



# CINDERS

August 1982



## IN THIS ISSUE

ON THE SCENE, by El Simon.....	2
Extra List.....	4
PHILADELPHIA EXPRESS, by Frank Tatnall.....	5
Conrail Again Realignment Freight Service.....	10

Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## Delaware Avenue Trolleys to Roll in September

The unfamiliar sound of trolley bells will soon be heard on Philadelphia's waterfront. The City's newest tourist attraction, a 1.1-mile streetcar line along Delaware Avenue, is set to begin carrying passengers early next month. As detailed in the May issue of *Cinders*, the line will extend from the Benjamin Franklin bridge to Fitzwater Street in the Penn's Landing area, and will be operated by the Buckingham Valley Trolley Association.

Dedication is tentatively scheduled for Thursday, September 9 at 5:30 PM, following installation of a solid state power converter and bonding of the rail joints. SEPTA has already installed nearly 80 wooden poles furnished by BVTA as well as overhead wire along the existing Philadelphia Belt Line track in the middle of Delaware Avenue. The line is single track with a turnout at Market Street and an electrified spur into Pier 5 North, which will serve as a temporary car barn.

It is expected that BVTA's ex-Wilmington car #120, built by Brill in 1904, will inaugurate service, with assistance from former Red Arrow "Hog Island" #26 (Brill 1918). Both cars have already been moved from their storage site at Buckingham Valley, PA to Pier 5. Cars will run Saturdays and Sundays through the end of November from 11 AM till dusk, with the boarding platform to be located opposite the Port of History Museum. Tickets will cost \$1 for adults and 50 cents for children, and will probably be sold at the Olympia ticket booth.

The \$130,000 project is part of Philadelphia's year-long "Century 4" celebration, and according to press reports is being funded jointly by Fidelity Bank and the City. BVTA and the tourist promotion people, of course, hope that the trolley line will become a permanent addition to the waterfront scene. The City of Seattle, WA earlier this year began operating a tourist streetcar service near the Puget Sound docks. Philadelphia's line, however, was developed in only a few month's time and, unlike the Seattle project, has received virtually no advance publicity.

BVTA and the City will also be forced to find or build a new car barn facility if the Delaware Avenue operation becomes permanent. Plans are already being drawn for the conversion of City-owned Piers 3 and 5 into a luxury condominium and commercial complex within the next few years.

## MA & PA TRIP IS CANCELLED

Philadelphia Chapter has cancelled its excursion over the Maryland & Pennsylvania Railroad scheduled for September 12, 1982.

Chapter officers made the announcement in early August, after failure to negotiate insurance arrangements acceptable to the railroad. Ma & Pa management had insisted on insurance coverage far above the levels normally required for passenger excursions. Because the insurance would have resulted in a ticket price in excess of \$50 per person, it was necessary to cancel the trip in spite of an unusually large number of inquiries received from railfans across the country.

It is hoped that the trip can be rescheduled if the railroad modifies its insurance requirements.



Amtrak has lost its first Superliner — sleeper 32009 — in a fire on the *Coast Starlight* June 23. Reports state the fire started in a bedroom. A sad end, and the greater the loss since sleepers are in especially short supply. Three other cars were damaged in the same incident, while an earlier derailment in Iowa caused by flooding put an entire consist of the *San Francisco Zephyr* on the ground. These cars are apparently being repaired by Burlington Northern at Omaha.

Needless to say, Beech Grove is not performing any Superliner modifications this summer. Instead, the facility is engaged in refurbishing the original *Lake Shore Limited* HEP cars of 1979 — they've been in service, of course, for three years now. For the Heritage fleet, Beech Grove has recently turned out baggage cars 1178 and 1183, Slumbercoach 2095 and sleeper 2463 as additions. Still known to be under construction are baggage 1181, sleepers 2464-2466, hi-level lounges 39973-74 and hi-level coach-dorms 39900-39901 (total of eight cars).

National Association of Railroad Passengers (NARP) has informed its members that Amtrak has classified its remaining "steam" cars into three categories: cars worth saving for potential HEP conversion; cars to be held for future disposition; and cars to be disposed of immediately. These are cars currently considered "stored". Of the cars listed officially as "retired", 140 have just been offered for sale. By my records, another 85 or so "retired" cars remain to be sold, plus whatever cars now "stored" which are to be reclassified as "retired".

A capital request has been included in Amtrak's budget for 20 diners and 50 economy sleepers.

In motive power activity, the 10 active P30's all soldier on between Los Angeles and New Orleans on the *Sunset Limited*. The last AEM-7, #932, will be delivered shortly, nearly a year late, due to a fire at LaGrange while the locomotive was under construction. Turbo power car #155, recently rebuilt at Beech Grove after a 1980 head-on collision on Conrail, is at Rensselaer Shops for further work before re-entering service. There remain three Budd RDC's in service at New Haven (RDC-1's 14, 15 and 18).

Amtrak has restored a prime rib dinner, prepared on board, on its "full" dining cars. It costs \$10.95 and includes a baked potato with sour cream.

August 1 schedule changes in the Corridor are pretty much limited to detail adjustments. Inexplicably, the Saturday morning *Chesapeake's* schedule has been lengthened by 17 minutes! Worthy of note is an 18-minute speedup of the *Night Owl* between Washington and New York.

Florida will underwrite a subsidized Tampa-Miami train to begin this fall, with a bus connection to Walt Disney World.

Amtrak's Beech Grove facility has received a contract to assemble the 294 subway cars on order for Washington, DC from Breda of Italy. This will be a welcome base of support for the plant for the next couple of years.

VIA RAIL CANADA's summer consist book shows a 19-car *Canadian* with seven transcontinental sleepers, plus two more between Calgary and Vancouver. Meal and lounge service is impressive with two diners, a Skyline dome-coffee shop and a dome-sleeper-observation. Further, a snack coach operates between Montreal and Winnipeg.

The *Ocean* has five sleepers this summer to Halifax and two more to Campbellton. VIA operates sleeper-lounges on the *Hudson Bay* (Winnipeg-Churchill) and *Ocean* (Montreal-Halifax). You can see ex-American "10-6" sleepers on the *Ocean* between Montreal and Halifax and on Train 134 between Montreal and Senneterre.

The fleet of VIA LRC trains was increased to eight trainsets on June 1. They lay over at Montreal (3), Ottawa (1) and Toronto (4). Each trainset is basically four cars, with one a 58-seat club and three 74-seat coaches. Trains 66 and 67 between Montreal and Toronto consist of two trainsets, or eight cars each. On weekends, another two sets each are extended by two coaches, so the maximum use of LRC's is eight clubs and 28 coaches. On weekends, some trains do not offer club service, but the club car operates in coach service. When meal service is offered, the "Premiere Club" people are located at the buffet end of the car.

MONTREAL's Transit Commission (MUCTC) has sponsored improved service on the Canadian National's Mount Royal Tunnel electrified route. Three trains, presumably MU's, provide base service (hourly all day) and three locomotive-hauled trains are added in the rush hours. VIA "American Flyer" coaches have been noted serving alongside the traditional CN clerestory-roof coaches. Schedules are now written entirely in French. Word has it that the CP RAIL Lakeshore service will also see improved service sometime this fall.

(Continued on Page 3)

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

NJ TRANSIT placed its first two trainsets of Bombardier cars on the Raritan Valley line on June 13 and July 19. They will be sent back eventually for a long list of modifications to bring them up to production standards.

NJT may eliminate all weekend service this fall (except on the Trenton line) and formally eliminate the service to West Trenton, Phillipsburg and on the two South Jersey routes. This, in order to meet a continuing budget deficit.

NEW YORK MTA received the last of 15 coaches overhauled by Amtrak's Beech Grove facility on June 15. Cars 2100-2114 will eventually be assigned to the Poughkeepsie line but now also operate to Brewster.

MARYLAND DOT's 22 cars are usually operated to Brunswick in two five-car and two four-car consists, with four spares. One train to Martinsburg and three to Baltimore use RDC's in B&O and MDOT liveries.

SEPTA's six coaches from the famed push-pull train went to CONNECTICUT DOT on June 7 on a two-year lease-purchase deal. Five have been seen on Danbury trains (still in SEPTA livery), including the 1547, 2001, 2002, 2012 and 2014 (the last car is the 2015). They replace former New Haven Shoreliner coaches which are receiving some attention for continued service.

In transit notes, SEPTA's streetcar situation looks like this during Summer 1982: Luzerne Depot is only operating Routes 56 (Erie Avenue) and 6 (Ogontz Avenue). In theory, the 34 refurbished cars (the so-called "GOH" cars) are sufficient to hold down all of the runs. However, this fall, Route 23 (Germantown Ave.) will come back and eventually so will Routes 50 (4th-5th Sts.) and 53 (Wayne Avenue). For these routes, it appears that about sixty-odd cars of various types are being held in reserve. Just which may go back into service this fall depends on how many LRV's and GOH cars are received by then. Callowhill Depot has about 40 PCC's, all postwar all-electrics for the 10 (Lancaster Avenue) and 15 (Girard Avenue) lines. But, the former line will be receiving LRV's soon (after Callowhill receives a few modifications) and this should permit the transfer of all-electrics to Luzerne, as previously noted. Elmwood Facility now is 100% LRV's, with about 85 cars plus some cars intended for service out of Callowhill. The four subway-surface routes (11, 13, 34 and 36) have experienced ridership increases with the arrival of new equipment, and the new facility is a real showplace of modern urban traction.

Elsewhere in transit, of the 40 Boeing LRV's cancelled by MBTA, 31 have been sold to San Francisco (where they will become second 1252 [wreck replacement] and 1300-1329). The remaining nine cars are still up for grabs.

## RESTORATION OF GG1 4800 BEGINS AT STRASBURG

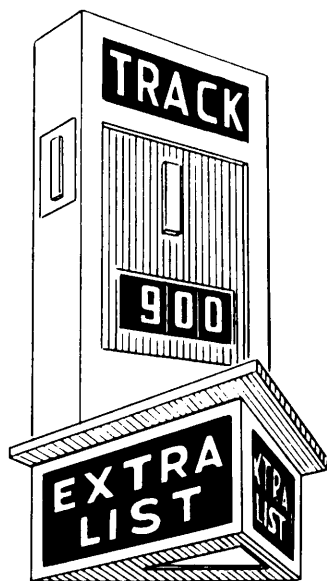
Original GG1 electric #4800 was moved to the Strasburg Rail Road shop at Strasburg, PA on August 6 for restoration of its five-stripe Pennsylvania Railroad paint scheme. Lancaster Chapter, which purchased the historic locomotive from Conrail in 1980, reports that sandblasting of the body will be completed first, followed by repair work on the body, priming and repainting.



Philadelphia Chapter and a number of individual members have contributed to the "Friends of GG1 4800" fund which is financing the restoration work. The locomotive has been stored at the Railroad Museum of Pennsylvania in Strasburg since it was moved there from Amtrak's Wilmington shop in 1980.

Frederic Abendschein of Lancaster Chapter has put together a display and presentation on the famed locomotive, which will be the subject of Philadelphia Chapter's monthly meeting on October 15.

WATCH FOR "GREAT RAILWAY JOURNEYS OF THE WORLD" ON CHANNEL 12,  
BEGINNING IN OCTOBER.



AUGUST 20, 1982: Annual Philadelphia Chapter summer dinner meeting at Briarwood Inn, Langhorne, PA, beginning at 7 PM. Detailed announcement has been mailed to all members.

AUGUST 28: Excursion on New York, Susquehanna & Western Railroad from Binghamton to Utica, NY, sponsored by Massachusetts Bay RRE, Inc. Special train, powered by Alco diesel, will depart from downtown Binghamton at 9 AM for 93-mile trip over former Lackawanna Railroad Utica branch. Arrival in Utica scheduled for 7 PM. Fare: \$54.95 per person (\$14.95 additional for bus return to Binghamton). Order tickets from: Mass Bay RRE, Inc., P. O. Box 136, Ward Hill, MA 01830 (telephone 617-581-0411 between 7 and 9 PM).

AUGUST 29: Excursion on NYS&W from Utica to Richfield Springs, NY, with bus return to Utica, sponsored by Massachusetts Bay RRE, Inc. Special train leaves Utica 9 AM, arriving Richfield Springs about 1 PM. Fare: \$24.95 per person. Order tickets from Mass Bay RRE at address shown in previous item.

SEPTEMBER 4-6: Centennial Limited, a three-day excursion celebrating the return to active service of Norfolk & Western Class J steam locomotive #611, and 100th anniversary of the City of Roanoke, VA. Trips are sponsored by Roanoke Chapter, NRHS. Special train will operate Roanoke to Norfolk, VA and return September 4-5 via N&W, leaving Roanoke 8 AM Saturday and Norfolk 9 AM Sunday. September 6 trip will operate from Roanoke to Alexandria, VA via N&W and Southern Railway, leaving Roanoke 9 AM and arriving Alexandria 5 PM. Both railroads are units of the Norfolk Southern system. Round-trip fare Roanoke-Norfolk: \$100

adults, \$80 children. One way fare Roanoke to Alexandria: \$40 adults, \$32 children. Extra fare of \$20 per day for seat in Roanoke Chapter's lightweight observation car Mardi Gras. Tickets and information from: Centennial Limited, P. O. Box 13222, Roanoke, VA 24032 (telephone 703-343-4634 or 703-366-5211).

OCTOBER 2: Second annual Hoboken Terminal Renaissance Festival at former Erie Lackawanna terminal, Hoboken, NJ, sponsored by NJ Transit. Displays will include locomotives and other rail equipment, 12 noon to 6 PM. Admission is free.

OCTOBER 2: Special excursion on South Branch Valley Rail Road from Romney to Green Spring, WV and return, sponsored by Winchester Chapter, NRHS. Alco MRS1 locomotive and open window coaches will be used. Train leaves Romney 10 AM, returns about 5 PM. Fare: \$19 adults, \$17 children. Order tickets from: Winchester Chapter, Inc., NRHS, P. O. Box 282, Winchester, VA 22601, enclosing stamped, self-addressed envelope.

OCTOBER 3: Third annual train meet sponsored by Reading Company Technical & Historical Society, Morgantown, PA firehouse, 9 AM to 3 PM. Admission: \$3 adults, \$1 children.

OCTOBER 10: Queen of the Valley special train will operate via Conrail lines from Newark, NJ to Allentown, PA and return, sponsored by Tri-State Chapter, NRHS. Train is expected to consist of NJ Transit E8 locomotives and conventional coaches, and will operate westbound via ex-Jersey Central route to Phillipsburg, NJ, returning via Conrail (ex-Lehigh Valley) mainline. Train leaves Amtrak Newark station 9 AM, returns 5 PM. Fare: \$28 per person. Order tickets from: Tri-State Railway Historical Society, Inc., P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope.

OCTOBER 16-17, 23-24: Circle trips from Philadelphia to Pittsburgh, Washington, DC and return to Philadelphia aboard luxurious ex-Jersey Central open-platform business car #97 Jersey Dawn, owned by Philadelphia rail enthusiast Douglas Brown. Pullman-built (1916) car will leave 30th Street Station 10 AM October 16 and 23 on the rear of Amtrak train #47. After overnight stay in Pittsburgh, car will be attached to Amtrak #440 operating via Chessie mainline to Washington. For information, contact Douglas Brown, 1322 Jericho Road, Abington, PA 19001 (telephone 885-5047).

OCTOBER 17: Lancaster Chapter, NRHS will sponsor excursion from Lancaster and Harrisburg to Horseshoe Curve, at Altoona, PA and return, using two F40's and a 16-car train. Tickets: \$35 per person, ordered from: Lancaster Chapter, NRHS, 342 West Fritz Avenue, Quarryville, PA 17566.

OCTOBER 23-25: Ninth annual Railfans' Weekend at Steamtown, U.S.A., Bellows Falls, VT, featuring steam-powered excursions and special steam and diesel displays. For information, send stamped, self-addressed envelope to: Steamtown Foundation, P. O. Box 71, Bellows Falls, VT 05101.

NOVEMBER 6, 7, 13, 14: "Doodlebug Days" on Octoraro Railway using Wilmington & Western's restored motor car #4662, sponsored by Wilmington Chapter, NRHS. Trips will depart from Greenville, DE 8:30 AM, operating to Oxford, PA on Saturdays and to South Modena, PA on Sundays. For information, send stamped, self-addressed envelope to: Wilmington Chapter, NRHS, P. O. Box 1261, Wilmington, DE 19899.

NOVEMBER 12-14: Fall meeting of NRHS directors will be held at Philadelphia Centre Hotel, 17th & JFK Blvd., Philadelphia. All-day SEPTA excursion on Saturday the 13th will be open to Chapter members. Details will be announced in Cinders.

NOVEMBER 12-14: First annual Railroadiana and Train Show sponsored by West Jersey Chapter, NRHS, at Cherry Hill Mall, Route 38 and Haddonfield Road, Cherry Hill, NJ. No admission charge. Hours: 9:30 AM-9:30 PM Friday and Saturday, 11 AM-5PM Sunday. Charge of \$40 per table for three days (free for non-commercial exhibitors). Reservations and information from: West Jersey Chapter, NRHS, P. O. Box 101, Oaklyn, NJ 08107 (telephone 609-665-0491).

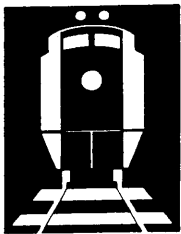
# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR.

Here's a rundown on some of the transportation happenings in our area this summer:

SEPTA has stepped up its drive to assume direct control of local commuter lines when CONRAIL operation ends next January 1. But COMMUTER SERVICES CORP., the AMTRAK subsidiary which will actually run the trains for SEPTA, appears to be behind schedule in preparing for the takeover. Although a maze of details must be resolved within the next four months, the biggest problem confronting both agencies is negotiation of new labor agreements with on and off-train workers. CSC has named former Philadelphia City Solicitor Alan J. Davis as its chief negotiator in talks with the 16 unions representing Conrail employees, but little is known about the progress of negotiations--now going on in Washington. Meanwhile, ominous rumblings have been heard of possible job actions by disgruntled workers who fear the loss or downgrading of their jobs.



The House of Representatives has agreed to give SEPTA \$25 million in "transition" funding for its takeover of CONRAIL service. This action, which was supported by Transportation Secretary Drew Lewis, increases the amount originally authorized by Congress but still falls short of the \$51.8 million which SEPTA says it needs for the job.....SEPTA has awarded a \$1.2-million, ten-month contract to Blue Ribbon Services, Inc., to handle ticket sales at most former Reading commuter stations beginning September 1. The transfer, which will result in the layoff of about 50 CONRAIL ticket sellers, follows the replacement last spring of Conrail police with SEPTA's own force and the contracting out of certain station maintenance functions.

SEPTA will spend \$300,000 to repair a second power converter at its Wayne Junction substation. The huge machine has been out of service for several years, which means that there is no backup for the other unit which supplies all of the 12,000-volt AC power to the Reading commuter lines.....The signalling system on the Chestnut Hill West branch is being upgraded, which includes the use of cab signals for the first time. On July 22 cab signals went into service on the #2 (inbound) track all the way from Chestnut Hill to North Philadelphia.....On the morning of July 15 Train 509 from Trenton skidded into a bumper block at Suburban Station, damaging Silverliner #288.....Five empty MU cars derailed just east of 30th Street's upper level platforms on August 9, causing delays during the afternoon rush hour.....Normal train service was restored to the Wilmington line August 16, following completion of trackwork by AMTRAK.

SEPTA has decided to start using seat checks on its commuter trains, in an effort to end fare cheating by some passengers. The new policy, similar to that observed on New York and New Jersey commuter systems, is to start September 1 but trial runs began on the Paoli line in mid-August.....That report of a British Leyland railbus coming to SEPTA's Fox Chase-Newton line is apparently groundless, although SEPTA has not given up on the idea of using the steel-wheeled vehicles somewhere on its system.....As of August 15, SEPTA had nine RDC's based at Newtown: 9151, 9152, 9163, 9165, 9167 through 9171. The last five cars are owned by PennDOT.....All of NJ TRANSIT's ex-PRSL RDC's are being transferred from Atlantic City to Elizabethport, following the suspension of Lindenwold-Atlantic City rail service on June 30. The last diesel passenger trains in South Jersey, they were removed after a Federal inspector ordered drastically reduced speeds on portions of the once-busy PRSL mainline. Bus service has been substituted.

On June 28 SEPTA shut down the outer section of the West Chester branch beyond Elwyn until the end of the year. The line is being used to train SEPTA personnel, while passengers are handled by bus (50-cent fare). A new Elwyn-Philadelphia timetable was issued. In mid-July work on a training center at Lenni was disrupted for five days by pickets from the building and construction unions who were protesting use of SEPTA workers in the project. The pickets blocked entry to the site and overturned a SEPTA van as 100 police looked on but took no action. Union officials withdrew the pickets after SEPTA obtained a preliminary injunction against the demonstrations.....SEPTA is training other employees at Jenkintown, where six MU cars of all types are parked on an electrified siding. The cars are #9136 (Blueliner), #246 (ex-Pennsy Pioneer), #234 (St. Louis-built Silverliner II), #187-188 (married pair GE Silverliner IV's) and #9002 (Budd Silverliner II).

Work on the \$325-million center city rail tunnel is now 75 percent complete and the project is on schedule. Construction began in February 1978 and the first revenue trains are expected to run through it in early 1984. Some welded rail has already been installed on the ramp leading up to the Ninth Street branch above Spring Garden and work is well along in the Reading Terminal area. SEPTA in late August was preparing to expand Suburban Station by opening new platform 2, built as part of the tunnel project.....Work is also moving forward on the long-delayed Airport High-Speed Line, due to begin service in 1984. The jumpover bridge is in place across AMTRAK's mainline at "Brill" tower in Southwest Philadelphia, most catenary poles have been erected and final agreement has been reached on track configuration between "Brill" and "Arsenal," for which \$30 million has been appropriated. The City scheduled an August 24 public hearing on the design of two intermediate stations on the line, one at the Civic Center and one at 70th Street.

(Continued on Page 6)

## PHILADELPHIA EXPRESS (Continued from Page 5)

As part of the new fare package approved by the SEPTA board in July, commuter rail fares have been restructured, with the result that most suburban passengers will pay less for their tickets beginning September 1. The number of fare zones will drop from 11 to seven--each about five miles long--and one new terminal zone within the City has been established. The latter will reduce the substantial fare boosts originally planned between close-in stations and center city. In addition, a new unlimited monthly "Trailpass" has been introduced which will permit train riders to also use SEPTA surface and high-speed lines without additional charge..... SEPTA and CONRAIL settled their latest contract disagreement in mid-June, paving the way for continued operation of the 12 commuter lines through the end of 1982.....Nothing more has been heard about Pennsylvania Passenger Services, Inc., the company formed late last year to take over the defunct RDC operations to Bethlehem and Pottsville. A State appropriation to fund the service expired with the end of the fiscal year on June 30.

A Hatboro teenager was killed by SEPTA Train 257 at Fulmor station on August 4. Police said the victim was walking on the track while wearing a portable stereo headset, and apparently did not hear the train's horn.....SEPTA scheduled a hearing in late August on its proposal to remove 3.7 miles of westbound Track #2 on the Manayunk branch between "Jeff" interlocking in West Philadelphia and Ivy Ridge station. Much of the track had actually been lifted prior to the hearing.....SEPTA has leased out 35 of its commuter rail stations to individuals and community organizations, according to a recent *Inquirer* article. The most notable is Gravers station on the Chestnut Hill East line, which has been restored by the Chestnut Hill Historical Society.

**NJ TRANSIT** NJ TRANSIT has postponed a fare hike averaging 25 percent on its rail and bus lines. Originally set for September 1, the increased fares were designed to make up for a \$19.5-million reduction in subsidies. NJT had just hit its 300,000 riders with a 17 percent fare boost on July 1.....NJ TRANSIT in June accepted the last of 230 Arrow III MU cars built by GE, some of which have remained in storage for nearly four years.....NJ TRANSIT's West Trenton-Newark trains soldier on, but would be eliminated along with the "suspended" Atlantic City-Ocean City-Cape May service in the new NJT budget proposal. On a recent morning the West Trenton train consisted of repainted GP40P #4100, coach and cab car.

NJT GGI's #4872, 4873, 4875-77, 4879, 4881-4884 continue in regular service between South Amboy and Penn Station, New York; on July 25 #4881 became the first GGI known to have traveled the newly-electrified line to Matawan, hauling a set of Arrow III MU's.....Reports abound that NJT is resisting the idea of leasing AMTRAK E60's to replace the G's, and as a result the 40-year-old motors may operate well into 1983. Unless, of course, NJT succeeds in cutting back all Bay Head trains to Newark, in which case electric locomotives would be unnecessary.....Martin Garelick, former executive vice president of AMTRAK, has been named vice president and general manager of NJ TRANSIT RAIL OPERATIONS, a subsidiary of NJ TRANSIT which will take over the State's passenger rail lines from CONRAIL next January 1.

**SEPTA** SEPTA's new 75-cent base fare became effective July 18, after the five-cent increase was approved by the SEPTA board the previous week. The new fare structure is expected to produce an additional \$5.4 million in revenue each year. The price of weekly and monthly TransPasses was not increased, and tokens may now be purchased at the discount rate of seven for \$5. Experimental weekly passes for school students will be sold for \$6.50, good for unlimited rides. SEPTA has issued an 18-page booklet explaining the new fares.....Mary Harris was named last month to the SEPTA board as one of two members representing the City of Philadelphia. She joins the City's other board member, Judith E. Harris.....SEPTA has scheduled a "job fair" on August 21, at which it will seek new management employees such as engineering specialists and "forepersons".

Lewis F. Gould, Jr., 42, of Bala-Cynwyd, was unanimously elected as chairman of the SEPTA board on July 21, replacing David F. Girard-diCarlo who resigned to devote more time to his law practice. In an interview, Gould pronounced the transit system "in pretty good shape on all fronts," except for the "overhanging sword" of budget deficits and labor problems which threaten to halt commuter rail service. Girard-diCarlo, along with General Manager David L. Gunn, is widely credited with reversing the deterioration of SEPTA which had reached serious proportions when Girard-diCarlo was elected in February 1979. His first major step was to hire Gunn who had resigned from Boston's MBTA.

SEPTA placed one of the new City-owned Broad Street subway cars on public display at 15th & Market Streets from July 29 through August 4. The shiny Kawasaki-built car, #505, was mounted on a McHugh Brothers truck parked in the same location where one of the original Broad Street cars was displayed in 1928. The public was allowed to walk through the sleek air-conditioned single-ended car which boasts such innovations as remote-controlled destination signs, a public address system and orange paint in the window area. A special brochure describing the 125 new cars was also distributed. Eight cars have been delivered from their assembly point at the Boeing Vertol plant in Eddystone, and revenue service may begin before the end of August. Total cost of the fleet is \$83 million.

In response to an item in the last issue of *Cinders* concerning SEPTA's PCC rebuilding program, General Manager David L. Gunn has furnished us the following corrected information: "The reconstruction project is now programmed for 112 cars, not 99 as stated in your column. The change in the program from 148 cars represents a reduction in the size of the fleet to be rebuilt, but at the same time an expansion of the scope of the rebuilding of each car. The early phases of the project found that more work than had been originally anticipated was required...The 112 cars represents the number of units that can be completed at the increased level of rebuild-

(Continued on Page 7)

## PHILADELPHIA EXPRESS (Continued from Page 6)

ing, within the program budget. The dollar size of this program has not been reduced. SEPTA expects five to eight years of service from each of the rebuilt cars. Any permanent phaseout of surface streetcar routes that may occur will be planned over a number of years to fully utilize the remaining value that is being rebuilt into these cars" (emphasis furnished)....Mr. Gunn also corrects us on Market-Frankford line base headways. With only two exceptions during summer periods, base-day headways on both the Market-Frankford and Broad Street lines have remained unchanged at 7-1/2 minutes since 1969. Rather than stretching the headways this summer, as Cinders stated, SEPTA is actually improving evening and Sunday service on both lines to ten-minute headways until midnight and all day Sunday. We appreciate these comments from Mr. Gunn.

Old Woodland depot was demolished in early June, and the 50th & Greenway maintenance building was being dismantled in August. A new heavy maintenance facility for the surface fleet will be built on this site. ....Elmwood depot has banished its last PCC's—except for silver #2054 still stored there—as the four subway-surface routes are now 100 percent Kawasakis. Two of the new LRV's were sent to Callowhill depot on August 8 to begin training Route 10 operators, and Route 15-Girard Avenue is also expected to get the cars on weekends.....Those "QC" stickers which you see on the front of SEPTA's new and rebuilt vehicles means that they are included in a Quality Control program which requires detailed inspections prior to and following each run.....As of mid-August, only four Brill-built cars were left in weekday operation on the Media and Sharon Hill lines, including three "80's." A total of 12 double-end Kawasakis had been delivered and all 29 are expected by the end of September. Time is indeed running out for the old Red Arrow fleet, though we understand that center-door cars 73 and 75 will be equipped with pantographs and retained.

The City has dropped its effort to identify Philadelphia's rapid transit lines by color alone. While the predominant theme of the Market-Frankford line will be blue and the Broad Street line orange, all advertising and signage will continue to refer to these lines by their traditional names.....Broad Street subway stations being rebuilt this summer include Fern Rock, Logan, Wyoming, Hunting Park, Erie, Allegheny, Race-Vine, Lombard-South, Ellsworth-Federal, Tasker-Morris and Snyder. Very little graffiti can be found anywhere in the high-speed system these days, reflecting SEPTA's all-out effort to improve its image. In addition, the SEPTA board is expected to approve a \$10-million upgrading of the 11th Street station on the Market-Frankford line, the only downtown station not yet rebuilt. It will be done along the lines of the remodeled 5th Street station. ....Ladders are being placed in all old Broad Street cars, the result of past fires where passengers had difficulty in climbing down from trains halted in the subway tunnel.....Fern Rock subway shop is getting some much-needed attention, with major roof repair and addition of a new wheel-truing facility.....The Delaware River Port Authority has decided not to increase PATCO fares this fall, but will boost the cost of its joint fare with SEPTA from \$1 to \$1.10.

The first wave of 150 new buses for SEPTA have arrived from Neoplan U.S.A., a subsidiary of a West German manufacturer. These buses, which are assigned to Comly depot, appear somewhat squarish in design but are comfortable inside. One of them, #8293, was on display for two days alongside the new Broad Street subway car (see item above). The Neoplans are being built in Lamar, CO but the company has acquired a building in Montgomeryville, PA to be used for final assembly of the new buses. Neoplan also has a contract to build 1,000 buses for PennDOT, of which 450 will be assigned to SEPTA. The \$158-million State order is thought to be the largest bus order in U.S. history and represents a shot in the arm for the depressed bus-building industry. As detailed in a recent Business Week article, however, most transit agencies are far more concerned about the continuation of operating subsidies from Washington than about acquiring new buses.....All of SEPTA's 110 new AM General trackless trolleys are now believed to be on the property, but how many are actually in service is unknown. They carry the numbers 800 to 909.

Drivers for SEPTA's Frontier Division went back to work July 6, after a strike which began on June 2. The 35 Frontier employees operate several bus routes in Montgomery and Bucks Counties with a daily ridership of about 3,000. The walkout involved the issue of wage parity with other suburban SEPTA employees.....Frontier also began two new services on July 6: Route 91 operating six days a week between West Chester and Oxford, PA via Longwood Gardens, and the extension of Route 99 beyond Phoenixville to Spring City and Royersford, PA.....The SEPTA board voted to boost rapid transit and bus charter rates on August 1, but deferred action on a proposed hike in streetcar charter rates after a local rail enthusiast objected. These are expected to go up in September. One feature of the new rail charter tariff is a provision restricting excursion trips to "existing regularly scheduled revenue routings and active pull-in and pull-out routes from the depots."

SEPTA has launched an unusual promotion campaign, by which riders can win a supply of 71 tokens worth 71 cents each (total more than \$50). Entrants must correctly answer a crossword puzzle about SEPTA and be lucky enough to be picked in a later "sweepstakes" drawing. Local transit fans should find the puzzle a snap.....Market-Frankford line passengers were bused for part of their trips on several weekends this summer, due to trackwork projects on elevated portions of the line.....The Ridge Avenue subway should be restored to operation this fall, following completion of tunneling work for the new center city commuter line.....SEPTA has leased ten of its buses to Pittsburgh's PORT AUTHORITY TRANSIT.....An experimental roof air conditioning unit has been seen mounted on RTS-2 bus #8264.....SEPTA will hold a public hearing on September 15 to consider its application for \$40.2 million in Federal operating subsidies for the fiscal year ending next June 30. ....The City is proposing to implement exclusive transit lanes and preferential signaling for trolley routes 6, 15, 23 and 56. Total cost of the project will be about \$900,000.


Last Spring Transportation Secretary Drew Lewis lost his battle within the Reagan Administration to increase the Federal gasoline tax by five cents a gallon, four cents of which would go for highway improvements and one cent for mass transit funding. In addition, the Administration wants to cut overall transit funding, prohibit new rail systems and eliminate operating subsidies by 1985. One piece of good news, however, emerged

(Continued on Page 8)




## PHILADELPHIA EXPRESS (Continued from Page 7)

from the tax bill passed by Congress on August 19: the so-called "safe harbor" leasing provisions which had been under attack in Washington have been retained for public transit systems. This means that SEPTA and other systems can continue to sell their tax credits on new equipment to private companies, realizing badly-needed cash in the process.

**Amtrak**  Former Southern Railway Chairman W. Graham Claytor, Jr., last month succeeded Alan Boyd as president of AMTRAK. The 70-year-old Claytor, who served as Secretary of the Navy, Deputy Secretary of Defense and, briefly, Secretary of Transportation in the Carter Administration, is known to be a no-nonsense railroader. He is reported to be traveling extensively on Amtrak trains and, according to the Journal of Commerce, has found Amtrak food to be "absolutely atrocious" ..... Meanwhile, AMTRAK has issued a color brochure entitled "Dining across America...an Amtrak experience" ..... AMTRAK has removed its InstaTicket vending machines from 30th Street Station because of their unreliability.

AMTRAK is planning to pull up the #2 track between Overbrook and Paoli by next spring, as well as the #3 track between Thorndale and Parkesburg. Reduced freight traffic is the apparent reason, since CONRAIL by then will have diverted almost all of its trains to other routes. Can you imagine Philadelphia's legendary "Main Line" with only three tracks?.....For some reason, AMTRAK's E60 electrics are still running with their "opposite" pantographs against the wire, while the AEM-7's are using the normal "rear" pans..... You can now dial AMTRAK's "Newsbreaks" designed originally for employees. The no-charge number is 1-800-368-5999 (Miami Chapter Southern Spike).....The National Association of Railroad Passengers also has a news "hotline"--dial 1-202-546-1551.....AMTRAK has announced an "Anywhere Fare" good during August, September and October. For \$225 you can go round trip between any two points on the Amtrak system (with additional charge for sleeper accommodations).....Former AMTRAK President Alan Boyd is now heading the U. S. office of Airbus Industrie in Washington. Airbus is a European consortium which is challenging Boeing as the world's largest aircraft builder.....AMTRAK will spend \$4 million to fence in 25 miles of its Northeast Corridor route where trespassing problems are the worst (Rail Travel News).....U. S. Postal Service contracts will yield AMTRAK \$11.5 million in 1982 and may reach \$13.5 million next year (RTN).....The "Real People" TV show (seen here on Channel 3) will feature AMTRAK on its September 22 season-opener (RTN).....RRE Journal reports that AMTRAK is having real problems with its new concrete ties cracking under traffic. The small cracks appear to be caused by flat wheels.

CONRAIL has reported net income of \$56.2 million on revenues of \$958.8 million during the second quarter of 1982, in spite of a 14.7-percent decline in freight traffic compared with the same period in 1981.....As the 1983 date approaches for sale of CONRAIL to the private sector, increasing attention is being given to a possible purchase by the railroad's employees..... CONRAIL expects to open its new \$7.4-million piggyback terminal near Morrisville, PA in September. This will result in TrailVan and mail trains being rerouted over the Trenton branch north of Philadelphia instead of via the AMTRAK mainline through the City.

**CONRAIL**  CONRAIL's 76 remaining electric locomotives (E33's and E44's) have been set aside for retirement..... As of mid-August CONRAIL had more than 1,300 diesel locomotives stored because of low traffic volumes..... CONRAIL has a new radio channel #4 which is being used on the Delmarva branch and elsewhere. It is 160.98..... Sandblasting of original GGI electric locomotive #4800 has been completed at the STRASBURG RAIL ROAD shop in Strasburg. The next stop in restoration will be body work and application of primer paint..... Strasburg is also home to GGI #4859, which was rescued from scrapping by a Harrisburg group and the Lancaster Chapter, NRHS. It will eventually be restored to its Pennsy paint scheme and placed on display at Harrisburg's AMTRAK station (see April Cinders).....National Geographic Magazine had a film crew on CONRAIL this summer for a TV special on how fresh fruits and vegetables get to market. Expect the show on the tube sometime next year.....The 46-car Strates carnival train traveled from Connecticut to Washington, DC in July via CONRAIL and CHESSIE, then returned to the Delaware State Fair in Harrington. It left Harrington for Elmira, NY on August 1 via CR. Originally the show was to come to Philadelphia but the visit was cancelled..... Six boxcars were burned in the \$100-million fire which destroyed a K-Mart distribution warehouse early last month near Morrisville.

Historic Red Clay Valley, Inc., operators of WILMINGTON & WESTERN, has completed its purchase of CHESSIE SYSTEM's 10.2-mile Landenberg branch in Delaware. Total cost of the property was \$90,000, which includes SW1 diesel locomotive #8408. The Interstate Commerce Commission approved the sale in June and HRCV's contract operator, OCTORARO RAILWAY, was to begin freight operations the week of August 16. W&W has run its steam excursions over the line for many years, and is again scheduling eight-mile round trips on Sundays between Greenbank station and Mt. Cuba.....WILMINGTON & WESTERN has acquired yet another steam locomotive for its large collection. Ex-Pennsy B6sa switcher #60, with its unusual (for PRR) radial stay firebox, will be moved from Pittsburgh to Marshallton, DE by the end of this year. W&W also hopes to move 0-6-0's #113 and 6894 from Locust Summit, PA and Hagerstown, MD respectively, thus putting its entire collection in one location.

BLACK RIVER & WESTERN has purchased an ex-CONRAIL Alco T6 diesel from Naporano Iron & Metal. Numbered 56, it will replace ailing RS3 #1554 which is to be sold for scrap. BR&W has also modified coach #321 (ex-Jersey Central) with cab controls for use in backup service with doodlebug #4666. The 4666, however, has been out for generator repairs and its Sunday trips to Lambertville have been covered by two diesels running push-pull with one coach.....The ex-Pennsy Lambertville (NJ) depot is being rebuilt as the Lambertville Station Restaurant, complete with glassed-in dining area next to the BR&W track!.....MIDDLETOWN & HUMMELSTOWN

(Continued on Page 9)



### PHILADELPHIA EXPRESS (Continued from Page 8)

will operate a two-mile stretch of ex-Reading track at Columbia, PA, recently purchased by ITT-Grinnell Corp. M&H has acquired GE 65-tonner #2 to work the line.....Jersey Central Chapter, NRHS has scheduled a fan-trip November 6 over the entire NEW HOPE & IVYLAND, using both steam and diesel.....The East Penn Valley Traction group is preparing to take over the ex-Reading Kutztown branch near Allentown.

The U. S. House on August 12 passed a transportation aid bill which would provide \$40 million to rebuild the Philadelphia-Atlantic City route for passenger service, \$100 million for track improvements on the Northeast Corridor, \$75 million in additional funding to assist SEPTA and other agencies in taking over commuter service from CONRAIL, and \$11 million for refurbishing 30th Street Station. The bill's sponsor, New Jersey Representative James Florio, said that AMTRAK has agreed to provide equipment to run express passenger service to Atlantic City.....The ICC last month unanimously approved the application of Guilford Transportation Industries, controlled by Financier Timothy Mellon, to purchase the DELAWARE & HUDSON from NORFOLK SOUTHERN for \$500,000. Requests by CONRAIL to cancel D&H's trackage rights agreements were denied.....Presidential emergency boards have been named in twin contract disputes between the nation's railroads and the United Transportation Union and Brotherhood of Locomotive Engineers. The waiting period required by law expires in mid-September, after which both unions would be free to strike if agreements have not been reached..... A new Eastern Region Chapter of the PRR Technical & Historical Society has been formed in Philadelphia. For information write: Marie Prewitt, P. O. Box 7202, Philadelphia, PA 19101-7202.

### SUPPLEMENT TO TOURIST LINES SCHEDULE AND ROSTER

The following information should be added to the special section contained in June Cinders:

#### NEW HOPE STEAM RAILWAY, NEW HOPE, PA (Schedule)

Also runs Saturdays through October, leaving New Hope at 1:30 and 3:30 PM. (Sunday departures of 1:15, 2:45 and 4:15 remain unchanged.)

Fares increased to \$4.50 adults, \$2.50 children, \$4.25 senior citizens.

#### BLACK RIVER & WESTERN RAILROAD, RINGOES, NJ

Has acquired new locomotive #56, B-B type, model T6 diesel-electric, built by Alco in 1958, former Conrail 9847

#### EASTERN SHORE RAILROAD, CAPE CHARLES, VA

Has leased Maryland & Delaware #17, T6 Alco

#### WILMINGTON & WESTERN, MARSHALLTON, DE (now common carrier)

Has acquired new locomotive #8408, B-B type, model SW1 diesel-electric, built by EMD in 1940, former Baltimore & Ohio #8408

### MARYLAND MIDLAND TO OPERATE FALL EXCURSIONS

Maryland Midland Railway, the 17-mile shortline visited by Philadelphia Chapter last May, will operate a series of diesel-powered excursions using its former Auto-Train dome dining car, a coach and open gondola. Ten-mile round trips will operate from Walkersville to Woodsboro, MD and return on September 4, 5, 11, 12, 18, 19 and October 2, 3, 9, 10 leaving Walkersville at 1:30 and 3 PM. Longer trips to Taneytown, MD and return will operate on Labor Day (September 6), October 16 and 17, leaving Walkersville at 1 PM.

Fares for the Woodsboro trips are \$3.50 adults and \$2 children; fares for the Taneytown trips are \$10 adults and \$6 children. Snacks, light beverages and souvenirs will be available on the train. For tickets and information contact: Maryland Midland Railway, P. O. Box 455, Walkersville, MD 21793 (telephone 301-898-3211 or 301-775-7718). Advance reservations are recommended but tickets will probably be available prior to train departure on each excursion day.

Chapter members who rode the May trip will recall the friendly atmosphere which prevailed on the MM and the fine riding qualities of the heavy dome car. Walkersville is located on State Route 194 a few miles north of Frederick, MD.

The line is part of the Pennsylvania Railroad's York to Frederick branch, which was discontinued as a through route following a bridge washout in 1972. The northern section of the branch continued to be served by Penn Central and later the Maryland & Pennsylvania. MM began freight service between Walkersville and Taneytown in 1980, connecting with the Western Maryland at Keymar.

## CONRAIL AGAIN REALIGNS FREIGHT SERVICE

With the closure last month of the eastbound hump at Enola yard, near Harrisburg, PA, Conrail has eliminated a number of freight trains and rerouted others operating in this area. In addition, several other recent changes have been made affecting freight service in Eastern Pennsylvania.

The following corrections should therefore be noted in Eastern Region train schedules as published in the May issue of Cinders:

EAST AND NORTHBOUND

Trains withdrawn: ENBE, ENCA, ENCC, ENED, ENES, ENPG, ENPY-A, ENPY-B, ENSA, MOOI.

Trains established:

ENPY (Enola to Potomac Yard), Daily, Lv Enola (West yard) 2200, Ps Harrisburg 2315, Ar Columbia 0145, Ps Perryville 0500, Ar Baltimore 0600, Ar Potomac Yard 0915.  
 PICA (Conway to Camden), Sat-Sun only, Lv Harrisburg \*0330, Ar Thorndale 0730, Ps Zoo 0930, Ar South Phila. 1030, Lv South Phila 1130, Ps Frankford Jct. 1300, Ar Camden 1400.  
 PIAB (Conway to Abrams), Daily, Lv Harrisburg \*2100, Ar Abrams 0400.  
 PICC (Conway to Elizabethport), As Required, Lv Harrisburg \*0130, Ps Reading 0430, Ar Allentown \*0610, Ps Port Reading Jct. 0815, Ar Oak Island 1015.  
 PXCA (Chicago to Camden), Daily ex Fri, Sat, Lv Harrisburg \*2130, Ps Thorndale 0130, Ps Zoo 0330, Ar South Phila. 0430, Lv South Phila 0530, Ps Frankford Jct. 0700, Ar Camden 0800.

Trains rescheduled:

ALOI, Daily, Lv Allentown 0630, Ps Port Reading Jct. 0830, Ar Oak Island 1201.  
 ENOI, Daily, Ps Reading 1000, Ar Allentown \*1140, Ps Port Reading Jct. 2030, Ar Oak Island 2230 (operates 5 hours earlier from Allentown Fri, Sat, Sun).  
 ENSE, Daily, Lv Allentown \*1600, Ps Port Reading Jct. 1900, Ar Kearny \*2300, arrive North Bergen 0001 (operates 5-1/2 hours earlier from Allentown Fri, Sat, Sun).  
 ENAB, Daily, Lv Enola (West yard) 1900, Ps Harrisburg 2015, Ar Abrams 0100.  
 PIED, Daily, Lv Harrisburg \*1530, Ar Columbia 1900, Ps Perryville 2200, Ar Edge Moor 0100 (operates 7 hours earlier Fri, Sat, Sun).  
 PIOI, Daily, Lv Enola \*1535, Ps Columbia 1630, Ps Thorndale 1750, Ps Morrisville 2150, Ar Oak Island 0300.  
 PIPY, Daily, Lv Harrisburg \*1500, Ar Columbia 1730, Ps Perryville 2015, Ar Baltimore 2145, Ar Potomac Yard 0145 (operates 5-1/2 hours earlier Fri, Sat, Sun).  
 TV-4, Daily ex Tuesday, Ar Bethlehem 0940, Ps Port Reading Jct. 1210, Ar Oak Island 1445, Ar North Bergen 1630.  
 TV-12M, Daily ex Tuesday, Lv Harrisburg \*2055, Ps Bethlehem 0035, Ps Port Reading Jct. 0240, Ar Kearny 0500 (operates 4-1/2 hours later Sun, Mon).  
 TV-22, Daily ex Tuesday, extended to operate Chicago to Baltimore (no change in schedule from Harrisburg).  
 TV-24, Daily, Ar Kearny 0715 (eliminate crew change at Trenton).  
 WPAB-2, Daily, Lv Abrams 0015, Ar Morrisville 0300.

WEST AND SOUTHBOUND

Trains withdrawn: EDEN, ESEN, MOPI, SAEN, WPMO-1

Trains established:

TV-23 (Kearny to Potomac Yard), Sat only, Lv Kearny 1800, Ps Port Reading Jct. 2030, Ar Nicetown \*2200, Ps Zoo 2230, Ps Perryville 0100, Ps Baltimore 0155, Ar Potomac Yard 0430.

Trains rescheduled:

BAPI, Daily, Lv Baltimore 1730, Ps Perryville 1900, Ps Columbia 2200, Ar Enola \*2320.  
 MAIL-11, operates daily except Sun, Mon.  
 OIEN-B, Daily, Ar Thorndale 2100, Ar Columbia 0001, Ar Enola 0430.  
 OITO, Daily ex Sat, Sun, Ps Morrisville 0105, Ps Thorndale 0400, Ps Columbia 0545, Ar Enola \*0655.  
 PYEN-A, Daily, Ar Columbia 0130, Ar Enola 0430.  
 SEPY, Daily, Ps North Bergen 0800, Ar Kearny \*1000, Ps Port Reading Jct. 1130.  
 TV-3M, Daily ex Sun (eliminate crew change at Bethlehem).  
 TV-11, Daily ex Sat, Sun (eliminate crew change at Bethlehem).  
 TV-23, Daily ex Sat, Sun (eliminate crew change at Trenton).  
 WPAB-1, Daily, Lv Morrisville 0530, Ar Abrams 0800.

ABBREVIATIONS:

Ar - Arrive

Lv - Leave

Ps - Pass

Ex - Except

\* - Crew change

## THE ANGEL OF RESURRECTION RAISES A FALLEN SOLDIER

In your travels, have you ever wondered about the background of certain statuary which you have seen, and why it was where it was? The towering monument located in 30th Street Station, Philadelphia, erected by the Pennsylvania Railroad Company in honor of its dead heroes of World War II, is an example of what I have in mind.

On August 10, 1952, while "taps" echoed through the hushed concourse, 3,000 men and women, including relatives of the 1,307 men and women whose names are inscribed on the base of the monument, stood reverently at attention as the white cloth covering rose slowly upward, revealing a glowing bronze representation of the Angel of Resurrection lifting a soldier who had fallen in battle.

Pulling the tape that raised the cloth was Robert E. Laws, a sheet metal worker from Altoona car shops, wearer of the Congressional Medal of Honor, the nation's highest award for valor—in January 1945, on a hill in the Philippines, he single-handedly destroyed two Japanese pill boxes and overcame the last of the enemy with his bare hands.

President Walter Franklin of the PRR introduced Major General Bennett, chief of chaplains, USA, who delivered the invocation; Walter Hancock, the statue's sculptor; Sergeant Laws; and General Omar Bradley, chairman of the Joint Chiefs of Staff, who made the dedicatory address.

The Angel of Resurrection, straight as an architectural column, broods over the lifeless soldier it holds in its arms while the wings reach for the heavens. The body of the soldier—more truly representing the spirit of the soldier, freed at last from the helmet and ammunition belt sculptured below his feet—is being lifted by the Resurrecting Angel to a lasting peace.

It took 5-1/2 years for Hancock to create the statue, one of the largest cast bronze statues ever made. In his studio, high in the hills above Cape Ann, MA, the sculptor made innumerable conceptions in claylike plastiline. From the original model, only 18 inches tall, he fashioned a three-foot model; then a 12-foot one; all the while subtly modifying his conceptions. He invited visitors—art students, fishermen, stonemasons, former soldiers and others—to express their comments while he watched the emotions which showed in their faces.

Then the 12-foot model grew to one 36-1/2 feet tall, with each perfective touch making the angel-borne figure seem more serene and more at everlasting rest.

The soft plastiline model became plaster of paris, which in turn became imperishable bronze, to express forever the railroad's gratitude to the workers who laid down their lives in defense of their country.

Next time you are in 30th Street Station, take time to gaze upon this beautiful memorial, to understand its full meaning, and to feel its great strength.

*(from Pennsylvania Railroad Technical & Historical Society, Philadelphia Chapter, April 1982)*

---

## SO YOU WANT TO TAKE TRAIN PICTURES?

Are you planning to get into the fun of taking your own railroad pictures? Maybe that Christmas check you got will help. How about cameras? Well, any camera can take a picture of a train or locomotive. But if railroads are your pet subject, there are some things to avoid. First of all, don't get a camera that uses 35mm film. Oh, we know the 35mm boys don't like to hear this. It's anarchy, especially since we own small-film cameras ourselves. It used to be that 35mm cameras were easier to use and carry, and that they were the only ones that could take color pictures without the pictures costing too much. Today, there are many cameras just as easy to carry and use, that take a larger film, and good color film is available in size 120. Large-size projectors are also available.

If locomotives are important to you and color not so much, get a size 116 camera or, better still, one that takes postcard pictures. These sizes require no enlarging to get good studies of engines. Getting into the higher brackets, a view camera is tops. The "swings" allow you to focus accurately on the rear and front ends of a train or locomotive in a 3/4 view. View-type cameras are at their best in the 5x7 and 8x10-inch sizes. A tripod is a must for almost every picture they take. Best thing about these cameras is that only the lens is expensive. Newspaper-type cameras, Speed Graphic, Pressman, etc., are favorites for the man with a car. They are bulky for ordinary hand use, since you must carry a supply of film holders along with the camera.

To avoid the consequent loss of good money on the trade-in, we suggest making these things a minimum right at the start:

1. A rangefinder or reflex camera to insure that you focus at the right distance.
2. A lens with f4.5 diaphragm opening, or still better, f3.5 or f2.8.
3. A fast shutter. Fast shutter speeds are a help if you plan to shoot moving trains. They are essential for shooting pictures out of train windows—1/200 will just get by, but it is the best you can get on some press cameras.
4. Besides the camera, get an exposure meter.

*(From an article by Linn H. Westcott and W. A. Akin, Jr., in the December 1947 issue of TRAINS Magazine, reprinted in the January 1982 Rocky Mountain Rail Report of Rocky Mountain Railroad Club.)*

## ADVANCE NOTICE FOR SEPTEMBER MEETING

Philadelphia Chapter will begin its 1982-83 season with a dinner-meeting on Friday, September 17 at the Engineers' Club, 1317 Spruce Street in downtown Philadelphia.

The program will consist of an 85-minute film entitled "Railroads in the Thirties", featuring scenes of steam and early diesel trains on several U.S. railroads. Details of the meeting will be contained in the next issue of Cinders, but mark your calendars now for September 17.

Our October 15 program will feature a program on GG1 #4800, and our November 19 meeting will be our Annual Railroadiana Auction. Start digging through your attics for goodies for that evening.

---

## CHAPTER TO HOST NATIONAL DIRECTORS' MEETING IN NOVEMBER

Philadelphia Chapter will play host to the fall meeting of the NRHS directors on November 12-14, 1982. Headquarters will be at the Philadelphia Centre Hotel, 17th Street and JFK Boulevard.

Among the events will be a Friday night railroadiana show in Cherry Hill, NJ, sponsored by West Jersey Chapter, and an all-day SEPTA tour on Saturday morning including a visit to the new Elmwood depot. A banquet will be held on Saturday evening and the directors meeting is scheduled for Sunday morning.

Chapter members are invited to participate in all events. Details will appear in future issues of Cinders.

---

## STEINGARTEN PRESENTS \$500 CHECK TO CHAPTER

Overseas Directors Larry Steingarten has presented a check for \$500 to Chapter President Larry Eastwood, representing the Chapter's commission on the recent Scandinavian tour. The money will be earmarked for publication of Cinders.

---

PHILADELPHIA CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
Post Office Box 7302  
PHILADELPHIA, PENNSYLVANIA 19101-7302

First Class Mail U. S. Postage PAID Permit No. 12 Huntingdon Valley, PA 19006
--



***First Class Mail***

Joseph M. Mannix  
411 Van Kirk St.  
Philadelphia, PA 19120