



CINDERS

December 1982



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

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

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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. Finkbinder, 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.

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

Our Meeting:

Our December 10, 1982 meeting features a special feature-length film from the NRHS Film Library, to set you in a holiday mood.

Our entertainment will be "The Flying Scotsman," an early sound movie from the NRHS Library collection. Filmed in 1929 and featuring Ray Milland, the story is set on board the famed British train racing between London and Edinburgh.

Reservations for our usual sit-down dinner in the Engineers' Club Dining Room (\$8 per person), served at 6 PM, MUST BE MADE to Vice President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, DECEMBER 8, 1982. Why not treat your wife or a friend to an evening out, come to dinner and enjoy this fine film.

We meet, of course, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. The meeting begins at 7:30 in the Conference Room; the officers' meeting will be at 7 PM in the first floor lounge.

Come join us as we kick off the holiday season on December 10!

NRHS DIRECTORS VISIT PHILADELPHIA, RIDE TROLLEYS

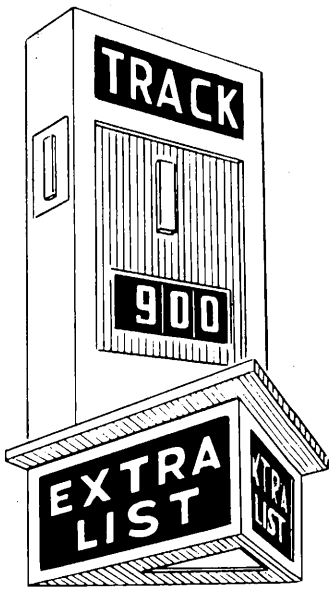
More than 100 persons attended the annual fall directors meeting of NRHS which took place at the Philadelphia Centre Hotel on Sunday, November 14.

Preceding the formal meeting, the host Philadelphia Chapter planned a number of events designed to entertain the out-of-town visitors. The first of these was a bus trip on Friday evening the 12th to West Jersey Chapter's first annual Railroadiana and Train Show at the Cherry Hill Mall, Cherry Hill, NJ. A total of 25 passengers rode the bus and enjoyed the show, which was spread over virtually the entire length of the huge mall.

On Saturday a rail charter trip was operated on SEPTA subway-surface routes 34, 11, 36 and 13. At Juniper Street station 48 passengers boarded Kawasaki car #9095, one of 112 light rail vehicles recently delivered to SEPTA's City Transit Division. The car proceeded to 61st & Baltimore Avenue, then to Darby loop and Elmwood depot. After a tour of the newly-opened facility at Elmwood & Island Avenues, conducted by Chapter Member Russ Jackson, the group boarded 1940-vintage silver PCC #2054, the oldest operating passenger car on Philadelphia's surface rail system and the only PCC still assigned to Elmwood. The afternoon trip from Eastwick loop to Yeadon was disrupted by a fire on Chester Avenue, but a detour through Darby brought #2054 to Yeadon loop by which time the fire was under control. The passengers were then treated to a fast ride back to center city via Route 13, courtesy of Operator (and NRHS Member) Cornelius Breslin. The Chapter prepared a special factsheet for the trip, which was distributed to all passengers along with copies of SEPTA's "History of Trolley Cars and Routes in Philadelphia."

That evening, 82 persons enjoyed a banquet in the Philadelphia Centre's Pennsylvania East Room. After a few remarks by President Larry Eastwood (and no speeches by the national officers present), Frank Tatnall presented a color slide program entitled "Philadelphia Rails in Century IV."

On Sunday morning the business meeting was held at the hotel, with National President V. Allan Vaughn presiding. A final vote was taken to approve the Society's participation with the National Model Railroad Association in a joint convention set for Boston in 1986. It was also announced that final arrangements have been made to house the NRHS Library in the new NMRA headquarters to be built in Chattanooga, TN.



DECEMBER 4, 1982: Annual Army-Navy football game at Veterans Stadium, Philadelphia. Kickoff at 12:35 PM. Amtrak will operate two special trains from Washington, DC direct to Conrail's South Philadelphia yard, with arrival scheduled for 10:00 and 10:10 AM.

DECEMBER 4-5: Greenberg's Great Train, Doll House and Toy Show at Philadelphia Civic Center, 34th Street below Spruce, 11 AM to 5 PM. Admission: \$3.50 per day (children under 12 free when accompanied by an adult). Philadelphia Chapter will have a booth for sale of railroadiana and books.

DECEMBER 4-5, 11-12: "Santa Claus Days" on Strasburg Rail Road, with trains departing East Strasburg, PA station at 12 noon, 1, 2 and 3 PM. Fares: \$3.25 adults, \$1.50 children (2-11). For information, telephone 717-687-7522.

DECEMBER 4-5, 11-12: "Santa Claus Specials" on New Hope Steam Railway, New Hope, PA. For information and reservations, telephone 215-750-0872.

DECEMBER 11: Special passenger train will operate from Baltimore, MD to Wilmington, DE (Wilmington yard) and return via Chessie System. For information, write Baltimore Chapter, NRHS, P. O. Box 600, Lutherville, MD 21093, enclosing stamped, self-addressed envelope.

DECEMBER 11: Wilmington & Western's Royal Hudson steam locomotive #2839 will pull special train from Greenville, DE to Coatesville, PA and return via Octo-raro Railway (ex-Wilmington & Northern branch). Train reserved for members of Historic Red Clay Valley, Inc. Leaves Greenville 8:30 AM.

THROUGH JANUARY 9, 1983: Brandywine River Museum's "O"-gauge model train display will operate daily except Christmas 9:30 AM to 4:30 PM. The museum is located on U.S. Route 1, Chadds Ford, PA. Admission: \$1.75 adults, \$1 for senior citizens, students and children 6-12. Children under 6 admitted free.

FEBRUARY 12-13: Greenberg's Great Train, Doll House and Toy Show at Philadelphia Civic Center, 34th Street below Spruce, 11 AM to 5 PM. Admission: \$3.50 per day (children under 12 free when accompanied by an adult).

MARCH 26-APRIL 17: Philadelphia Chapter's third annual South African Steam Safari. Tour covers 2,000 miles of railroad with at least a dozen classes of steam locomotives, plus other features. For reservations and information, write: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

HARRISBURG GG1 COMMITTEE LAUNCHES FUND DRIVE



"Save Harrisburg's GG1" Committee has begun a drive to raise money for the restoration of GG1 #4859, which was the first electric locomotive to bring a passenger train into Harrisburg. The Committee, affiliated with the Harrisburg Chapter, NRHS, will also repay the \$12,500 loan by Lancaster Chapter for purchase of the 4859 from a scrap dealer earlier this year. The locomotive is now stored at Strasburg, PA.

Tax-deductible contributions may be sent to: Save Harrisburg's GG1, c/o Harrisburg Chapter, NRHS, P. O. Box 3423, Shiremanstown, PA 17011, making checks payable to "Save Harrisburg's GG1."

AMTRAK, CONRAIL OFFER GIFT CATALOGS

Both Amtrak and Conrail have issued colorful gift catalogs featuring such items as caps, jackets, coffee mugs, travel bags, T-shirts, clocks, watches, and even ski hats. Most of these items are emblazoned with the railroads' logos.

Copies of the catalogs will be available at the December 9 Chapter meeting, or they may be secured by writing:

AMTRAK GIFTS
P. O. Box 2001
Milwaukee, WI 53201

THE CONRAIL SHOPPE
129 North Poplar
Charlotte, NC 28202

DUES NOTICES TO BE MAILED THIS MONTH

Membership dues in Philadelphia Chapter, NRHS will remain at \$18 per person for the year 1983, of which half goes to the national organization and half to the Chapter for local activities. Family memberships will be \$2.00 additional; Chapter-only dues are \$9 per person.

Dues notices should be in the mail soon. Members are asked to mail their checks to:

Mr. Earle P. Finkbiner, Treasurer
Philadelphia Chapter, NRHS
1401 Riverton Road
Cinnaminson, NJ 08077



The Head-End Power conversion program continues with additional cars ordered and under construction. First, though, sleeper 2200 will apparently not be converted to an all-electric configuration and therefore only three bedroom cars will be rebuilt. Whenever a spare will be needed on the *Silver Meteor*, they will have to use a 10-6 sleeper. Reports also indicate that most of the remaining Budd 10-6 sleepers, now held in reserve, will be scheduled through Beech Grove to provide much-needed sleeper capacity. Something like 25 cars are involved.

To cope with an increasing level of mail traffic, ten baggage cars are to be converted from baggage-dormitories (nine) and a lounge (one). The cars will be numbered 1184-1194, except 1190. Cars 1188-1189 and 1191-1192 will be former baggage-dorms 1401, 1411, 1428 and 1422. The other cars involved are 1409, 1412, 1413, 1418, 1419 and lounge 3407.

Finally, ten diners have been mentioned. These may be the four twin-unit diners of *Broadway Limited* fame and two ex-Southern diners. Presumably the twin-units, like the bedroom cars, will add a touch of class to the *Silver Meteor*, while the diners released from that train will strengthen the fleet and allow another train to receive a full dining car.

The Heritage coaches have been spread around to various trains, replacing original Amcoaches and greatly improving the lot of overnight and long-distance riders. The *Palmetto* typically has five, the *Night Owl* three, the *City of New Orleans* four, and the *Cardinal* four cars per set.

By mid-November, deliveries of new Amfleet II cars stood at 101, consisting of 86 coaches and 15 lounge cars. The coaches are all assigned to the Florida pool, except 25059-25077, which are on the *Broadway Limited*. For the record, I figure Amtrak will need another nine cars to properly field the Christmas holiday program with an adequate spare ratio. The next train to receive the Amfleet II will be the *Lake Shore Limited*, with my guess being that the Heritage coaches released going to the *Montrealer* and *Spirit of California*, to provide decent equipment on every overnight train, at last.

The 16 Amlounge II cars delivered to date can be found on the *Silver Meteor*, *Capital Limited*, *Lake Shore Limited* (Boston-Albany), *Silver Palm* and the New England Metroliners. Eight somewhat similar Amlounge I cars are assigned to the *City of New Orleans* and *Montrealer*. The 32 Amdinettes are assigned to Metroliner Service trains, the *Montrealer*, *Night Owl*, *Adirondack*, *Maple Leaf*, *Spirit of California*, *International Limited* and *Lake Cities*. With nine more Amlounge II's coming, it's possible that a few additional trains will receive sit-down table service, but don't expect to see any improvement in the Corridor.

All Amclubs are confined to the Northeast Corridor and car 20116 is being converted to full club 20679 for Metroliner Service.

Numbers assigned to the seven dome coaches now being rebuilt at Beech Grove are 9400-9406 (formerly 9478-9485, except 9481).

On the locomotive side, the E60's on a typical day were found only on the *Broadway Limited*, *Silver Star*, *Silver Meteor*, Train 67 and Train 225. Everything else, of course, was hauled by AEM-7's. The two E8's still on the active list were still to be found in occasional use out of New Haven. The 495 was laid up at New Haven, and 497 was on Train 190 on November 13, for example. The P30CH fleet is up to 13 active units because two units were in use on the Oxnard-Los Angeles commuter trains.

While the new *International Limited* was to operate with alternating VIA and Amtrak trainsets, only a few early trips seemed to have run that way before problems were encountered with the Canadian cars. Whatever the reason, I noted both sides running with Amfleet cars in mid-November. The *Interamerican* added a low-level 10-6 sleeper between San Antonio and Chicago to augment the through Los-Angeles-Chicago Superliner. The car started operation November 19.

The "New England Metroliners" make their faster time between Boston and New York by combining short consists (four cars) and high power (two F40's). The trains have three 60-seat Amcoaches and an Amlounge II. Meal service is on a higher level than conventional Corridor trains. For breakfast, free Danish pastry and coffee are dispensed from a rolling cart, but a full breakfast is available in the Amlounge. This is an omelet with cheese, Canadian bacon and sausage. The dinner selections offer two entrees which will rotate on cycles. The initial selection was a platter of smoked meats or chicken kiev.

(Continued on Page 4)

ON THE SCENE *(Continued from Page 3)*

The Army-Navy game will see only two special trains this year, with F40's and Amfleet out of Washington. However, a privately-chartered train, featuring American Coal Enterprises' office car, will be electric locomotive-powered to Arsenal tower in Philadelphia, then diesel-hauled (backwards) to Stadium.

In commuter and transit news, BOSTON MBTA had 20 rebuilt RDC coaches in service by mid-November. I noted two five-car trains on the Gloucester branch, a four-car train from Lowell, while a four-car train operated out of South Station to Framingham. A two-car train of self-propelled RDC's ran on the Back Bay shuttle (cars 75 and 6134), the only example of Budds running on their own.

In CHICAGO, service will be restored over most of the Jackson Park branch of the E1 in December. The final station still requires a bus connection because of the weakened condition of a bridge over the Illinois Central Gulf tracks at 63rd St. station. The airport extension to O'Hare may open as early as February, with new intermediate stations at Harlem, Cumberland and River Road. Total mileage of the extension is 7.3, and running time to the Loop will be just 33 minutes. The yard at Howard Street will be doubled in size by 1987 and the layout is to be revised to end current conflicts between the Skokie, Evanston and Howard St. turnbacks. Addison station will be rebuilt to eliminate conflicts between subway trains and Evanston expresses, and the layout will also be revised south of the Loop to route subway trains down the Dan Ryan line while Lake Street cars will be routed down the South Side E1 to Englewood and Jackson Park, reversing the current arrangement.

SOUTH SHORE LINE's first train of new MU's (a five-car set) replaced the RTA gallery set to permit a speeded up service.

NEW JERSEY TRANSIT, apart from raising fares December 1, has recommended closure of 37 agency stations and termination of service between High Bridge and Phillipsburg. The last remnant of the Reading's New York service is also to be discontinued December 3.

The 24 stations to retain agency service on NJT rail commuter lines include 20 of the top 22 stations and, inevitably, politics may have played a role in determining several major stations which will lose service while retaining some lesser locations. Only one former Erie station, Ridgewood, will remain open. Seven stations on the Morristown line will remain (Hoboken, Newark, Maplewood, Summit, Chatham, Morristown and Berkeley Heights). Two stations will remain on the Raritan Valley line (Westfield and Fanwood). Five North Jersey Coast stations will remain open, being Matawan, Middletown, Red Bank, Asbury Park and Point Pleasant Beach. The Amtrak line to Trenton comes off best, keeping nine stations — New York, Newark, Elizabeth, Rahway, Metro Park, Metuchen, New Brunswick, Princeton Jct. and Trenton.

The top 22 stations will keep their agents excepting Linden (#17) and Madison (#19). Four lesser stations, for reasons not made clear, will keep their agents (Fanwood, Asbury Park, Berkeley Heights and Point Pleasant Beach).

NJ Transit has written off control car 5112 and push-pull coaches 1768 and 1809 as a result of the accident last summer at Fair Lawn, NJ.

The fleet of units in the Grand Central commuter pool in NEW YORK has been strengthened by some Conrail GE B23-7 road-switchers slightly modified to clear into Grand Central Terminal. Typically, a B23-7 and an FL9 are paired on certain Brewster trains.

Out west, CALTRANS has leased six gallery coaches from Chicago RTA for use on the Oxnard-Los Angeles service. All are Budd-built cars, numbered 7315, 7316, 7319, 7334, 7335 and 7358.

North of the border, VIA RAIL CANADA has sold three of the former Reading Company *Crusader* cars. The two observations, #302 and 304, and the 300 (cafe-bar-lounge) have been sold, leaving the two coaches on the VIA roster (301 and 303). The name of the buyer was not confirmed.

NRHS DIRECTORS VISIT PHILADELPHIA, RIDE TROLLEYS *(Continued from Page 1)*

Several noteworthy retirements were announced: E. Lewis Pardee is stepping down as national chairman after 39 years in the Society, Philadelphia Chapter Member Eve Walker has relinquished her post as head of the Emblem Sales Committee and Ralph Cooper of Kansas City has retired as chairman of the 25-Year Committee. David W. Short of Park Ridge, NJ was appointed to replace Eve and Kenton H. Forrest of Lakewood, CO was named to the newly-created post of director philatelic service.

The death of retired National Treasurer J. Cecil Matthews on October 24, at the age of 80, was noted with sadness.

After the meeting, Joe Mannix conducted a tour of the new Penn's Landing trolley line on Delaware Avenue for the benefit of visiting directors. Cars 26 and 120 made a special stop at Market Street to board the NRHS group.

Philadelphia Chapter wishes to thank General Manager David L. Gunn of SEPTA and his staff for their cooperation in arranging the rail tour. Special thanks are also due Chapter Members Russ Jackson, Joe Mannix and Ron DeGraw for their invaluable assistance. In addition, the Chapter expresses its appreciation to the staff of Philadelphia Centre Hotel for their fine hospitality.

PHILADELPHIA EXPRESS

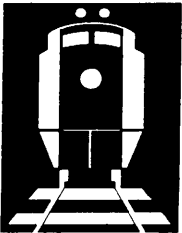


FRANK G. TATNALL, JR.

Time is running out for SEPTA's commuter rail system. The next few weeks will determine whether the 12 "regional high speed" lines now operated by CONRAIL will continue to serve the five-county area or whether they will be shut down. SEPTA General Manager David L. Gunn sees a 90 percent likelihood that the trains will stop on January 1.

As everyone knows by now, Federal law requires that CONRAIL get out of the commuter business by the first of the year. The hitch is that SEPTA, in taking over the system, must negotiate new contracts with the 15 unions representing about 1,500 Conrail workers--and SEPTA insists that the unions accept the less costly wage and work rule package now in effect for its trolley, bus, subway and shop employees.

Well, let me tell you, putting together an agreement like this is no picnic, especially in the short timeframe mandated by the law. SEPTA has also suffered from some indecision, first hiring an AMTRAK subsidiary, Northeast Commuter Services Corp., to run the trains, then deciding to do the job itself (see October Cinders). The same bargaining team, however, has represented both NCSC and SEPTA throughout the labor negotiations.



With a Federal emergency board now involved in the dispute, both sides submitted their "final" offers on November 23 and the board has until December 8 to choose one or the other as being the more reasonable. While a few unions showed flexibility, most sought to preserve their existing contracts. For its part, SEPTA sweetened its offer somewhat by agreeing to hire non-operating workers at their current wage levels--IF they give up their old work rules and job classifications. To do this, a special fund would be set up to pay them the difference between their present wages and the lower wage rates of SEPTA employees. This supplemental pay would continue over a period of years until transit wages catch up to the rail level. Engineers and conductors, who are the highest paid workers, would not be fully covered but would be asked to accept annual wage levels of \$35,000 and \$31,000 respectively.

The board must select one of these proposals in its entirety. Though non-binding, the board's decision will have some teeth in it. If SEPTA's offer is selected and the workers strike, the law bars them from receiving unemployment benefits to which they would be otherwise entitled. If the unions' offer is accepted and it is refused by SEPTA, Federal subsidies will be cut off.

Support for SEPTA's position seems to have increased in recent weeks. Not only have most political leaders in the SEPTA region rallied behind management but so have the Greater Philadelphia Chamber of Commerce and rail consumer groups. Nonetheless, local governments and SEPTA are girding for a January shutdown. For over a year the Delaware Valley Regional Planning Commission has been drawing up contingency plans for moving the 50,000 daily commuters by other means--preferably public transit and car pools. Additional parking areas on the fringes of downtown and tougher enforcement of traffic regulations are also planned.

"SEPTA will put all available vehicles into service," General Manager Gunn told the press last month. "We'll field an additional 85 to 95 buses and add trains to the (Market-Frankford) elevated line." He said that extra cars would also be run on the Norristown high-speed line to 69th Street, in an attempt to handle some displaced riders from the Paoli trains. In addition, SEPTA is expanding its telephone information service to advise commuters of alternate transportation routes, with new phone numbers to be established throughout the five-county SEPTA region. But even with this extensive pre-planning, it's unlikely that SEPTA will be able to accommodate more than about 10,000 former rail commuters.

SEPTA has scheduled a series of five public hearings between December 6 and 13, to give consumers a chance to air their views on the threatened shutdown.

If SEPTA and the unions fail to reach agreement by January, it's still possible that workers may stay on the job--on SEPTA's terms--while taking the dispute to court. If a shutdown occurs, as appears likely, SEPTA hopes to restart at least some of the operation in about three months, using both defecting CONRAIL workers and new hires. The worst case scenario, of course, is for a permanent shutdown of the nation's fourth largest commuter rail system.

Other problems continue to beset the commuter operation. One is AMTRAK's demand for an increase in trackage charges for SEPTA's Paoli, Wilmington, Trenton and Chestnut Hill West trains, from about \$4 million to \$10 million a year. "It's a really serious problem, second only to the labor issue," says David Gunn. "Dealing with Amtrak is like dealing with the Russians." Meanwhile, Amtrak has asked the Interstate Commerce Commission to decide how much the commuter authorities and CONRAIL should pay for use of Northeast Corridor trackage, because months of negotiations have left the parties "far apart as to appropriate compensation."

PHILADELPHIA EXPRESS *(Continued from Page 5)*

SEPTA also faces at least \$50 million a year in costs to repair the crumbling bridges, buildings and track along its 12 commuter rail lines. "Basic maintenance hasn't been done in years," General Manager Gunn told reporters. "The problem of overcoming the physical decay is severe." An extreme example of this decay is the 87-year-old Crum Creek bridge on the Media line, which was closed in September after inspectors found the structure to be in dangerous condition. Gunn said that SEPTA plans to make temporary repairs to the bridge so that it can reopen next spring.

After replacing 56 CONRAIL ticket clerks November 1 on former Reading commuter lines, SEPTA plans to replace 75 more clerks December 20 on the ex-Penn Central lines. SEPTA has approved a \$2.25-million-a-year contract with Blue Ribbon Services, Inc., which is furnishing non-union employees to staff the ticket offices at Reading Terminal and most outlying stations.....The Sunday Inquirer ran a major article in its November 14 editions detailing progress on the \$325-million center city commuter rail tunnel. In spite of tremendous obstacles, the 1.8-mile tunnel project is on schedule and will be ready for full service in early 1984. The new Market East Station at 11th Street is well along, with platforms in place, escalators under construction and a block-long ceramic-tile mural 80 percent completed.....Above the station work has begun on a 32-story office tower named One Reading Center. The \$76-million building adjacent to Reading Terminal will be owned by the Reading Company.

Track construction continues on the Bethlehem branch and on the Media line south of Fernwood. Long stretches of ancient jointed rail are being replaced.....A temporary block station named "College" has been established at Swarthmore station, to handle trains being turned back because of the closure of Crum Creek bridge.The NEW HOPE & IVYLAND is proposing to take over freight operations on several SEPTA-owned lines, including the Bethlehem, Doylestown, Warminster, Norristown and Stony Creek branches.....A new timetable for the Reading Terminal-Norristown line was issued on December 5.....Those four Silverliner IV's stranded at Media by the shutdown of Crum Creek bridge have been moved to the SEPTA rail training center at Lenni, Delaware County. The cars are #275, 286, 372 and 373.....Both of SEPTA's ex-Reading FP7 locomotives are still in storage at Wayne Junction. SEPTA 4371 and 4372 are former RDG 900 and 902.....A 20-unit condominium complex has been proposed for the Reading Company property adjacent to Chestnut Hill East station.



November 14 was to be the day that new Kawasaki cars displaced PCC's on SEPTA's Route 10-Lancaster Avenue, however some PCC's remain in service on the line. Until the inspection pits at Callow-hill depot are rebuilt to accommodate the heavier Kawasakis, the new cars will operate out of Elmwood depot, making their pullouts via the 38th Street diversion track.....As of early November, 110 of 112 Kawasaki cars had been delivered to the City Transit Division and 28 of 29 to Red Arrow.....Reconditioned rail from the elevated has been laid on Route 36 in the center strip right-of-way on Island Avenue between Buist and Lindbergh Blvd. The remaining track to Eastwick loop will later be rebuilt as part of a bridge project which will carry Island Avenue over the Airport High Speed Line.....The inbound track on the Norristown High Speed Line between Gulph Mills and Hughes Park was reopened in late October, after new welded rail was installed.

Following up on our report in November Cinders, five of the six ex-Red Arrow St. Louis cars sold by SEPTA to Arden Trolley Museum have now been resold to other parties. Car #14 has gone to the Arden Museum near Pittsburgh, but #17 was sold to Buckingham Valley Trolley Association for its Penn's Landing operation, #19 has been sold for parts and is stored at New Hope, PA., #21 went to the Branford Trolley Museum, #22 to SEPTA Board Member James McHugh and #24 to Arden Member Robert Brown. The last-named car is stored with BVTA's collection at Pier 5.

SEPTA on November 14 reopened the Fairmount station on the Broad Street subway. It was closed in August 1981 because construction of the center city rail tunnel required that the two local tracks of the Broad Street line be taken out of service. Fairmount has no platforms which reach the express tracks, thus causing its closure until the construction work was finished.....A new Chinatown station on the Ridge Avenue subway has been completed as part of the center city tunnel project. As a result, the Ridge Avenue line to 8th & Market will be reopened early next year.....Trolley route 53 should also return to rail operation early in 1983, following completion of a new Wayne Avenue bridge over the Chestnut Hill West commuter line.

SEPTA is making great strides in its campaign to keep its buses clean. New bus washers began operating last month at the Germantown and Comly garages, and new bus washing bays are under construction at the Allegheny and Callowhill depots. Last spring two washers were installed at Southern depot for buses and trackless trolleys. Each unit costs about \$100,000 and can wash from 125 to 160 vehicles per day, according to SEPTA figures. Water is recycled and only about seven gallons are lost for each washing.....SEPTA will build a loop for turning subway-surface cars at the 40th & Woodland portal. New poles are already in place.....An induction radio system (working off the power wires) is being installed along the five subway-surface routes, and all new Kawasaki cars are equipped with the radios. Work has already been completed on Route 10-Lancaster Avenue.

Philadelphia City Council is embroiled in a dispute over SEPTA's plan to renovate the deteriorating Frankford el structure. Several councilmen have taken issue with Mayor Green, who has approved the \$130-million program in place of the more extensive \$308-million rebuild proposed by the City's Department of Public Property. The project favored by SEPTA would extend the el's service life for 30 years, versus 50 years for the more extensive plan.....City Council last month overrode the Mayor's veto of a bill directing the City to study the dangers of railroad tracks and other mass transit facilities, and where necessary to build fences around them.....Hudson General Corp. of New York has replaced SEPTA as operator of the parking lot bus service at Philadelphia International Airport, effective October 1.....Former Chairman David F. Girard-diCarlo resigned from the SEPTA board last month. He had stepped down as chairman in July and was replaced by Lewis F. Gould, Jr.

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

NJ TRANSIT

NJ TRANSIT, faced with a severe budget crunch, last month decided to axe its lightly-used West Trenton commuter line and 29 bus routes, for an annual saving of \$5 million. With an operating deficit of almost \$50 million for the current fiscal year, the NJT board also voted to proceed with fare increases of up to 25 percent on December 1, unless the State Legislature comes up with a last-minute appropriation of \$19.5-million. Officials warned that as many as 64,000 of NJT's 280,000 daily bus and rail riders will desert the system if the new fares go into effect. The West Trenton service, which consists of one morning and one evening train using a GP40P and two old coaches, was due to end on December 3.

Governor Kean of New Jersey has urged adoption of new taxes to subsidize mass transit. This action ties in with President Reagan's announcement that he will support a five-cent-per-gallon increase in the Federal gasoline tax to help rebuild the nation's crumbling highways, bridges and mass transit systems. The Federal tax, which has long been promoted by Transportation Secretary Drew Lewis, appears to have strong bipartisan support in Congress, but it will require matching funds from the states.

NJ TRANSIT's venerable GG1's may close out their long careers by next April, according to reliable reports. By that time, most steam-heated equipment will be replaced on the Jersey Coast Line by new Bombardier-built cars. And our recent report that NJT may acquire newer E44 freight electrics from CONRAIL appears to be accurate.....NJ TRANSIT will award a \$21-million contract to Morrison-Knudsen of Boise, ID for rehabilitating its 70 Arrow II MU cars, built by General Electric/Avco in 1975 (Tri-State Chapter Block Line).....NJ TRANSIT has received a Federal grant to rehab its fleet of 22 PCC cars for use in the Newark subway (Block Line).....According to a report in Mid-Atlantic Rail Passenger, Atlantic City Railway has abandoned its proposal for running passenger trains between Philadelphia and Atlantic City in favor of a luxury train service between New York and Atlantic City via the old Blue Comet route. ACR would also double-track the existing Lindenwood-Atlantic City route and operate refurbished RDC's over it. (NJ TRANSIT in October rejected ACR's proposal for running a Philadelphia-Atlantic City service because of insufficient resources.) Reportedly, Atlantic City's casino industry is interested in funding ACR only if it begins a New York service.

**Amtrak**

AMTRAK announced last month that it had signed an historic agreement with the United Transportation Union. Under the new agreement, train service employees working New York-Washington and Philadelphia-Harrisburg will be paid for hours worked rather than on the traditional time-mileage basis, and wage increases in 1983 will be three percent less than the national freight agreement. The UTU agreement follows a similar pact between Amtrak and the Brotherhood of Locomotive Engineers announced in October. The two agreements will allow the railroad to contract directly with its Northeast Corridor employees who now work for CONRAIL, effective January 1, 1983. (Rail Travel News)

Congressman James Florio of New Jersey plans to add AMTRAK as a beneficiary of the five-cent-per-gallon increase in the Federal gasoline tax (see above). Under President Reagan's proposal, the tax increase would raise about \$4.4 billion a year for highway repairs and \$1.1 billion for mass transit projects, as well as creating some 320,000 new construction jobs over the next five years. Mr. Florio, in his statement to the media, did not make it clear just how Amtrak would share in this funding.....North Western Illinois Chapter reports that AMTRAK President W. Graham Claytor, Jr. and his wife left last month on a transcontinental rail trip via the Capitol Limited and San Francisco Zephyr. On board #441, the story goes, Mrs. Claytor was startled by a mouse in the bedroom of her Heritage sleeper.....Ross Rowland's special train to the Army-Navy game in Philadelphia has been cancelled (see November Cinders).

CONRAIL

The Railway Labor Executives Association has written to Transportation Secretary Drew Lewis seeking to initiate discussions for the purchase of CONRAIL by its employees. The labor group said that about 92 percent of the railroad's 61,000 current and recently-furloughed employees voted to begin the negotiations. Conrail, which is to be sold to the private sector sometime next year, has been improving its profits by cutting costs. According to the Wall Street Journal, the road has slashed its work force from 100,000 in 1976 to 58,000 now and is in the process of abandoning or selling 2,600 route miles, representing about 16 percent of its system but only 1.5 percent of its traffic.

CONRAIL is ready to begin loading coal ships this month at its rebuilt Pier 124 in Philadelphia. The expansion program cost \$41 million, of which the State of Pennsylvania contributed \$22.6 million and Conrail the rest (see November Cinders).....CONRAIL has added two piggyback trains to serve its Newark (DE) TrailVan facility, TV-26 running from Detroit to Wilmington and TV-27 from Wilmington to Pittsburgh.....CONRAIL has been rebuilding its track on the West Philadelphia high line, resulting in the detour of certain north-south freight trains to the CHESSIE via Park Junction. These include trains from and to Potomac yard at Alexandria, VA and from and to South Philadelphia.....The #1 westbound track on the former Reading New York branch has been taken out of service between "Wing" interlocking near West Trenton and Weston, NJ, a distance of 20 miles.Shore Fast Line, Inc., a new shortline, is aiming for an end-of-the-year takeover of two short CONRAIL branches in South Jersey. They are the five-mile Pleasantville secondary and the 3.5-mile Linwood secondary near Atlantic City.....CONRAIL Chairman L. Stanley Crane has been named 1983 recipient of the prestigious Salzberg Memorial Medallion, presented each year by Syracuse University for excellence in transportation. The award will be presented April 7 in Syracuse, NY (Traffic World).

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PHILADELPHIA EXPRESS *(Continued from Page 7)*

CHESSIE SYSTEM has opened a new piggyback facility at Wilsmere yard near Wilmington, DE, principally to handle perishable traffic from Florida. The first run of Train NBTT, dubbed the "Orange Blossom Special", arrived at Wilsmere November 17 from Orlando, FL, operating via the CSX route through Potomac yard. Its south-bound counterpart is SBTT.....CSX has also launched a media campaign boosting its piggyback service. Head-lined "TRAIN YOUR TRUCKS AND SAVE," the ad compares the cost and service by piggyback versus over-the-road truckDELAWARE & HUDSON is now handling unit coal trains from the CHESSIE at Philadelphia enroute to Bow, NH, by way of Allentown and Binghamton, thence to the BOSTON & MAINE (Pottstown Chapter Colebrookdale Local).

Chapter Member Walt Stringer of San Diego had an article in the October issue of Rail Travel News entitled "Riding the Metroliners and Rail Transit Cars of Philadelphia." He also gave a plug to Cinders in the article.....Restored GGI #4800 was officially rededicated at an elaborate ceremony held November 20 at the Railroad Museum of Pennsylvania, Strasburg. The 48-year-old electric locomotive was resplendent in its newly-applied Pennsy dark green paint with widely-spaced pinstripes.....It's expected that the other refurbished GGI, #4935, will soon be moved from AMTRAK's Wilmington shops to Strasburg, setting the stage for a "GGI Day" at the museum in May.....Word is that Standard Steel Works is about ready to donate its rare Baldwin V0660 diesel switcher #6712 to the Strasburg Museum.

WILMINGTON & WESTERN was set to receive its recently-purchased AMTRAK GGI #4934 late last month.....W&W's ex-Jersey Central 0-6-0 #113 left Locust Summit, PA in mid-November enroute to the Marshallton (DE) shop via CONRAIL-Philadelphia-CHESSIE. The old switcher moved on its own wheels.....The 150th anniversary of the Reading Company will be observed beginning next April in the Reading area. Pottstown Chapter will participate.....A new exit ramp connecting Interstate 295 with PATCO's Woodcrest station opened in mid-November.



SEASON'S GREETINGS!



While space does not permit a lengthy Holiday Message, we should consider ourselves blessed, being from different ethnic backgrounds and resource levels, but yet commonly bonded together, as equals, in our pursuit of the history of rail transportation. With this in mind, the officers extend their best wishes for an enjoyable Holiday Season, and may you experience success and happiness in 1983.

R. L. EASTWOOD, JR., President

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