia Chapter, NRHS, will be held on Friday evening, December 11, 1981, which is the second Friday of December, instead of the normal third Friday of the month.*

*Deadline for material for the December issue of Cinders will be Saturday, November 28, 1981. Mailing date will be December 4. Please mark your calendars accordingly.*