



# CINDERS

February 1982



## IN THIS ISSUE

ON THE SCENE, by El Simon.....	2
Extra List.....	4
PHILADELPHIA EXPRESS, by Frank Tatnall.....	5
Chessie System Freight Schedule.....	11
Book Review.....	12

Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## Our Meeting:

The February, 1982 meeting of Philadelphia Chapter, NRHS will feature our Annual Slide Contest, rules for which are shown at the bottom of this page. The meeting will be held on Friday evening, February 19, 1982, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. A special added attraction to our meeting is the expected visit of National President V. Allan Vaughn, who will be in Philadelphia that weekend on NRHS business. We invite you to be on hand to welcome President Allan to our Chapter for the first time.

All members and guests are encouraged to have dinner in the Engineers' Club dining room (BY ADVANCE RESERVATION, PLEASE) beginning at 6 PM. The sit-down meal is \$8.00 per person, and reservations MUST BE MADE ON OR BEFORE WEDNESDAY, FEBRUARY 17, 1982 to Vice President Tatnall at 215-828-0706. The program portion of our meeting begins at 7:30 PM in the Conference Room, and registration for the slide contest begins at 7 PM. The Officers' Meeting will be in the TV Lounge at 7 PM.

Come out, share your rail photography efforts with your fellow members, and compete in the 1982 Slide Contest of Philadelphia Chapter. Bring a friend and join us in welcoming V. Allan Vaughn on Friday, February 19.

## SLIDE CONTEST RULES

1. No entry form is necessary for the 1982 Slide Contest. Slides, however, must be registered in person at the February 19 meeting, beginning at 7 PM. Registration closes at 7:30 PM, and no entries will be accepted after that hour. THE SLIDE CONTEST IS OPEN TO PHILADELPHIA CHAPTER, NRHS MEMBERS ONLY.

2. There are SIX categories in this year's contest. Categories (a) through (e) must contain only subject matter taken SINCE March 1, 1972, and Category (f) will include ONLY subject matter taken BEFORE March 1, 1972.

- (a) Steam
- (b) Diesel (including RDC's, railcars, turbine-powered equipment)
- (c) Mainline electric (including multiple-unit equipment)
- (d) Trolleys/rapid transit/interurbans
- (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, railfans, etc.)
- (f) Oldies, but goodies (any subject prior to March 1, 1972)

3. In case of uncertainty, the contest manager will decide which category is appropriate.

4. Each contestant may exhibit a maximum of 4 slides in each category, or a total of 24 in the contest. The slides must have been taken personally by the contestant, may be in color or black and white, and subject matter may be from anywhere in the world.

5. Contestant's name MUST be on the slide, or it will be disqualified. Contestant's presentation MUST be in the order noted above, and on the entry form completed at registration. After the initial screening, contestant will select ONE SLIDE in each category which he considers BEST in the category. He will give that slide to the projectionist to be shown in the final judging. Thus, a maximum of six (6) slides will be permitted in the final judging.

6. Film prizes will be awarded on the basis of first, second and third place in each category. The panel of five (5) judges, none of whom may be a contestant, will be chosen at the beginning of the meeting. The decision of these judges is final, and they reserve the right to not award prizes in any category which they feel is not well represented.



As Amtrak finished out 1981, it would be appropriate to review some equipment programs which were active during the year.

1. The final 83 Superliners delivered - Pullman Standard closed out passenger car production with 22 Sightseer lounges, 14 diners and 47 sleepers. These cars permitted the retirement of all western steam-heated cars, with Superliner equipment going on the *Coast Starlight*, *Sunset Limited* and *Pioneer* (except sleeping cars on the latter train).
2. Topeka Shops ends production - Santa Fe's shop at Topeka, KS ending contract work for Amtrak in August, completing the conversion to HEP of 10 transition coach-dormitories, nine coaches and four lounges. All had been built for the Hi-Level *El Capitan* during Santa Fe days.
3. Beech Grove continued in high gear - One hundred twelve cars were rebuilt to Heritage fleet during 1981, although production during the last two months trailed off significantly. Concurrently, sleepers and baggage cars rebuilt in earlier years came back for intermediate overhauls and, as the year ended, significant numbers of Superliners were returning for modifications.
4. Woodcrest working on gallery cars - ICG's Woodcrest shops were rebuilding eight 9600-series cars (inherited from Chicago & North Western). Two cars (9611-9612) were rebuilt as control cars for push-pull operation. Two of the of the four cars yet to be released (9613-9614) will become control cabs 9623-9624.
5. Steam-heated cars on the way out - By year's end, less than 80 cars remained in service, limited to three sets of the *Silver Star*. Hundreds of cars were officially retired and the procedure to sell them was under way. By January 16, 1982, only one set of the *Silver Star* remained with steam equipment.
6. A start on Amfleet II deliveries - Production and supplier delays limited production of the new cars to 15 coaches and one lounge during 1981, but eventually, the remaining 134 cars on order will arrive for service on the Florida and New York-Chicago runs.
7. Metroliners restructured - Most non-modernized Metroliners were in storage at year's end, and all self-propelled cars had been banished from extra fare service to the Harrisburg route or "clocker service" in October. The Metroliner Service was held down by AEM-7's and long-distance Amcoaches.
8. Leased MU's decline - Twenty-eight Arrow II MU's remain on lease from NJ Transit for clocker service. They should be released with delivery of additional Amfleet II cars.
9. Changes in road diesels - F40PH's through #390 arrived, and by January 20, 1982, only four SDP40F's and ten P30CH's remained in service. The SDP's will end their troubled career with the last steam *Silver Star*, while the GE's are concentrated on the *Sunset Limited*.
10. AEM-7's arrive in force - Thirty-nine of 47 units were aboard at year's end. The classic GG1's were gone, some E60's were on shaky ground, but Corridor schedules for regular trains had never been faster as a result.
11. FL9 program completed - Morrison-Knudsen rebuilt the sixth and final FL9.
12. Turbo program cut back - All French-designed and built Turbos were taken out of service and were up for sale.

In operations, Amtrak finished up the year with the Christmas season, and its accent on long-haul trains. While the corridors did not reach the traffic levels of Thanksgiving, overnight trains for the most part did run extra cars.

The Florida trains did not operate in extra sections as they did last Christmas. The *Silver Meteor* was all-Heritage, of course, and ran to the full 18-car limit each day. The *Crescent* ran 12 or 13 cars below Washington, while the *Broadway Limited* ran 12 cars out of New York and seven from Washington—regularly 19 cars west of Pittsburgh. The *Lake Shore Limited* ran 14 cars out of Chicago, of which ten ran to New York and four to Boston. The *Capitol Limited*, incidentally, was running eight cars between Washington and Pittsburgh, about as long as the B&O flagship of the same name in its last days.

(Continued on Page 3)

## ON THE SCENE (Continued from Page 2)

Amtrak Metroliner cars 886 and 887 may be the only Metroclubs still running with their original parlor chairs. The 880, 882, 885 and 888 have coach seats, while the 884 and 889 haven't been noted in service lately.

As our last column was issued, there were three steam-heated *Silver Star* sets, and we printed their consists of December 18, 19 and 20, on the eve of the big Christmas season. The trains always ran 16 cars north of Washington plus a baggage car beyond. But, on December 24 and January 5 (northbound only), an extra 18th car was operated. Power was drawn from an eight-unit fleet of Amtrak's last active SDP40F units. These units were the 611, 629, 631, 634, 636, 639, 644 and 649. Four of the eight units were stored: 629 (1-09-82); 639(1-15-82); 644 (1-21-82); and 649 (1-15-82). This leaves two units for the one set still operating with steam equipment, with one spare each at Washington and Hialeah.

On January 7, peak period consists were cut back and Amtrak was able to gather a second all-electric set of equipment for the *Silver Star*. For a week after that, the train operated with two steam and two HEP sets; on January 16, the third set was converted, with one steam set being left, and thus the four SDP40F's which remained active were sufficient.

Two developments arose which prevented the conversion of the fourth and last set of the *Star*. First, a supplier strike shut off production of Amfleet II cars, and second, the *Cardinal* was restored to service with Heritage Fleet equipment, and this absorbed six coaches and two sleepers which could have been used to re-equip the last set of trains 81-82. In any event, Sunnyside yard wound up with more than 80 steam cars by mid-January, and one presumes that the remaining set of the *Star* had the very best of the other steam cars.

I rode to Raleigh, NC on Saturday, January 23 aboard a Heritage/Amfleet II set of equipment (Train #81) and got a good night's sleep in a local hotel. Next morning, I caught the last steam set back to New York to sample the "old way" one last time. Nostalgia aside, the old cars are pretty tired, with some cars too hot, others too cold and many cars with lots of racket coming from the trucks. For the record, the dining car menu on the *Star* remains the same as that introduced on Florida trains last May, although the three HEP sets of the train were scheduled to convert to airline-style meals on February 8, with only the remaining steam set having food prepared on board after that.

Metroliner I units in service on January 21 were 800-801, 803-804, 813 and 820, although 813 had not been seen in over a month. The only cafe in service is the modified car 868, which can run with the Metroliner II cars.

To detail the Heritage Fleet accomplishments of 1981, as mentioned above, baggage car 1175 was the final car of the year, outshopped on December 31. Cars 1174, 1177 (baggage), 3114 (lounge), 2054 (Slumbercoach) and "Congo" coach 7618 were all observed since our last report. The 7618 finished the program to rebuild 27 coaches for "clocker" service. Although these cars, with non-reclining seats, are supposed to be limited to the short intercity run, they were noted on such trains as the *Palmetto* and the Fort Leonard Wood (MO) special over the holidays. Imagine riding to Missouri in a "day coach".

The supplemental folder Amtrak printed in early January included few changes in our area. The *Cardinal* is back, of course. The westbound *Fort Pitt* from Altoona to Pittsburgh returns to an hour-earlier schedule to behave more like a commuter train on weekdays. The *Capitol Limited* between Pittsburgh and Washington has been speeded up by about half an hour.

New Jersey Transit has received the first production cars (intermediate coaches) from Bombardier out of its order for 117 coaches. To reiterate, the order will consist of 20 control coaches, 97 intermediate coaches, plus an MTA (New York) add-on order for six cars for the Pascack Valley line. NJ Transit's board is proposing fare increases of up to 25% to take effect July 1, 1982.

Conrail's active office car fleet includes Cars 3 and 4 (true office cars), plus the staff cars 10, 11 and 12 (formerly a parlor-observation, 10-5 sleeper and a "Congressional" parlor car, respectively).

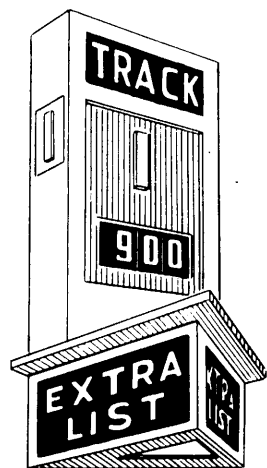
Former New Haven "washboard" MU's 4418 and 4431 were noted in the New Haven shop in January, with Connecticut DOT emblems affixed. Presumably, these are the cars assigned to the New Canaan shuttle.

In Boston, MBTA leases two locomotives from the Boston & Maine yet. GP7 #1566 operates in the north side service along with the F10's and F40PH's. SW1 #1122 works as the South Station switcher.

In MBTA passenger equipment developments, 23 former New Haven "Shoreliner" coaches soldier on, but MBTA has embarked upon a program to convert some to HEP. As they go along, a train of nine cars which runs to Attleboro in the rush hour gradually is being converted but until the job is completed, a boiler unit is placed on the Boston end while an HEP unit is on the Attleboro end. The consist included seven HEP and two steam cars as of January 9.

A second six-car set of coaches runs to Stoughton, and remains all-steam, but the lights are train-lined to a transformer in the first car which steps down the HEP voltage from the locomotive. Thus, the troublesome problem of batteries is eliminated. The surviving steam coaches were overhauled about 1977 in several shops, including car #2505, which was done at Reading.

(Continued on Page 4)



**FEBRUARY 13-14, 1982:** Greenberg's Great Train, Miniature & Toy Show at Philadelphia Civic Center, 34th Street below Spruce, 11 AM to 5 PM. Admission: \$3 per day (children under 12 free when accompanied by an adult). Philadelphia Chapter will be represented with a sales table.

**MARCH 7:** "Springtime Rail Ramble" on Red Arrow trolley routes to Media and Sharon Hill, using center-door car #73, sponsored by Buckingham Valley Trolley Association. Special side trip to 69th Street yard will be included. Car departs 69th Street Terminal 12 noon, returns 4 PM. Fare: \$10. Send ticket requests to: George Metz, 130 Springton Lake Road, Media, PA 19063, enclosing stamped, self-addressed envelope.

**MARCH 21:** "Train Bazaar '82" at Mother Seton High School, Garden State Parkway Exit 135, Clark, NJ, 9 AM to 3 PM. Admission: \$2.50 adults (children under 12 free), maximum \$5 per family. Sponsored by Jersey Central Chapter, NRHS, P. O. Box 700, Clark, NJ 07066-0700.

**MARCH 27:** West Jersey Chapter, NRHS will hold its annual banquet at the Philadelphia Naval Base Officers' Club. Complete details and information will be provided at the February 19 meeting and in March Cinders.

**APRIL 3:** "State of Maine" Express, Boston-Worcester-Portland-Boston via the Boston & Maine. This trip will traverse the Stony Brook, Lowell, and Wilmington Junction ("Wildcat") branches, with over 125 route miles of freight-only operation. Write for details: Mass Bay RRE, Box 136, Ward Hill, MA 01830-0136.

**MAY 1-2:** "Spring Spectacular" at East Broad Top Railroad, Rockhill Furnace, PA, featuring narrow-gauge steam passenger and freight trains and Shade Gap Electric Railway trolleys. Sponsored by Railways to Yesterday. For information, contact Sherman Shook, 160 Andover Street, Wilkes-Barre, PA 18702.

**MAY 16:** Lancaster Chapter, NRHS excursion from Harrisburg and Lancaster to Baltimore via Amtrak, with connecting boat trip to Annapolis. Consist will be an AEM-7 locomotive and Amfleet equipment. Schedule and fares to be announced.

**MAY 22:** Philadelphia Chapter will sponsor trip on the Maryland Midland Railway. Trip is expected to use one of MM's newly-acquired dome cars in consist. Bus connection from Philadelphia. Complete details will be provided in March Cinders.

**JUNE 5-27:** "Rail Britannia" tour to England, Scotland and Wales, sponsored by Overland Chapter, NRHS. Optional return on Queen Elizabeth II. Estimated fares range from \$2,550 to \$3,625 per person. Deposit of \$400 per person may be mailed to: V. Allan Vaughn, Secretary-Treasurer, 320 Wisconsin Avenue, Apt. 511, Oak Park, IL 60302, with checks made payable to "Railtours of America." For information, contact R. M. Billings, Tri-State Tours, Inc., 901 East Kimberly, Davenport, IA 52807 (telephone 319-386-8770).

**JULY 8-22:** Overland Chapter, NRHS presents a rail and bus tour of New Mexico and Colorado, including several events of 1982 NRHS convention. Tour leaves Chicago on Amtrak #3 July 8, returning to Chicago on Amtrak #6 July 22. For prices and other information, write: R. M. Billings, Tri-State Tours, Inc., 901 East Kimberly, Davenport, IA 52807 (telephone 319-386-8770).

**JULY 9-18:** "Colorado Rails '82," NRHS national convention featuring the 100th Anniversary of the Durango-Silverton narrow gauge line, a Union Pacific steam trip, a ride on the Rio Grande Zephyr and visits to several of Colorado's famed steam tourist lines. Sponsored by Intermountain Chapter, NRHS in cooperation with the Colorado Midland and Rio Grande chapters. See story in January, 1982 issue of Cinders for full details.

### ON THE SCENE (Continued from Page 3)

Thirty-two Budd RDC's are at Morrison-Knudsen for rebuilding to HEP coaches. They'll start to arrive in March, and will be needed when the last 14 GO Transit coaches must be returned. The GO cars must be back in Canada by the 31st of March, when their import permits expire. MBTA will be in very tight straits for several months and some reports have suggested that Amtrak coaches might be leased on a short-term basis.

NJ Transit's 20 active E8's include ten Paducah rebuilds: 4251, 4253, 4258, 4267, 4272, 4285, 4305, 4324, 4325 and 4327. The remaining ten units are 4246, 4248, 4257, 4320, 4323, 4326, 4328, 4330, 4332 and 4334. NJ Transit's last GP40P in the old DOT livery, 4103, has been in the shop since December 15 for an overhaul and repaint into the NJ Transit scheme.

In a transit note, MBTA has restored Red Line service to Ashmont along with the "high-speed" trolley line beyond to Mattapan. New welded rail has been installed, and, on the streetcar line, standard green PCC's have replaced the red ex-Dallas cars formerly operated.

# PHILADELPHIA EXPRESS



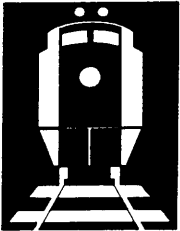
## FRANK G. TATNALL, JR.

On Friday, January 29 notices were posted in Philadelphia-area railroad stations and commuter trains warning riders that CONRAIL would cease its operation of SEPTA's regional rail system on March 31. The ominous-looking posters came as no surprise to informed commuters, because Conrail's present contract with SEPTA expires at the end of March and under the law Conrail must give 60 days' notice of service termination.

A week later, however, the system's 50,000 daily riders were breathing a bit easier. At a February 5 news conference, SEPTA Chairman David F. Girard-diCarlo announced that the authority will be able to extend its contract with CONRAIL to the end of the current fiscal year on June 30, based on commitments for additional funding which have surfaced in recent weeks. The formal offer to Conrail will be made at the SEPTA board meeting on February 24.

At the same news conference, Governor Thornburgh revealed that the State will immediately provide SEPTA with \$4.5 million earmarked for future bus purchases. This action apparently clears the way for a \$4 million loan from SEPTA's transit division to the commuter rail system, which had first been proposed by SEPTA as an outright transfer but which Mayor Green insisted on converting into a loan. This money, together with \$1.7 million in additional funding already approved by the Mayor and \$800,000 from the four suburban counties, will go toward closing an expected \$15.7-million gap in commuter rail funding through the end of June. That figure recently shot up as a result of surprise cutbacks in Federal subsidies.

Instead, Uncle Sam will provide only \$700,000 to help tide SEPTA over the current rail crisis, a far cry from the \$5 million which the agency hoped to obtain from Washington under legislation designed to shift commuter operations away from CONRAIL. SEPTA, according to Treasurer George Miller, is also looking to Conrail for \$5.5 million in credits from alleged overbillings and \$2.2 million in savings from reduced AMTRAK charges (see below).



Both the Governor and Girard-diCarlo made it clear that their rescue package in no way solves the long-term money problems of the commuter rail system, but it does provide "important breathing room" for finding a permanent solution. Girard-diCarlo said later that it appeared likely the present service would continue uninterrupted through the end of this year. CONRAIL now operates a total of 554 daily trains for SEPTA, but under existing law the big carrier must be out of the passenger business by January 1, 1983.

In late January former U.S. Attorney David W. Marston, 39, a Philadelphia Republican, was named to head the new AMTRAK COMMUTER SERVICES CORP. The appointment was immediately criticized by New Jersey Congressman James Florio, who authored much of the 1981 legislation setting up Amtrak Commuter as an alternative to CONRAIL, on the grounds that Marston has no transportation experience. Three members of the commuter agency's board, including SEPTA Board Member Frank Jenkins of Montgomery County, have been appointed by Amtrak, but two more members are still to be named by participating transit authorities. While it seems likely that SEPTA will sign up with Amtrak Commuter, no announcement to that effect has yet been made. Neither has any other authority now served by Conrail publicly decided whether to contract with Amtrak or attempt to run its own trains. That decision by law must be made by April 1.

As perhaps the final blow to any lingering plans SEPTA might have for running its own commuter trains, a special Federal court ruled last month that SEPTA must negotiate with the 1,700 CONRAIL workers who now operate the commuter system. The decision, which may be appealed, threw out SEPTA's claim that it can hire its own workers and revoke existing work rules and pay scales, after its contract with Conrail expires this year. The court case had been initiated by unions representing Conrail workers when SEPTA announced last September that it would run the Fox Chase-Newtown line with city transit employees. The court said, however, that the Newtown take-over was legal because planning for the change had begun before passage of new Federal legislation last August.

In the wake of the disastrous collision between a SEPTA RDC and a gasoline truck at Southampton, Bucks County, on January 2 (see January Cinders), investigations have been launched by a number of agencies. Included are the National Transportation Safety Board, the State Public Utility Commission and SEPTA itself. Following the crash, which took the life of the engineer and injured four other people, SEPTA resumed the use of two-car trains on the Fox Chase-Newtown line. CONRAIL workers, who formerly operated the route, strongly criticized SEPTA for using one-car trains on the mostly-rural line, because past experience had shown that single RDC's not specially equipped for such service occasionally fail to activate crossing signals. Eyewitnesses to the accident reported that flashers at the Second Street Pike crossing had gone out just before RDC #9164 reached the intersection and collided with the ARCO tank truck.

On January 12 a motorist was killed at an unprotected crossing on Old Jordan Road in Northampton Township, Bucks County, when his car was struck by SEPTA RDC #9151 bound from Newtown to Fox Chase. Federal funds for installation of warning lights at the crossing have been available since 1979, but delays at other levels of

(Continued on Page 6)

# PHILADELPHIA EXPRESS *(Continued from Page 5)*

government held up the work. The State PUC has now ordered prompt installation.....The following morning the driver of a pickup truck was killed at the River Road crossing in Miquon, Montgomery County, when he apparently drove past the flashing lights into the path of a two-car MU train headed from Norristown to Reading Terminal.

SEPTA now has the following RDC's assigned to its Fox Chase Line based at Newtown: 9151, 9152, 9163, 9164, 9165, 9167 and 9168. It is understood, however, that #9164, which sustained over \$100,000 damage in the Southampton accident, will be retired.....British Columbia Railway, which operates several RDC's in long-distance passenger service between North Vancouver and Prince George, BC, has sent representatives to inspect Philadelphia's RDC fleet. Of the 12 cars owned by the City, four by SEPTA and five by PennDOT, only a handful are active in Newtown service (two are also leased to Pittsburgh).

The new Exton commuter station in Chester County will finally appear in print when AMTRAK reissues its Harrisburg timetable on February 7. The station opened last November 2, just days after the previous timetable had been issued.....Record cold temperatures in January caused numerous delays in SEPTA's commuter rail system, but no serious breakdowns. On Sunday, January 10 NJ TRANSIT GGI #4881 was sent into Suburban Station to help maintain air pressure in frozen lines, which had caused several switch failures. The problem continued into the Monday rush hour, though temperatures moderated somewhat from Sunday's 1° F record for the date. The following Sunday, January 17, Philadelphia experienced its second lowest reading in more than 100 years when the mercury plunged to -7° in midafternoon.

In spite of several snowfalls and the coldest January in the City's history, the commuter rail system continued operating with few major problems. Even severe ice conditions which developed following the rain of January 23 failed to impact operations to any serious degree--something of a testimony to the area's maligned and undermaintained rail network.....SEPTA has begun applying its new rectangular "S" logos to commuter rail equipment.....The five-year warranty from General Electric expired late last year on SEPTA's Silverliner IV MU fleet.....The Greater Philadelphia Chamber of Commerce has urged PennDOT to delay closing the Platt bridge in Southwest Philadelphia until after the Airport High-Speed rail line is opened for service in 1984. The badly-deteriorated highway bridge, which is scheduled to be closed this November for two years, is now the principal link between downtown and International Airport.

Somewhat surprisingly, SEPTA reported last month that it was running a \$10 million surplus in its city transit operations. Part of the surplus was created by unexpected aid from the State and the rest through cost savings and greater than expected revenues. Following this announcement, SEPTA reversed its long-standing policy of requiring the commuter rail system to pay its own way and proposed a transfer of funds to the failing rail operation (see above).....SEPTA was due to get a \$40.2-million infusion of Federal subsidies late last month, heading off a "cash crisis." However, the money is some \$6 million less than SEPTA had originally budgeted.....Eugene K. Skoropowski, former acting chief transportation officer for Boston's MBTA, has joined SEPTA as assistant treasurer with jurisdiction over fare policies. Skoropowski is the latest in a long series of MBTA executives—including SEPTA General Manager David L. Gunn—who have quit over the past three years as a result of various disputes in the troubled Beantown agency.

As reported here last month, Illinois Railway Museum has purchased both of SEPTA's Liberty Liners—otherwise known as ex-North Shore Electroliners. Now, however, we learn that one of the trains, the partially-damaged Independence Hall (North Shore 803-804), will be resold to the Railways to Yesterday Museum at Orbisonia, PA. IRM has begun an advertising campaign to raise funds for restoring the Liner to operating condition at its Union (IL) museum. Write Electroliner Fund, P. O. Box 431, Union, IL 60180.....Almost 80 of SEPTA's Market-Frankford cars had to be removed from service the week of January 18 after fine snow penetrated their traction motors. The problem was worsened by record low temperatures (-7° on January 17).....About 25 of 110 AM General trackless trolleys are back in revenue service on SEPTA routes, following heavy repairs by the builder. SEPTA last year refused to pay for the coaches after recurring electrical problems had forced most units out of service.


SEPTA on January 31 instituted "the largest bus route improvement program" in its history, when it re-aligned service in the Northeast and lower Bucks County. Route T was discontinued and replaced by an extended Route 84, as well as by new Routes 28 and 41. Route 59B was redesignated as Route 58 and extended to Neshaminy Mall. Route B now offers added service to Neshaminy and Oxford Valley Malls and Neshaminy Valley, while Route 16 operating along Street Road in Bucks County was discontinued because of low ridership. SEPTA says the changes will not only provide improved service by will cut operating costs by \$500,000 a year. A detailed brochure describing the changes is available.

The February 3 Inquirer carried a story that SEPTA has launched a drive to spruce up its image and attract more riders. Item: A study is being made to provide lower fares for regular riders by restructuring multi-ride tickets. This may be done first on the commuter rail lines. Item: SEPTA has released a report showing that crime on its vehicles dropped by around 25 percent last year as compared with 1980. Item: SEPTA has stepped up its drive to improve the cleanliness of stations and vehicles, with emphasis on removing graffiti. Item: As reported here some months ago, SEPTA has begun a color-coding system for its high-speed lines. Market-Frankford will be known as the "Blue Line," the Broad Street subway as the "Orange Line," the subway-surface routes as the "Green Line" and the commuter rail system as the "Silver Line." Item: Temporarily at least, commercial advertising signs have been banished from most vehicles. They have been replaced with promotional ads for the transit system, such as "We're Getting a Handle on the Vandal" and "Aren't You Glad There's SEPTA?" Item: Efforts have begun to improve SEPTA's telephone information service, after a December survey revealed that of 265,000 calls placed to the 574-7800 number 169,000 received a busy signal and 1,200 were disconnected. According to the Inquirer, the goal of all this is to reverse SEPTA's image as a decaying system and once again "make mass transit appeal to the masses." *(Continued on Page 7)*



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

SEPTA is advertising for bids to demolish its soon-to-be-abandoned Woodland depot, including the adjoining car repair shop installed after the disastrous fire of October 1975.....Subway-surface operations have been favorably affected by the move from Woodland to the new Elmwood depot in November, and receipt of more than 50 new Kawasaki cars. Security is tight at Elmwood, with a chain-link fence and guards protecting the cars from vandals and photographers alike. A big difference from the wide-open atmosphere at Woodland!

 **Amtrak** is still performing maintenance work on NJ TRANSIT's remaining fleet of GGI electrics, in spite of previous word that such activity would be discontinued at the end of 1981. Tuscan red #4877 paid a visit to Wilmington in late January for blower repairs.....Jersey Central Chapter is working on yet another "farewell" trip for the GGI's, this one to again feature #4877. Tentative plans call for a New York-Harrisburg round trip sometime this summer—presumably about the time that NJ TRANSIT is removing the legendary motors from regular service.....Your president and the writer rode Train 82, the Silver Star, from St. Petersburg, FL to Philadelphia on January 30-31. We found the train—one of the head-end-power sets—to be clean, well-filled, on-time and still boasting a real dining car with food prepared on board. The four sides of the Star, as is well-known, are the last trains on the Amtrak system to provide traditional dining car service but, alas, all but the one remaining steam-heated set were to be converted to airline-style "plastic" food on February 8.

AMTRAK AEM-7 locomotive #904 derailed as it left 30th Street Station on Monday afternoon, February 1 with Train #183. Also derailed were Amcoach 21089 and Amcafe 20012, but the rest of the train was sent on to Washington at the rear of Train #95. Apparent cause of the derailment: deteriorated ties.....A signal box fire at "ZOO" interlocking on January 28 caused traffic delays between there and North Philadelphia for well over a week, as signals displayed only stop-and-proceed indications.....Work has begun on track realignment between "FAIR" and "MILLHAM" towers in Trenton, the first part of a long-needed improvement project in the area. Eventually the two interlocking plants will be combined into one, to be named "FAIRHAM".

Work will soon get underway on the \$8-million renovation of AMTRAK's Wilmington station, including an exterior facelift, refurbished waiting room, new platforms, canopies and escalators. (Wilmington Chapter Transfer Table).....Delaware Valley Association of Railroad Passengers has installed an attractive display at 30th Street Station, which is posted with informative material on passenger train service.....The Sunday Inquirer of January 17 carried a long and favorable article about AMTRAK, with emphasis on its improved Corridor service. ....AMTRAK is planning to reroute the Broadway Limited from CONRAIL's Fort Wayne mainline to the Toledo-Chicago line, probably by next fall. Apparently the proposal is designed to take advantage of 79-mph running on the ex-New York Central route while allowing Conrail to downgrade its former PRR line. Congressional approval may have to be obtained for the shift.

President Reagan late last year signed into law a measure to rehabilitate Washington Union Station, which includes moving the passenger station back into the main building and completing the adjacent parking garage. The old station has been closed since last year because it is considered unsafe while AMTRAK continues to use the small building to the north—the result of an ill-conceived government scheme to turn the main building into a grandiose "National Visitor Center" which proved to be a failure.....The renovation of Harrisburg's dilapidated AMTRAK station now appears assured, with work to begin late this year. Total estimated cost of the project: \$8.9 million (Harrisburg Chapter Rail Review).....CONRAIL has sold its 19 retired GGI locomotives to Naporano Iron & Metal Company, Newark, NJ, and some have already been moved out of storage at Harrisburg via Allentown yard to Newark. However, a plan is afoot in Harrisburg to delay the departure of #4859 long enough to see if local interests might purchase it for display at the renovated AMTRAK station. Significance: #4859 was the first GGI to enter Harrisburg after the electrification was completed in 1937.

Restored GGI #4935 remains at AMTRAK's Wilmington shop, awaiting movement to the museum in Strasburg, PA. The 4935 still has its transformer and could be restored to operating condition, while the GGI's already moved to other museums were stripped of their transformers to avoid government restrictions against toxic fluid (PCB) in the transformers.....Reports have appeared in various railfan publications that AMTRAK plans to change its radio frequency in the Northeast Corridor from 160.80 to 160.65, because CONRAIL (which shares the 160.80) allegedly wants to eliminate interference. Actually, Conrail has resisted the change because of a perceived danger in having freight and passenger trains on the same track with different radio frequencies. Conrail has also been making greater use of other channels, notably 161.07 and 160.86, on lines near the Corridor in order to reduce interference.....A trucking outfit known as "Amtrak Transport, Inc." has received nationwide authority to haul general commodities over the highway. Presumably, it has no connection with you-know-who.

The Interstate Commerce Commission last month handed CONRAIL and the commuter authorities a major victory. It issued a preliminary order requiring AMTRAK to apply an "avoidable cost" formula in determining charges for use of Northeast Corridor trackage by freight and commuter trains, instead of the present system of charges based on full cost. SEPTA alone believes it will save up to \$2.2 million a year in trackage rights fees. The ICC was ordered by Congress to study the question, following complaints voiced by Conrail and the authorities. Present freight train charges are in the neighborhood of 34¢ per car mile.

CONRAIL said last month that it expects to report "modest" net income for the year 1981, its first

**CONRAIL**

full-year profit, in contrast to a loss of \$244 million in 1980. Results, however, will be unfavorable for January and February, 1982, because of low traffic volumes and continued severe weather conditions throughout the Northeast.....The New York Times ran a story last month to the effect that Wall Street bankers are suddenly taking notice of CONRAIL—because of

*(Continued on Page 8)*



# PHILADELPHIA EXPRESS (Continued from Page 7)

the huge fees they stand to gain through the government's sale of Conrail next year. Those fees could easily run to \$20 million, according to Department of Transportation sources.....The Philadelphia Bulletin ran a major article on CONRAIL Chairman L. Stanley Crane and his thus-far successful effort to turn the big railroad into a profitable operation. The article appeared in the January 29 edition—the Bulletin's final day of publication as it shut down after 134 years on the Philadelphia scene.....Last year CONRAIL nearly tripled its haulage of West Coast fruits and vegetables by piggyback, moving a total of 19,431 trailers to Eastern markets in 1981 compared with 6,936 loads in 1980. The railroad attributed the increase to pricing flexibility gained through government deregulation and to its own reliable service.....CONRAIL has reduced its export soft coal rates by 58¢ per ton to Philadelphia, in order to build traffic volumes over Pier 124 at Greenwich (Harrisburg Chapter Rail Review).

An article headlined "CONRAIL's Moo Moo Choo Choo" appeared in the Harrisburg Sunday Patriot News on January 24. Written by Rail Enthusiast Dan Cupper, the article described the movement of live cattle on Conrail piggyback trains from Chicago to Harrisburg, where they are unloaded and trucked to Moyer Packing Company at Souderton, PA. Double-deck "cow palace" freight cars are used, which hold about 110 head of cattle each.....CONRAIL will begin operating several Harrisburg-North Jersey trains without the usual crew change at Bethlehem, beginning February 26. The new operation results from a run-through agreement reached with the operating brotherhoods (Hawk Mountain Chapter Hostler).....Trenton businessmen are studying a proposal to start up an independent shortline railroad on a soon-to-be-abandoned CONRAIL line known as the Enterprise branch. The four-mile line may be abandoned as early as March 1.

**N** Just before leaving office last month, New Jersey Governor Byrne signed two bills authorizing \$176 million in state bond money, plus other state and Federal funds totaling \$500 million, for a variety of transportation projects. Included is \$115 million for new rail commuter cars, \$70 million for a new repair shop for NJ TRANSIT buses and trains and \$13 million for a rail-bus transfer terminal in Camden along the PATCO high-speed line.....Governor-elect Kean's staff reported last month that they expect a \$66 million deficit in NJ TRANSIT's bus and rail operations in the fiscal year beginning July 1. They said the governor would consider fare increases, service cuts and increased state support to help close the gap.....Hearings scheduled by NJ TRANSIT for January 27 and 28 in Ocean City and Cape May, to discuss the termination of CONRAIL's contract to operate rail service to both resorts, were called off at the last minute.

Wilmington & Western has acquired AMTRAK GGI #4934(ex-4917), which will soon be moved to W&W's shop at Marshallton, DE. The tourist line is also acquiring CHESSIE SWI switcher #8408 for use in freight service after W&W purchases the Landenberg branch to Hockessin, DE (see November Cinders). Philadelphia Chapter voted at its December 1981 meeting to donate \$250 to assist in W&W's purchase of the line.....Only two privately-owned railroad cars are known to be stored in Philadelphia. They are the Philadelphia Star (ex-Pennsy #180 - Philadelphia), owned by Robert Starer, and Jersey Dawn (ex-Jersey Central #97), owned by Douglas Brown. Both are heavy-weight business cars and both are stored at the same location in Northeast Philadelphia.....Boeing Vertol has begun shipping those 22 additional LRV's to SAN FRANCISCO MUNI (see January Cinders). They've been spotted moving west on CONRAIL flatcars.....The first of 36 new electric passenger cars for the SOUTH SHORE LINE, to be built by Sumitomo of Japan, was unloaded at Packer Avenue Terminal, Philadelphia, on January 19. The car moved directly to Michigan City (IN) shops via CONRAIL and the South Shore.

Buckingham Valley Trolley Association is working on a plan to move its operations from Buckingham, PA to Norristown, where it would operate over a three-mile line to Betzwood, PA soon to be abandoned by CONRAIL.....DELAWARE & HUDSON President Charles R. McKenna spoke in Philadelphia on January 13, plugging D&H's request for reciprocal switching authority on CONRAIL lines in this area (see January Cinders).....CSX CORP. has reported record profits of \$367.7 million for 1981, a 31-percent increase over the previous year. Both CSX component railroads, CHESSIE SYSTEM and FAMILY LINES, benefited from a growth in export and domestic coal traffic, CSX said.....Freight traffic on major U.S. railroads totaled about 915 billion ton miles in 1981, only 0.4 percent below 1980's record of 919 billion, the AAR reported last month. Coal loadings posted a one-percent gain over 1980, ores were up 8.6 percent and piggyback traffic increased by 2.6 percent. Grain tonnage was down by 14.1 percent. Total carloadings for the year were 21,618,093, 4.3 percent below 1980.

STRASBURG RAIL ROAD reported record passenger revenues of \$898,985.80 during 1981 while carrying 353,457 passengers, slightly below the 354,253 in 1978. Strasburg will celebrate its 150th anniversary on June 9, 1982.....New Jersey Zinc Company, Palmerton, PA, has been sold by Gulf & Western Corp. to a group of NJZ executives. G&W also sold its common carrier railroad, the seven-mile CHESTNUT RIDGE, to the same group (Hawk Mountain Chapter Hostler).....The AAR has published a hardback book containing an analysis of 400 small railroads in the U.S. The book may be obtained from the AAR's Economics & Finance Department, 1920 L Street NW, Washington, DC 20036 for \$18 per copy.

Robert D. Henderson of Knoxville, TN, South Central Region vice president of NRHS, died January 1 in Knoxville at the age of 62 following a heart attack (NRHS News).....Archibald DeB. Johnson, Philadelphia banker and former president of Penn Central Company, died January 30 in Wynnewood at the age of 83. He was named chairman and president of PC in 1971, following the bankruptcy of the company's railroad subsidiary the previous year.....NRHS had 10,579 members as of September 30, 1981, according to figures presented at the national directors' meeting in Altoona on November 8.

Pittsburgh began construction last month on a 1.1-mile downtown subway for its South Hills trolley routes, 75 years after a subway was first proposed. The rebuilt transit system is scheduled to open in late

(Continued on Page 9)



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

1984.....CHICAGO TRANSIT AUTHORITY has completed five months of tests on four new rapid transit cars built by the Budd Company of Philadelphia. These are the first of 300 cars ordered in 1978 at a cost of \$444,000 each. CTA has since ordered an additional 300 cars from Budd.....NATIONAL RAILWAYS OF MEXICO has obtained Export-Import Bank loans to help finance a 385-mile electrification project north of Mexico City. The Mexican project will wire more than 600 track miles by 1983, 200 less than the Pennsylvania Railroad's massive electrification during the 1930's.. General Electric will build 39 new 6,000-hp electric locomotives for NdeM at its Erie (PA) plant.

### HISTORICAL SOCIETY OFFERS PRINT OF GRAVERS STATION



A limited edition print of the recently-restored Gravers station is being offered by the Chestnut Hill Historical Society. Reproduced above, the 16x20 inch black-and-white print is from a drawing by Charles Snyder, and each of the 600 copies is signed and numbered by the artist. The price is \$25 per copy.

Gravers station, located on SEPTA's Chestnut Hill East branch at Gravers Lane and Anderson Street, is one of the most notable railroad buildings in the region. Built by the Philadelphia & Reading Railroad in 1883 and designed by the renowned Philadelphia Architect Frank Furness, it is listed on the National Register of Historic Places. The Chestnut Hill Historical Society has been instrumental in carrying out a \$60,000 restoration of the station, the first phase of which was completed in 1981. The project included the rebuilding of the porch which had been removed by the Reading Company several years ago.

Those interested in purchasing one of the limited edition prints may write directly to the Chestnut Hill Historical Society, 8419 Germantown Avenue, Philadelphia, PA 19118, making checks payable to the Society. The telephone number is (215) 247-0417.

### TIME TO PAY YOUR 1982 NRHS DUES!

If you have not already done so, you are urged to pay your 1982 NRHS dues now. This will assist your Chapter in keeping its programs and activities in high gear for the coming season.

Dues this year are \$18 per person, representing the first increase in four years in spite of severe inflation during the period. This amount includes \$9 for national dues and \$9 for Philadelphia Chapter. Chapter-only members, of course, should remit just \$9, with their national dues being paid through their home chapter.

Please send all checks, payable to "Philadelphia Chapter, NRHS," to:

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

It is with sadness that we report the passing of two members:

Alan G. Hunn  
Paul J. Schieck

January 8, 1982  
July 30, 1981

NATIONAL RAILWAY HISTORICAL SOCIETY  
PHILADELPHIA CHAPTER

CONSOLIDATED FINANCIAL REPORT - CALENDAR YEAR ENDED DECEMBER 31, 1981

BALANCE ON HAND - January 1, 1981 \$ 7,320.34

RECEIPTS:

Dues from Members	3,920.75
Donations	1,135.00
Sales	2,719.30
Trip	1,031.61
Deposits	4,985.16
Interest	379.30
Transfer from Excursion Account	395.00
Miscellaneous	820.82
	820.82

Total receipts for year and balance prior to disbursements 22,707.28

DISBURSEMENTS:

National per capita	2,023.50
Telephone, printing, postage	3,527.54
Programs	52.07
Bank charges	32.19
Photo contest prizes	113.32
Pennsylvania 6% Sales Tax remitted on sales	132.75
Office supplies	307.82
Refunds	24.50
Carriers	720.00
Book Costs (purchase for resale)	2,343.82
Advertising	27.00
Rental	33.00
Donation	240.00
Fund transfers	3,487.76
	3,487.76

BALANCE ON HAND - December 31, 1981 \$ 9,642.01

## FRIENDS OF GG1 4800 RAISE \$27,500; COLOR PRINTS STILL AVAILABLE



The Friends of GG1 4800 Committee has raised a total of \$27,532 for its project to restore the original Pennsylvania Railroad GG1 locomotive, according to a year-end report. More than 600 persons have contributed to the fund-raising effort, which has a goal of \$50,000. In addition, several NRHS chapters and other groups have contributed but Philadelphia Chapter is not among them. A discussion of the subject will take place at the February 19 Chapter meeting.

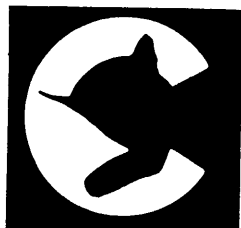
The committee has signed a contract with the Strasburg Rail Road for a professional restoration to include sandblasting, body preparation and repainting. The paint scheme to be used will be that worn by #4800 during the inauguration of electrified passenger service to Washington in 1935. This design features the traditional PRR dark green paint set off by widely-spaced gold pinstripes and Futura-style lettering. Restoration work is expected to begin this spring at the Strasburg shops in Strasburg, PA, adjacent to the Railroad Museum of Pennsylvania where the locomotive is now stored.

Of the total funds received thus far, \$6,065 came from sale of a limited-edition color print of #4800, reproducing an original painting by Jerome Biederman for U.S. Steel Corp. Copies of this 14x20-inch full-color print may be obtained for \$8 each (Pennsylvania residents add 48¢ sales tax) by sending a check or money order payable to "Friends of GG1 4800," P. O. Box 4800, Quarryville, PA 17566. Prints will be sent postpaid in individual mailing tubes.

It has also been announced that, after a long search, the Committee has located one of the two original builder's plates dating from construction of the GG1 in 1934. A pattern has been prepared for casting replicas of the plate, which will be sent to those who donate \$250 or more to the 4800 fund. A commemorative booklet detailing the story of #4800 will also be prepared following completion of the project.

The \$50,000 which the committee hopes to raise will cover restoration and maintenance of the historic locomotive, as well as reimbursement of the loan which Lancaster Chapter furnished to purchase #4800 from Conrail in 1980.

# Chessie System



MARYLAND DIVISION

## THROUGH FREIGHT TRAIN SERVICE

(All Trains Operate Daily Except as Noted)

CORRECTED TO JANUARY 1, 1982

### EASTBOUND TRAINS

TRAIN	BRUNSWICK (MD)	POTOMAC YARD	BALTIMORE (Bay View)	WILMINGTON (Wilmington)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)	NOTES TO SCHEDULES:
CPTT(a)	Lv 2305*	-	Ps 0155	Ps 0330	Ar 0415		Ar - Arrive
NE-84		Lv 1800	Lv 2215	Ps 0015	Ar 0115*	Ps 1130	Lv - Leave
PHTT(b)	Lv 0200*	-	Ps 0555(e)	Ps 0745	Ar 0830		Ps - Pass
88	Lv 2230*	-	Lv 0230	Lv 0530	Ar 0630		* - Crew change
396	Lv 1945*	-	Lv 0030	Ar 0300			(a) - Except Monday
682		Lv 2330	Lv 0800	Lv 1045	Ar 1145		(b) - Except Tuesday
							(c) - Except Sunday
							(d) - Except Sunday and Monday

### WESTBOUND TRAINS

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	WILMINGTON (Wilmington)	BALTIMORE (Bay View)	POTOMAC YARD	BRUNSWICK (MD)	The following pickups and setoffs are made at Carroll:
CHTT(c)		Lv 2300	Ps 2345	Ps 0135(f)	-	Ar 0515*	(e) - Sets off at 0500
FLTT(d)		Lv 0200	Ps 0245	Ps 0435	Ar 0700		(f) - Picks up at 0205
GW-97		Lv 2130	Lv 2315	Ps 0115	-	Ar 0430*	(g) - Picks up at 0005
DH-87	Ps 0745	Ar 0800					
SLTT(c)		Lv 2100	Ps 2145	Ps 2335(g)	-	Ar 0315*	
85		Lv 1700	Lv 1900	Lv 2145	Ar 0230		

### KEY TO TRAIN SYMBOLS:

CHTT - Philadelphia to Chicago (trailer train)	DH-87 - Allentown to Philadelphia (via D&H)
CPTT - Chicago to Philadelphia (trailer train)	SLTT - Philadelphia to East St. Louis (trailer train)
FLTT - Philadelphia to Potomac Yard (trailer train)	85 - Philadelphia to Potomac Yard
GW-97 - Philadelphia to East St. Louis	88 - East St. Louis to Philadelphia
NE-84 - Potomac Yard to Philadelphia (continues to Allentown as DH-84 via D&H)	396 - Saginaw, MI to Wilmington
PHTT - East St. Louis to Philadelphia (trailer train)	682 - Potomac Yard to Philadelphia

All trains operate via Washington Subdivision



## Conrail Freight Schedules Updated



Conrail has made further changes in its Eastern Region schedules, some designed to remove freight traffic from Amtrak's busy Northeast Corridor. Supplementing information in January Cinders and previous issues, the following trains have been rescheduled in the Philadelphia area:

- TV-3M (Kearny, NJ to Chicago) - Rerouted via Bethlehem, leaving Kearny 1900 except Sunday, Bethlehem 2335, arriving Harrisburg \*0320.
- TV-12M (Chicago to Kearny) - Rerouted via Bethlehem, leaving Harrisburg \*2025 except Tuesday, arriving Bethlehem 0005, Kearny 0430.
- CAPY (Camden to Potomac Yard) - Changed to leave Camden 1230 daily, pass Zoo 1350, leave Edge Moor 1605, arrive Baltimore 1815, Potomac Yard 2145.
- ENPO (Enola to Pocomoke, MD) - Changed to leave Enola 2015 except Monday, pass Columbia 2300, leave Perryville 0230, arrive Delmar \*1800, Pocomoke 2359.
- LMEN (Linden, NJ to Enola) - Changed to leave Linden 1240 daily, arrive Morrisville \*1700, leave Thorndale 2155, arrive Enola 0410.
- PIED (Conway to Edge Moor) - Reestablished to operate as needed, leaving Enola \*0845, Columbia 1300, passing Perryville 1500, arriving Edge Moor 1800.

(\*) - Denotes crew change point.



NEVER ON WEDNESDAY, the Rio Grande Zephyr, by Richard Loveman and Mel Patrick. PTJ Publishing Company, Box 397, Park Forest, IL 60466. 120 pages, 250 photos (b&w), \$17.50 softbound (\$25.00 hardbound).

It's very hard to say anything bad about the Denver & Rio Grande Western's *Rio Grande Zephyr*, and it's equally difficult to find fault with Richard Loveman and Mel Patrick's tribute to the train in *Never on Wednesday*. The *Rio Grande Zephyr* remains as this country's last privately-operated intercity passenger train, a fact not to be passed over lightly.

If you've ever had the pleasure of journeying aboard the *RGZ*, you'll find *Never on Wednesday* will help you to remember it and reminisce about your trip. For those who haven't ridden the *RGZ* (Why? What excuse have you?), the book will give you a taste of what the experience can be.

*Never on Wednesday* takes the reader on the westward journey of the *RGZ* from Denver's Union Station, through the Big Ten loops and the numerous tunnels, including the famed Moffat Tunnel, Glenwood Canyon, and across the barren desert to an early evening arrival at Salt Lake City. Considering that the *RGZ* is not a train that is normally "chased", the photographers have done an excellent job, over quite a period of time, in recording the *RGZ* in the vastly different worlds and climates it encounters in its 570-mile journey. The photos are outstanding in composition and reproduction and would be well worth the cost of the book by themselves.

But *Never on Wednesday* doesn't rely on its photos alone, as an excellent text guides the reader along through the book. Also included is a photo roster of the train's fabled equipment, including "the" F9A #5771, its sister B units, the PB steam generator, combines, coaches, dome cars, diner and dome observation. Many of the *RGZ*'s cars were built for another famous train, the *California Zephyr*, and reminders of the *CZ* that can still be found today are depicted in some of the photos. There are also representative views of the cars' interiors, plus reproductions of the menus used in the diners.

Without a doubt, this is a book that I think any railfan who has even heard of the *RGZ* will be proud to have on his (or her) bookshelf.

--Reviewed by Jim Conroy in *Call Board* (Mohawk & Hudson Chapter, NRHS)

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NATIONAL RAILWAY HISTORICAL SOCIETY  
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**First Class Mail**



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