



# CINDERS

January 1982



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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PHILADELPHIA CHAPTER, NRHS, Inc.  
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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.

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## Our Meeting:

Our January, 1982 meeting will feature Chapter Member and World Traveler Larry Steingarten and a narrated slide program from his vast collection of railroad and traction subjects on other continents. Those who have seen Larry's excellent programs in the past can look forward to another fascinating presentation.

Our meeting will take place on Friday evening January 15, 1982 with dinner at 6:00 PM in the Club Dining Room and our meeting at 7:30 PM in the Conference Room, all at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Chapter Directors' meeting will take place at 7 PM in the first floor lounge.

Dinner reservations (MANDATORY, PLEASE) should be made to Vice President Tatnall at 828-0706 ON OR BEFORE WED., JANUARY 13. Dinner price is \$8.00 per person.

Don't forget the Chapter's annual slide contest at our February 19 meeting. Dig out your prize-winning slides for entry in one or more of the following categories: Steam; Diesel; Mainline Electric; Transit/Rapid Transit/Interurban; General; Oldies, but Goodies. Full details in February Cinders.

## RDC, ARCO Tanker Collide at Southampton; 5 Injured

A fiery collision between SEPTA-Fox Chase Rapid Transit Line train #114 and an ARCO tank truck containing gasoline at the Second Street Pike grade crossing in Southampton, Bucks County, on Saturday, January 2 resulted in injury to five persons and serious fire and collision damage, as well as the derailment of the Budd RDC which was operating the schedule.

Injured in the accident were Donald Williams of Philadelphia, the SEPTA engineer, who was reported at press time to be in critical condition at the Crozer-Chester Burn Center, and Charles Smith, the train conductor. James Daniels, of Philadelphia, one of three reported passengers on the train, suffered minor injuries. The ARCO driver and a motorist from the area were also treated for burn injuries.

Eyewitnesses to the accident reported that the crossing flashers were operating as the RDC approached Second Street Pike enroute from Fox Chase to Newtown, but then stopped operating before the train reached the crossing. The driver of the tank truck, traveling south on Second Street Pike, had stopped, and, thinking it was safe to proceed, had started across the tracks when the trailer was struck by the right front end of Budd RDC-1 #9164, creating an explosion and resulting fire and smoke that was visible for miles.

While the investigation of the accident continues and the official cause may not be known for some time, it should be noted that RDC #9164 (ex-Boston & Maine 6109, ex-Reading 9164) is a "non-excitation" car, which means that, when operated singly, the car is not really properly equipped to shunt the signals. Of the fleet of former Reading RDC's, only two cars, #9151 and 9152, have the "excitation" device which permits them to be operated as one-car trains. Both of these cars are assigned to FCRTL service, but were not in operation on January 2. Non-excitation cars should be operated in at least two-car trains in order to activate signal equipment. One observer had noted a thin coating of rust on the rails, caused by a steady rain on New Year's Day, when no trains were operated. This rust film can prevent signal operation.

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Thanksgiving has come and gone and things appeared to go well at Amtrak. Personal observation indicated some standing, but trains west of New York, at least, didn't seem as crowded as on some previous Sundays after Thanksgiving.

Around the country, Amtrak was able to add whatever extra Amfleet cars were available, but west of Chicago the only really-lengthened train was a 17-car Superliner trainset on Trains 790 and 797, influenced by a Seattle football game. Since Superliners are undergoing an extensive modification program at Beech Grove, Amtrak seemed unable to free up Superliners for other trains.

An improvement in the Chicago area was the borrowing of four sets of RTA bi-level commuter coaches for use on the "big day". Two sets protected the entire Chicago-Milwaukee service, one replaced the *Shawnee* to Carbondale and the fourth made a round trip to Bloomington as an advance section of Trains 301 and 304. These 19 cars provided almost 3000 extra seats. The *Illini* that evening was formed of seven 9600-series gallery cars.

Reports were received of considerable overcrowding on Empire Service trains because Amtrak borrowed about 16 Amfleet cars from the Corridor, but did not operate any extra sections. By replacing one Turbo set with Amfleet (on the afternoon train to Niagara Falls), the remaining Turbos were somewhat strengthened, but the usual problem remains— a small fleet of non-compatible equipment lacking the flexibility to deal with increased holiday travel.

The Corridor, as usual, was the scene of the heaviest travel and seemed to be well prepared. The 28 Jersey Arrow II's normally leased by Amtrak were out in force, supplemented by 26 Arrow III's. These MU's operated as extra sections of Boston trains between Washington or Philadelphia and New York, or substituted for regular trains over these segments. Further, Trains 135, 182 and 187 were formed of 15 Maryland DOT HEP coaches together with four Amtrak Heritage cars and an Amfleet car on each set for refreshments. (The Heritage cars are on lease to Maryland until the remaining cars, equipped with lavatories, are released by General Electric). Extra Amfleet sections were operated on the following trains: 94 (New York-Boston), 161 and 170 (Boston-New York), 177 (New York-Washington), and 168 and 173 (Boston-Washington). Most trains were pulled by AEM-7's, but E60's were out in numbers, especially on the longer trains like the *Crescent*, *Silver Meteor* and *Montrealer*.

In other Amtrak news, Budd had delivered five separate groups of Amfleet II coaches by press time (25000-25014, except 25013). They "broke in" on Metroliner service trains over Thanksgiving. Then, after some modifications, they replaced Heritage coaches on the one HEP *Silver Star* set December 13 (the coaches were to be spread over other Heritage trains to lengthen consists over the holidays).

AEM-7 deliveries at press time stood at 900-937, excepting the 932.

Deliveries of rebuilt Heritage cars from Beech Grove have slowed to virtually nothing, with only "Congo" coaches 7614, 7616 and 7617 noted in the most recent four-week period.

The *Silver Star* remains the sentimental favorite of many— it's Amtrak's "Nostalgia Special", at least three days out of every four. Here are several recent "steam" consists, for the record:

	NOV. 18, 1981	NOV. 19, 1981	NOV. 20, 1981
Baggage-Dormitory	1411	1425	1428
10-6 sleeper	2854	2866	2836
"	2704	2851	2532*
Coaches	5674	5429	5691
"	5476	5477	5425
"	5426	5016	5413
"	4552	5422	4423
"	4469	5415	4468
Diner	8012	8013	8014
Lounge	3329	3331	3343
Coaches	4591	4549	4419
"	4467	4466	5018
"	5412	5421	5417
"	5435	5013	5408
"	5802	A	5666
10-6 sleeper	2531*	A	2784

(Continued on Page 3)

## ON THE SCENE (Continued from Page 2)

\* - Used 16-4 sleeper in lieu of 10-6 sleeper. A - Cut off at Washington due to the cold weather. The sleeper probably was the 2797.

The following cars also operated on trains 81-82 during December: Baggage-dormitories 1409 and 1418, 16-4 sleepers 2530, 2536 and 2537, 10-6 sleepers 2797 and 2859, lounge 3320, coaches 4465, 4553, 5012, 5017, 5434, 5624, 5626, 5417, 5457 and diners 8017, 8018 and 8020. Cars which may still be on the active list, but which were not seen during December are 16-4 sleeper 2533, coaches 4417, 4595, 4596, 5242, 5414, 5431, 5458, 5480, 5627, 5803, 5804 and diners 8023 and 8027.

When operated with "steam" cars, the dining cars are staffed with a steward, two cooks and three waiters.

On December 19, a passenger extra arrived (four hours late) at New York from Fort Leonard Wood, MO, with E60 #965, sleeper 2434, coaches 7007, 7609, 7610, Amcafes 20017, 20025, coaches 7614, 7607, 7602, 7608, Amcafe 20028, coaches 7005, 7611, 7604 and baggage 1260, all, of course, HEP cars.

Amtrak is scheduled to restore the *Cardinal* to service on January 8, with New York-Chicago through car, and the train will leave each end point on Sunday, Wednesday and Friday.

The most individual of all streamlined cars was perhaps the office car, since they were built in very small numbers and were subject to the specifications of the purchasing railroad. Pullman-Standard built nine streamlined cars [NP (3), U. S. Steel (1), SP (1), IC (1), AT&SF (1), GN (1), SOO (1)], Budd Company three [AT&SF (2), CB&Q (1)] and the Milwaukee Road's Milwaukee shops built two. At least 13 streamlined cars were rebuilt into office cars as well. The layouts of these cars are, of course, subject to variation, but typically they are laid out (front to rear) with a kitchen, then a crew room for two (usually entering out of the kitchen and equipped with two facing-section seats and its own lavatory). Then comes the dining room, set up to seat eight or ten; beyond, in the car's center (for the best ride!) are usually two principal rooms—as a rule equipped with a fixed crosswise bed. Often, a shower annex separates these rooms, accessible from the hallway as well. Another bedroom follows and then the secretary's room. This room is a little longer than a bedroom to incorporate a desk. The rear of the car is usually set up as an observation room. A typical layout includes a convertible sofa and several lounge chairs, sometimes facing rearward with appropriate gauges like speedometers.

NEW JERSEY TRANSIT transferred "PRSL" RDC's M-403, M-407 and "CNJ" cars 552 and 558 to Hoboken in return for cars 551, 556 and 559.

NJ Transit has repainted one of the former BN coaches into its latest scheme—similar to that on the inspection car 1178 except that the diagonal stripes are limited to the window area (as on the MU's). The new number is 5305 (formerly GN blue #120). NJ Transit will retain 81 steam cars for continued service on the "Pennsy" New York & Long Branch trains after the new Comet II cars have been placed in service. To bring some order to the roster, these survivors will be renumbered as follows:

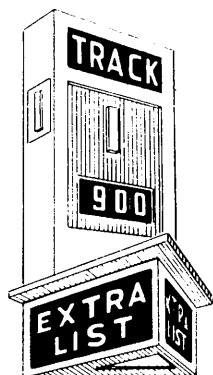
5300-5309 (Pullman-Standard, 1947) [Ex-101, 104, 106, 119, 120, 128, 134, 124, 117, 122]  
 5310-5324 (Pullman-Standard, 1950) [Ex-102, 111, 103, 105, 107-110, 113, 116, 118, 126-127, 130, 132]  
 5325-5328 (ACF, 1950) [Ex-114, 129, 131, 133]  
 5329-5334 (ACF, 1954) [Ex-100, 112, 115, 121, 123, 125]  
 5340-5349 (Pullman-Standard, 1965) [Ex-270 through 279]  
 5400-5403 (Budd, 1950) [Ex-5420, 5421, 5419, 5422]  
 5404-5418 (Budd, 1949) [Ex-same numbers]  
 5419-5422 (Budd, 1949) [Ex-5439, 5437, 5438, 5440]  
 5423-5434 (Budd, 1949) [Ex-same numbers]  
 5450-5454 (Budd, 1947) [Ex-4437, 4439, 4440, 4443, 4446]

The GG1's owned by NJ Transit have received a reprieve, but they have not been well maintained recently. Accordingly, the first real spell of bad weather in December saw them falling like flies. Amtrak's boiler-equipped E60's were put into service on South Amboy trains, but proved at times to be cranky in their own right. While the ten active G's are restored to health, the unusual sight of Amtrak E60's pulling the all-silver NJ Transit trains was common.

Forty-six PATH "PA"-type cars have not yet been assigned names of cities and other areas served by the system. Each car bears an interior plaque with a few sentences describing the area for which the car is named.

MARYLAND DOT's cars, totalling 22, are made up of three groups. Numbers 1401-1415 are ex-N&W sleepers rebuilt by Pennsy into coaches in 1964; 1501-02 and 1511-15 are former Pennsy sleepers rebuilt into coaches in 1963. All of these have been rebuilt into HEP suburban coaches by GE at Hornell, NY.

Out of 70 Pennsy sleepers rebuilt as coaches, New Jersey got 31, SEMTA (Detroit) got 12 and Maryland 22. Of the remaining five, two went to New Jersey for parts, one (3237) was destroyed by fire at Sunnyside and two (1511 and 1517) were written off back in the Penn Central era.



**FEBRUARY 20-21, 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.

**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.

**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.

**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 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 elsewhere in this issue.

## CONDUCTOR'S PUNCHES PART OF RAIL HISTORY

If, in the golden era of railroad passenger trains, a locomotive engineer was known by his virtuosity in handling the whistle, then the conductor was identified by the uniqueness of his ticket punch. The perforation made in each ticket by his personal punch was as important and as honorable to a conductor as his signature. In fact, the marks made by his punch were his personal signature as far as railroad auditors were concerned.

At one time, there were more than 12,000 conductors assigned to passenger trains and each had a punch that was individually designed. None of these was ever duplicated. The ticket punch was the invention of Pappy Ayres, a river boat pilot who doubled in brass as a conductor for the Erie Railroad. Before his time, conductors simply initialed tickets in pencil. This practice enabled some unscrupulous passengers to erase the mark and turn in the ticket for a refund.

The first punches were simple. The Erie's first order was for 52 of the devices. Half had one of the letters of the alphabet in capitals; the other 26 had one of the small letters from "a" through "z". As the number of conductors increased, use of letters was dropped in favor of various designs. Over the years, about 25,000 separate dies had to be made for punches assigned to conductors. New ones are still being made today as Amtrak passenger train operations increase.

Creating these individual designs is not an easy task. A century ago, variations of the clubs, hearts, spades and diamonds of playing cards were popular. So were designs of steam locomotives and other objects connected with railroading. Heads of animals and articles of clothing were used. On Texas railroads, punches designed after a cattle brand were not unusual.

Often the selection of a punch design reflected the conductor's sense of humor. One teetotaler punched out a cocktail glass on his tickets. Another whose surname was Bull carried a punch with a cow's head. One lady conductor on an electric interurban line used a wolf's head as her ticket punch design. A non-smoker punched a pipe-shaped hole. One Texas conductor proudly punched a map of the Lone Star state on each ticket.

At least one individual became so attached to his punch that he couldn't give it up. When he died, his family buried him with the prized punch in his hand.

*(Condensed from an article by Jack Maguire in TEXAS RAILWAYS, via The 470)*

## FCRTL COLLISION AT SOUTHAMPTON INJURES 5 *(Continued from Page 1)*

SEPTA moved the 9164 back to its Newtown base on Saturday evening. Signal crews from SEPTA and Conrail were noted at Southampton on Sunday, January 3, making repairs, and it was expected that service would be restored on Monday, January 4. For the record, the RDC's assigned to FCRTL service beside the 9164 are 9151, 9152, 9163 and 9165.

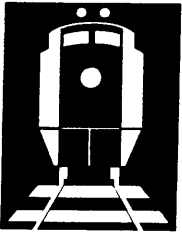
# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR.

Philadelphia's commuter rail system is rumbling ever closer to the brink of disaster while its proprietor, SEPTA, searches desperately for enough money to avoid a shutdown sometime this spring. The problem is that SEPTA will come up about \$12 million short of its \$95 million rail budget for the fiscal year ending June 30, 1982, and when there's no more cash on the barrelhead CONRAIL will simply stop running the trains. At its December 30 meeting the SEPTA board voted to offer Conrail \$4.8 million to continue operations for another month after the present contract expires on February 28, but after that little money will remain.

Meanwhile, SEPTA Chairman David F. Girard-diCarlo and Philadelphia Mayor William Green have proposed separate plans for avoiding the threatened shutdown. In a meeting last month with elected officials from the four suburban counties, Girard-diCarlo unveiled a \$13.7-million bailout scheme which calls for \$1.7 million in additional funds from the counties, \$4 million from the City of Philadelphia, \$3 million from the State and \$5 million from the Federal government. In return, Girard-diCarlo promised to impose substantial wage and work-rule concessions on the 1,600 commuter rail workers as a means to reduce costs and bring the workers' contract in line with that of SEPTA's bus, trolley and subway operators. Girard-diCarlo said he would press ahead with this strategy in spite of a possible strike threat from the 16 unions representing CONRAIL employees. These unions are now in Federal appeals court seeking to enforce a law requiring commuter authorities to negotiate with Conrail unions before their work is transferred to a new operating agency.



Mayor Green's plan differs from SEPTA's in that it asks for only \$1.1 million in added funding from the City and county governments, with the \$4.6-million difference to be made up by Uncle Sam. In either case, the Federal contribution would come from an anticipated \$11 million in transition funds which SEPTA is supposed to use in setting up its new commuter operation. Under present law, CONRAIL must be out of the commuter business by January 1, 1983.

In recent days optimism has increased that SEPTA will indeed be able to pull a rabbit out of its somewhat threadbare hat and prevent an actual shutdown of train service. But large deficits still loom for next year unless significant cost reductions can be made in running the commuter rail system. The \$11 million from Washington is a one-time payment and Federal operating subsidies for mass transit in general are expected to end by 1985 (SEPTA is counting on \$47 million in Federal aid to help balance its total 1981-82 operating budget of \$385 million).

Bucks County Commissioner Elaine P. Zettick -- also a SEPTA board member -- is one of several suburban officials who recently rejected SEPTA's plea for a regional transit tax to give the system a predictable source of funds. Last month she went a step further, proposing that "we throw in the towel now" and let the commuter service die, rather than "putting good money after bad." While Girard-diCarlo was later quoted as saying that he feels "more encouraged than discouraged" about saving the trains, everyone agrees that a lot of pieces have to fall into place quickly if the Delaware Valley's unexcelled rail system is to survive.

In a less than surprising development, SEPTA has abolished its Regional Rail Division effective December 23, and transferred most staffers to the City Transit Division. John Ficarra, former assistant general manager-commuter rail, was named chief of automotive (bus) maintenance for the City Division. In eliminating its commuter organization, SEPTA has merely confirmed what was already expected: it will not try to run its own rail system but will contract the work to someone else when CONRAIL departs the scene. That "someone" is most likely to be the new AMTRAK COMMUTER SERVICES CORP., in which SEPTA may have considerable influence through board representation. To smooth the changeover, SEPTA is setting up a transition team staffed partly by former Rail Division personnel.

In the midst of all this turmoil, three rather interesting transportation studies were released last month. One of them, conducted for the Delaware Valley Regional Planning Commission, explored the possible impact of shutting down Philadelphia's commuter rail system. Conclusion: the trains are essential. The report predicts that only about 8,000 of today's 50,000 rail commuters could be handled by buses, peak-period auto traffic would be up by as much as 50 percent, a shortage of 11,000 parking spaces would develop in the downtown area and, over an extended period, jobs would be lost in center city, retail sales decline and a "cooling" in the downtown investment climate would result.

Another study, this one by the Delaware Valley Citizens League, recommended that the SEPTA board be restructured to give Philadelphia greater representation and that the SEPTA system be reduced in size, with feeder routes to be run by the suburban counties. The League also pushed for an 0.2-percent regional income tax to help support transit.....A third study, released by the Committee of Seventy in Philadelphia, criticized the City for its "fragmented" approach to transportation which has contributed to the decay of SEPTA, the highway system and the Port of Philadelphia, as well as to "disastrous" off-street parking problems. It recommends that the City create a department of transportation, whose chief could receive a post in the mayor's cabinet.

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# PHILADELPHIA EXPRESS (Continued from Page 5)

A new #2 platform is under construction in Suburban Station, the track on its south side to be used for Airport Express trains. Other platforms in the station will be realigned, with a total of eight tracks to be used (four will extend through the new commuter tunnel and four will be stub-end).....Pennsylvania Passenger Services, Inc. is still negotiating with CONRAIL and SEPTA to begin an RDC operation between Lansdale and Bethlehem and between Norristown and Pottsville (see December Cinders). No information on a start-up date is available. It is understood, however, that the State funds which SEPTA is trying to obtain for its commuter rail service (see above) are the same funds as those already appropriated for restoration of upstate passenger trains--and which PPS has been counting on.

NJ TRANSIT has announced that it will not increase rail and bus commuter fares this month as expected, due to a \$7 million windfall in Federal funds.....NJ TRANSIT is studying its West Trenton rail service, which has been lightly patronized since SEPTA discontinued through RDC operations between Philadelphia and Newark last summer. The agency is now operating one round trip a day between West Trenton and Newark, using a GP7 locomotive, coach and control car.....NJ TRANSIT said last month that it would end its contract with CONRAIL for running RDC's between Lindenwold and Ocean City/Cape May, effective January 31. That date has apparently been delayed pending further hearings but in the meantime bus service is still being provided. The trains were removed last year as a result of poor track conditions and a defective swing bridge near Ocean City. So far there is no word on the Atlantic City service, but this will likely disappear by June unless a new operator can be found.....NJ TRANSIT's ten remaining GGI's continue to operate on the North Jersey Coast line, but reports are circulating that they will be gone by midyear. It's not clear whether AMTRAK has carried out its threat to discontinue maintaining the G's at Wilmington as of January 1.

**SEPTA** From their low point of two years ago, SEPTA's transit operations are showing marked improvement. In recent articles the Inquirer traces much of this progress to new equipment and improved maintenance programs instituted by General Manager David L. Gunn after his arrival on the scene in August 1979. Item: With 298 new buses received last year and some 150 rebuilds, SEPTA now has 1,048 buses available on a daily basis but needs only 1,019 to meet its schedules. As recently as last year runs had to be cancelled every day for lack of operable buses. Item: Last fall SEPTA buses were breaking down on an average of once every 1,289 miles, versus once every 798 miles a year earlier. Item: Trolley routes have been buoyed by more than 50 new Kawasaki cars and 19 PCC's have been completely overhauled. While problems exist with the new cars and the unrebuilt PCC fleet is decrepit to say the least, breakdowns now average once every 540 miles versus 531 miles a year ago. Item: The Broad Street subway is up to 80 operable cars, still less than the needed 108 but a vast improvement from the 27 "live" cars in mid-1979. And the first of 125 new high-speed cars has just been delivered. Item: Trains on the Market-Frankford "Blue" line have been steadily improving in performance as a result of a major overhaul program now in progress. In October 1981 the 20-year-old Budd cars broke down every 47,903 miles on the average, compared with every 20,083 miles in October 1979. "I don't want to speak too confidently," Gunn told the Inquirer. "Service is certainly not perfect, but there is cause for optimism."

Bids for the Liberty Liners were opened on November 30, and Illinois Railway Museum of Union, IL was the high bidder for both trains. IRM agreed to pay \$16,800 for the Valley Forge and \$10,000 for the partially-cannibalized Independence Hall. They will be loaded on flatbed trucks at 69th Street Terminal.....SEPTA has constructed a new supervisors' tower at the end of the broad-gauge platform at 69th Street.....Have you seen those snappy new Dodge supervisors' wagons which SEPTA has in circulation? SEPTA also has some blue and gray vans lettered "TRANSIT POLICE".....SEPTA has begun a campaign of hauling parents into court to pay for acts of vandalism committed by their youngsters.

The first two stainless-steel cars built in Japan for the Broad Street subway arrived by ship December 21 at Packer Avenue Terminal. They will be followed by 123 more cars from Kawasaki, which by April of next year will replace most of SEPTA's remaining 1927-1938 vintage cars--the oldest operating fleet of rapid transit cars in the U.S. The new 68-foot cars will begin test runs this month. The first group of 23 production cars is expected to begin arriving in May, followed by the balance of the order at the rate of four per week. Of the total, 75 cars will feature single cabs and 50 will be double-ended. The proposal to lease a few surplus "Orange Line" cars from Boston to fill in on Broad Street is now dead.

SEPTA's Norristown high-speed line is back to double-track operation between Hughes Park and Bridgeport, after the inbound track was rebuilt with welded rail in a four-month project. The line was restored to full service the week of December 14, ending the "manual block" operation which had been in effect on single track. Another stretch, probably from Hughes Park to Gulph Mills, will be replaced this spring.

John A. Bailey, 63, has been named by Mayor Green to the SEPTA board, replacing George Beetle who resigned last month. Bailey is a transportation specialist who served as SEPTA's chief administrative officer when the Authority was formed in 1964.....The SEPTA board has raised the salary of General Manager David L. Gunn from \$68,000 to \$75,000 per year. It is his first pay increase since coming to SEPTA from Boston in 1979... SEPTA has made a deal to sell 65 of its new Kawasaki trolleys to E. F. Hutton Credit Corp., then lease them back to take advantage of a recent Federal tax law. If the IRS approves the agreement, SEPTA stands to make a \$1.4 million profit over the next five years.

**Amtrak** AMTRAK will get the full \$735 million agreed on by Congress for the current fiscal year. President Reagan signed a budget resolution last month which included the Amtrak funding, apparently ending for now any Administration attempts to cut back on Amtrak's appropriations.....AMTRAK has announced that it will offer special reduced round-trip fares this winter, in an effort to compete with price-cutting airlines. The new fares, to be in effect between January

(Continued on Page 7)

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

10 and April 1, will cover many routes, with round-trip fares to points such as Florida set at \$10 above the regular one-way rates. Travel in the Boston-New York-Washington Corridor is not included.....AMTRAK's new \$55-million "Arrow" reservation system, which first went on line last November 1, still has plenty of bugs in it. Double sales, phantom reservations and "lost" calls bedeviled the system during the busy Christmas-New Year's travel period, but its three IBM 3033 computers and 2,700 terminals nationwide should eventually provide top-notch service.

The GGI's live! On December 20 AMTRAK Train 81, the Silver Star, was delayed at Newark, NJ when E60 #952 developed a faulty steam connector. At 30th Street Station in Philadelphia, all-electric E60 #972 was substituted--along with NJ TRANSIT GGI #4881 to supply heat to the train as far as Washington.....When AMTRAK finally converts all sections of the Silver Star to Amfleet and Heritage equipment sometime this winter, it will mark the end of steam-heated equipment on long-distance trains in the U.S.--except for the non-Amtrak Rio Grande Zephyr. It should be noted that the first steam heating system was installed on a passenger train in 1881, replacing stoves and hot water heaters (Washington Chapter Timetable).....AMTRAK says the average speed of its passenger trains has increased from 49 mph two years ago to 55 mph in late 1981, due to track improvements which allow speeds up to 110 mph (on the Northeast Corridor and parts of the New York-Buffalo line). On-time performance improved from 43 percent to 86 percent over the same period.

In case you've wondered why AMTRAK electric locomotives seem to have the wrong pantograph up these days, it's the result of a general order issued on November 16. AEM-7's are directed to have the leading pan up and E60's the trailing pan up, "in order to minimize pantograph damage if striking debris in the catenary".....The AEM-7's, incidentally, are now allowed to haul trains of up to 14 Amfleet cars, but they have proven inadequate in handling heavy trains on wet rail--duck soup for the heavier GGI's or E60's.....AMTRAK operated only two special trains to the Army-Navy football game December 5 in Philadelphia, both of them from Washington. The first train, powered by F40's #275 and 278, consisted of four Amcoaches and three Amcafes, and the second had F40's #361, 378, 382, nine Heritage coaches and two Amcafes.....As an added "convenience" for travelers, AMTRAK has placed some wicked speed bumps in the driveways around 30th Street Station. Slow down!.....AMTRAK will install 23 additional miles of welded rail on the Harrisburg-Philadelphia mainline, bringing total CWR track miles on this line to 92 (Harrisburg Chapter Rail Review).....Congress has approved a bill to rehabilitate Washington Union Station and complete the adjacent parking garage. The main station has been closed for some time because the structure is considered unsafe.

CONRAIL's locomotive fleet continues to shrink, as traffic volumes remain at a low level during the present nationwide recession. In December an additional 65 diesel units were retired, most of them GP9's in the 20 and up age bracket. All five of Conrail's "pure" Alco RS3's have now been stored or set aside for retirement, replaced in Harmon (NY) work train service by three GP7's, a GP8, GP9 and re-engined RS3. SEPTA also leases an SW1 from Conrail for Paoli shop switching and A. E. Staley at Morrisville leases another SW1 to switch its grain cars.....Look for CONRAIL to retire its 79 electric freight locomotives sometime this year.....At the end of December, CONRAIL's total diesel locomotive fleet numbered 3,932, of which more than 900 were stored and about 100 were awaiting retirement.

### CONRAIL



CONRAIL has announced that it expects to show a profit for the year 1981, in spite of severely depressed traffic levels. The railroad already reported net income for the second and third quarters, the first time in its history that it made a profit in two consecutive quarters.....CONRAIL's retired GGI's are still stored in Harrisburg pending their final movement to the scrapyard. ....CONRAIL this month will complete a \$2.6-million expansion project at its Bay View piggyback terminal in Baltimore.....CONRAIL has closed "NEST" tower at Earnest, PA, the result of decreased train movements on the Trenton branch between Thorndale and Morrisville.....Lukens Steel Company, Coatesville, PA, has organized the Brandywine Valley Railroad for the purpose of buying 12 miles of the ex-Reading Wilmington & Northern branch north of Coatesville, PA. CONRAIL had planned to abandon the branch but recently decided to retain it for operation.

Last year we called attention to several rail anniversaries which occurred during 1981. One we overlooked was the 100th birthday of old Broad Street Station in Philadelphia--once the largest passenger terminal in the world--which opened on December 5, 1881 and closed on April 27, 1952. As is well known, members of the Philadelphia Orchestra played "Auld Lang Syne" from the rear platform of the last train as it slowly pulled out of the station that Sunday morning, and within a few weeks the wreckers began clearing the site for what is now the Penn Center complex in downtown Philadelphia.

Another historic building is the old Philadelphia, Germantown & Norristown depot at Germantown Avenue and Price Street in Philadelphia. Dating from 1853, it is the city's oldest surviving railroad station, but has not been used as a depot for many years. Its current owner, the Reading Company, wants to demolish the abandoned, fire-damaged structure, but members of the Germantown Historical Society are trying to raise money to save and restore it.....The Federal Railroad Administration has proposed elimination of the \$300 million rail assistance program, after RAP was named in a government auditors' report on "waste, fraud and mismanagement." The program provides money to states to help in buying and preserving light-density branch lines.....The AAR has placed in effect its annual Severe Storm Standby Plan, designed to prevent freight car traffic jams or service disruptions caused by winter weather conditions.

SAN FRANCISCO MUNICIPAL RAILWAY has agreed to buy 22 more light rail vehicles from the Boeing Company for \$691,000 each to supplement 100 Boeing LRV's already on the property. The 22 cars were built for Boston's MBTA but never delivered due to dissatisfaction with the performance of earlier cars. They remain in storage at

*(Continued on Page 8)*



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

Boeing's Eddystone (PA) plant.....The DELAWARE & HUDSON has filed an application with the ICC to gain entry to the Philadelphia market through a reciprocal switching agreement with CONRAIL. The proposed agreement would give the D&H access to all shippers located on Conrail, as well as to the PHILADELPHIA BELT LINE and all coal piers, grain elevators and other facilities served by the larger railroad.....The accident on Chesapeake Bay reported in November Cinders involved a barge owned by the EASTERN SHORE RAILROAD. It now develops that the 250-foot barge Captain Edward Richardson listed during a crossing on October 31, dumping 22 railroad cars into the bay midway on the 20-mile crossing (Lancaster Chapter Dispatcher). The Accomack-Northampton Transportation District recently bought the railroad and its facilities from Penn Central for \$8.66 million. Eastern Shore operates between Pocomoke, MD and Cape Charles, VA and floats cars across the bay from and to Little Creek yard near Norfolk. The line was formerly run by the Virginia & Maryland Railroad.

The railroad car sitting in the old Baldwin Locomotive Works property at Eddystone is ex-BALTIMORE & OHIO business car #902, now owned by William McManus of Philadelphia. The car, built by Pullman in 1928 as the Ranger, was moved from Pittsburgh to Eddystone last September and will be restored to operating condition.....Those two miles of ex-Penn Central track from Lambertville to Moore Station, NJ, which BLACK RIVER & WESTERN sometimes used to takes its excursion passengers to the Lambertville Flea Market, have been torn up and sold. A plan to extend the track into a gravel pit for shipment of railroad ballast never materialized.....The luxury liner Queen Elizabeth II will dock at Packer Avenue Terminal in South Philadelphia in April, in a special visit marking the 300th birthday of the City.....Railroad Passenger Cars, Inc. of Baltimore has all but three of its cars up for sale, now that CHESSIE has re-equipped its Washington (DC) commuter service with re-built stainless steel coaches and RDC's. One car to be kept is ex-B&O observation-lounge #3302, the Edward G. Hooper, which served as the rear car on the Chessie Safety Express (RRE High Green).....Ex-Red Arrow center door car #61, now owned by Railways to Yesterday, is still stored in the McHugh Brothers yard at Penndel, PA. It has been in storage for about ten years awaiting the regauging of its trucks to standard gauge, to permit operation at RTY's museum in Orbisonia, PA. (Trolley Museum Reporter).....SOUTHERN RAILWAY has renumbered GP38 #2716 to #2732 to make room for ex-C&O 2-8-4 #2716 which began steam excursion operations last October. The original #2732 was destroyed in a grade crossing accident several years ago (Roanoke Chapter Turntable Times).....Attempts to rescue the defunct Adirondack Railway have failed and part of its right-of-way in northern New York State will be converted to a snowmobile trail. The tourist line operated sporadically in 1980 but later had to shut down and finally declared bankruptcy, amid charges of fraud and mismanagement. State DOT Commissioner William Hennessy has admitted that the \$10 million plan to restore rail service between Utica and Lake Placid was a costly mistake, but it did provide some interesting photography for railfans while the operation lasted. (Narragansett Newsletter).

## ***The Presidents Rode "U.S. 1"***

For 16 years, when American Presidents traveled by train, the armor-plated, gold-fixtured railroad car now on display at the Gold Coast Railroad exhibit at Fort Lauderdale, FL was marked "U.S. No. 1". It was the nation's rolling White House.

Officially known as the Ferdinand Magellan after the famous 16th century explorer, the railroad home of Presidents Roosevelt, Truman and Eisenhower is still a magnificent car. "U.S. No. 1" hauled hundreds of distinguished personages, including Winston Churchill, many heads of state, the presidents of France and Mexico and the Queen of Holland. Thousands of important papers were signed on the formal dining room table.

The two-bedroom-and-bath suite for the President and the First Lady retains its original furnishings, as do the other sleeping compartments for guests. Upholstered chairs surround a formal dining room table; each room features wall-to-wall carpeting and a telephone; the lounge opens onto a railed observation platform. Every weekend volunteers show up to shine the brass, polish the gold-plated fixtures, clean the windows and hand rub the limed oak wood paneling.

The only private railroad car ever to be owned by the U. S. government, this plush Presidential Pullman is also a fortress. To insure maximum security for the President when he traveled by rail, bullet-proof 5/8-inch-thick steel was installed on the sides, floor, roof and observation lounge end of the car, and bullet-proof glass was placed in the windows. Everything is so sturdy that a sizeable charge of dynamite exploded under the car wouldn't budge it. Whenever "U.S. No. 1" rolled on the rails, Secret Service agents went ahead to arrange with railroad and local police for patrolling of tunnels, overhead bridges and viaducts. A pilot locomotive was always sent over the tracks in advance of the Presidential train.

During World War II great secrecy surrounded any movement of the Presidential car. The name Ferdinand Magellan was removed. Only the single word "Pullman" appeared on the outside, so that from a distance it looked like any other railroad stock. Secret Service men always rode inside the car with the Presidential party and used one special installation—a large closet filled with special racks to hold a collection of carbines, sub-machine guns, gas masks and ammunition. Two escape hatches are also built into "U.S. No. 1". One, resembling the type on old submarines, is in the roof of the lounge section. The other is in the wall of the bathroom located between the President's bedroom and that of the First Lady.

Another safety measure aboard this former mobile White House is the charcoal-burning stove in the galley. (Artificial gas was not used because of the possibility of explosion.) A signal panel in the galley is linked to every room, and even to every chair in the car. If someone at the dining-conference table, for instance, pressed the buzzer at his seat the porter would know exactly to which chair he should respond.

*(Continued on Page 9)*



THE PRESIDENTS RODE "U. S. 1" (Continued from Page 8)

Between trips, "U.S. No. 1" did not have a permanent location in Washington. To lessen chances of sabotage it was moved around when not in use, and was stored variously on a siding at Union Station, the Potomac Yards, the Naval Gun Factory at the Navy Yard, and in the sub-basement of the Bureau of Engraving and Printing. President Roosevelt rode the car in the spring of 1945 to Warm Springs, GA. After his sudden death at the "Little White House", it was part of the 11-car funeral train that carried his body back to Washington, DC. At the end of the war, the Association of American Railroads sold it to the U. S. government for \$10.

(The above is from an article by James H. Winchester which appeared in *Travel/Holiday Magazine*, as condensed in *The 470 Railroad Club newsletter*. The Gold Coast Railroad Museum, located near Fort Lauderdale International Airport, operates a steam-powered excursion train every Sunday afternoon year round, using ex-Florida East Coast Pacific #113 or 153. Fare is \$4 for adults and \$2 for children 12 and under. Those planning a trip to Florida this winter may wish to stop in Fort Lauderdale for a steam ride and a chance to inspect the *Ferdinand Magellan*.)

## Conrail Files to Abandon 2,600 Miles of Branch Lines

Utilizing a "one-time-only" provision of the Northeast Rail Service Act of 1981, Conrail has petitioned the Interstate Commerce Commission to abandon 367 lightly-used branch lines totaling 2,630 route miles. Under the law, the ICC must grant any application filed by Conrail prior to December 1, 1981 within 90 days, unless a responsible party offers financial assistance within that time.

The number of actual filings was very close to that projected on a map issued by Conrail last October, which identified 386 line segments (2,800 miles) as candidates for abandonment. The railroad has said that the lines to be abandoned represent about 15 percent of its system total of 17,700 route miles, but account for less than two percent of its revenues.

Pennsylvania had the largest number of lines to be eliminated (136) and the greatest mileage (716), followed by New York with 54 lines and 426 miles and Ohio with 52 lines and 399 miles. New Jersey will lose 47 lines (157 miles) and Delaware four lines (15 miles).

The following are lines in the Philadelphia area to be abandoned:

NAME OF BRANCH	FROM	TO	MILEAGE
<i>(Pennsylvania)</i>			
Frankford	Philadelphia (Whitaker Ave.)	Philadelphia (Penn St.)	1.2
Pickering Valley	Phoenixville	Ironsides	1.8
Phoenixville	Ivy Ridge	Spring Mill	3.7
Phoenixville	Spring Mill	Earnest	2.4
Phoenixville	Norristown	Oaks	7.1
Phoenixville	Phoenixville	Parkerford	5.8
60th Street	Philadelphia (Brill)	Philadelphia (Passyunk Ave.)	1.2
Kensington & Tacony	Philadelphia (Delaware Ave.)	Philadelphia (Delaware Exp.)	4.0
Newtown Square	Pembroke	Grassland	3.8
Cardington	Pembroke	Millbourne Mills	2.3
Chester Creek	Lamokin St.	Upland	0.5
New Holland	Downingtown	Downingtown	0.4
Pottstown	Pottstown	Birdsboro	7.4
Reading	Birdsboro	Birdsboro (Brooke)	1.2
Reading	Birdsboro	Reading	5.5
Trenton Ave. Elevated	Philadelphia (Port Richmond)	Philadelphia (Kensington)	1.0
Fitler	Philadelphia (Bridesburg)	Philadelphia (Frankford Arsenal)	0.5
<i>(New Jersey)</i>			
Southern	Woodmansie	Landisville	35.3
Pemberton	Pavonia	Merchantville	1.9
Pemberton	Mt. Holly	Pemberton	5.3
Dix	Pemberton	Fort Dix	4.4
Pleasantville	Mt. Calvary	Northfield	5.0
Linwood	Linwood	Pleasantville	3.9
East Trenton	West Trenton	Trenton	5.8
Trenton-Princeton			
Traction	Trenton	Trenton	2.2
Enterprise	Trenton	Trenton	4.1
<i>(Delaware)</i>			
Brandywine	Edge Moor	Kentmere	2.7
Pomeroy	Newark	Newark Center	1.5

# Preliminary Schedule Announced for "Colorado Rails 1982"

The Intermountain Chapter has released an advance schedule for "Colorado Rails 1982," the NRHS national convention to be held in the Centennial State from July 9 to 18.

Because of the unusual variety of events being offered and the somewhat complex travel arrangements, members are urged to study this information and decide early on their plans. The total cost of the convention for all events is projected at about \$950 per person, excluding transportation to and from Denver.

A complete brochure and ticket order form will be mailed to all members by early spring.

Those planning to attend from this area may wish to consider using Amtrak's Broadway Limited and San Francisco Zephyr enroute to Denver and return. Present schedules provide for almost a full day in Chicago west-bound and about six hours eastbound.

	GROUP A	GROUP B	GROUP C	GROUP D	GROUP E
FRIDAY, JULY 9	Lv Denver 8 AM; tour Como, Buena Vista; San Luis Central RR; overnight Monte Vista	Lv Denver 8 AM; tour Como, Buena Vista; Alpine Tunnel; overnight at Monte Vista	Lv Salt Lake City 7:30 AM; RGZ to Grand Jct. Overnight.		
SATURDAY, JULY 10	C&TS Steam Trip; arr Durango 6:30 PM	Tour of abandoned grades to Durango	Scenic Route to Durango, arrive 5 PM	Lv Denver 7:30AM RGZ to Grand Jct. Bus to Durango.	Lv Denver 6 PM via bus to Durango.
Reception (Durango) 8-10 PM.					
SUNDAY, JULY 11	Silverton 100th Anniversary Train - all day festivities Possible local civic celebration in evening with fireworks and barbeque.				
MONDAY, JULY 12	Optional excursions: 1) Bus to Mesa Verde Cliff Dwellings; 2) Bus to Rio Grande Southern-Telluride area; 3) Ride regular SILVERTON Train; 4) Photographers' special train.  Evening free.				
TUESDAY, JULY 13	<u>GROUPS A and B:</u>	Lv. Durango via bus to Grand Junction; thence <u>Rio Grande Zephyr</u> to Denver (arrive 9:30 PM).			
	<u>GROUPS C, D, E:</u>	Lv. Durango via bus to Chama, ride Cumbres & Toltec Scenic RR; thence bus to Denver.			
WEDNESDAY, JULY 14	Lv. Denver 8 AM - Manitou & Pikes Peak, Flying W Ranch luncheon, scenic tour. Ar. Denver 4 PM - Evening movies "White Desert" and "Silver Streak" (1934) Paramount Theater				
THURSDAY, JULY 15	Buses to Georgetown Loop, Colorado RR Museum, Heritage Square. 6:00-7:00 PM Social Hour; 7:30 PM Annual Banquet.				
FRIDAY, JULY 16	7:45 AM - Union Pacific Steam Special. Return 7:00 PM - Evening free.				
SATURDAY, JULY 17	9:30 AM - NRHS Business Meetings (Board and Membership); RAILFAIR begins.				
SUNDAY, JULY 18	RAILFAIR continues - Denver's annual rail show and swap/flea market.				

## LET'S HAVE DINNER AT THE ENGINEERS' CLUB!

Philadelphia Chapter for many years has enjoyed the hospitality of the Engineers' Club, receiving the use of our meeting room without charge. A long-term understanding with the management is that NRHS members will purchase at least 20 dinners from the Club on meeting nights, to serve as an offset for free use of the room and other facilities.

Unfortunately, the Chapter sometimes fails to meet the agreed-upon minimum. Thus far, the Club has been indulgent with us and has not charged for the deficit.

Your officers urge all Chapter members to make a New Year's resolution for 1982: join your fellow enthusiasts for a relaxed and enjoyable dinner at the Engineers' Club on meeting nights. The time is 6 PM, the cost is reasonable (\$8 per person) and the food is good. As an added attraction, the downstairs bar is fully stocked and open to serve you during the "happy hour" before dinner.

Please make dinner reservations with Vice President Tatnall by phoning him at (215) 828-0706 at least two days before the meeting.

# Chapter Sets Book Sale

Philadelphia Chapter will conduct a special sale of hard-cover books of two major publishers, Golden West Books and Interurban Press, during the month of January, President Eastwood has announced. This special hard-cover book campaign will feature members-only prices discounted below the normal list price, and the prices shown below include the 6% Pennsylvania State Sales Tax we are required to collect.

Orders must be postmarked before February 1, 1982, and should be sent, with check or money order payable to PHILADELPHIA CHAPTER, NRHS, to: R. L. Eastwood, Jr., President, Philadelphia Chapter, NRHS, Box 41, Huntingdon Valley, PA 19006-0041. Please indicate in your letter whether the books are to be mailed to you or delivered to you at the February 19 meeting.

Books available from Golden West are as follows:

PITTSBURGH & LAKE ERIE RAILROAD, McLean, 240 pages, illustrated; centennial story of the P&LE.....	\$28.00
PROMONTORY'S LOCOMOTIVES, Best, 48 pages, story of the design and construction of two new replica steam locomotives of the CP and SP at Promontory, UT.....	\$ 2.50
SUPER CHIEF: Train of the Stars, Repp, 256 pages, illustrated. Complete story on the premier train of the AT&SF fleet, from 1936 to Amtrak.....	\$17.00
ULSTER & DELAWARE, Railroad Through the Catskills, Best, 208 pages, 320 illustrations.....	\$17.75
VANCOUVER ISLAND RAILROADS, Turner, 170 pp, focuses on rr's of Vancouver Island, B. C.....	\$16.00
BESSEMER & LAKE ERIE RAILROAD (1869-1969), Beaver, 200 pp, illustrated, 100 year story.....	\$17.00
CHICAGO & ILLINOIS MIDLAND, Wallin-Stringham-Szwajkart, 244 pp, illustrated.....	\$27.50
DIESEL YEARS, Olmstead, 160 pp, illustrated - pictorial volume on revolution in motive power.....	\$17.00
GRAND CENTRAL, The World's Greatest Railway Terminal, Middleton, 160 pp, illustrated - the complete story of New York's famous railway terminal.....	\$19.50
MISSABE ROAD, the DM&IR, King, 224 pp, 350 illustrations - iron ore, the mines and ore handling.....	\$17.75
RAILROAD CABOOSE, Knapke, 240 pp, illustrated - The Railroad Caboose - its 100-year history.....	\$12.75
RAILROADS OF HAWAII, Best, 194 pp, illustrated - pictorial history railways of Hawaiian Islands.....	\$19.50
RIO GRANDE GLORY DAYS, Lathrop, 356 pages, illustrated - narrow gauge D&RGW railroading.....	\$14.50
SANTA FE - Steel Rails through California, Duke & Kistler, 184 pp, illustrated, extensive history of AT&SF in the Golden State.....	\$17.00
THE STREAMLINE ERA, Reed, 300 pp, illustrated, streamline story relating to cars, trains, planes.....	\$25.50
SUPER POWER STEAM LOCOMOTIVES, Cook, 144 pp, illustrated - modern steam locos.....	\$14.50
APPLE COUNTY INTERURBAN, Johnsen, 130 pp, illustrated - story of Yakima Valley Transportation Co.....	\$17.75
NORTH SHORE - America's Fastest Interurban, Middleton, 128 pp, illustrated - pictorial history.....	\$14.50
PACIFIC ELECTRIC, Duke, 64 pp, illustrated - pictorial history.....	\$ 6.75
PIEDMONT & NORTHERN, Fetteris & Swanson, 176 pp, illustrated - a fascinating history.....	\$17.00
SOUTH SHORE - America's Last Interurban - Middleton, 186 pp, illustrated.....	\$17.00

Books available from Interurban Press are as follows:

ARKANSAS VALLEY INTERURBAN, Isely, 64 pp, soft-cover, Interurbans Special #19.....	\$ 5.00
SACRAMENTO NORTHERN, Swett, other authors, 208 pp, 12 maps, soft cover, the complete book on SN.....	\$16.00
CARS OF PACIFIC ELECTRIC, VOL. I, Swett, 224 pp, soft-cover, covers city and suburban cars.....	\$ 8.50
CARS OF PACIFIC ELECTRIC, VOL. III, Swett, 336 pp, soft-cover, combos, locos, box motors, service equip.....	\$10.00
THE YELLOW CARS OF LOS ANGELES, Walker, 320 pages, 520 photos, hardbound, L. A. Railway.....	\$23.50
TRACKS, TIRES & WIRES, McCaleb, 192 pages, 152 photos, hard-cover, story of San Jose, County Transit....	\$23.75
THE TROLLEY TITANS, Carson, 188 pp, a mobile history of Atlanta, 124 photos, 27 maps.....	\$23.75
PCC - THE CAR THAT FOUGHT BACK, Carlson & Schneider, Special 64, 256 pp, 406 photos, hardbound.....	\$25.50
TROLLEYS TO THE SURF, Swett & Myers, 208 pp, hardbound, history of Los Angeles Pacific, pre-PE.....	\$11.75
THE LAST OF THE GREAT STATIONS - Bradley, 112 pages, softbound, 40th anniversary pictorial of Los Angeles' Union Stations.....	\$ 8.50
SAYONARA STREETCAR, Forty, 64 pp, softbound - parting look at 26 departed Japanese systems.....	\$ 6.75
KEY SYSTEM ALBUM, Walker, 120 pp, 250 photos, hardbound, photo essay on the Key System.....	\$15.25
RED TRAINS REMEMBERED, Ford, 120 pp, album format, hardbound, 200 views of SP's suburban electric.....	\$14.50
THE WHITE FRONT CARS OF SAN FRANCISCO, Smallwood, revised, 476 pp, 660 pix, Market St. Rwy in SF.....	\$29.75
THE PEOPLE'S RAILWAY, Perles & others, 260 pp, hardbound, history of the Muni.....	\$28.00
WHEN OKLAHOMA TOOK THE TROLLEY, Chandler & Maguire, 176 pp, hardbound, Sooner State lines, 232 pix.....	\$18.75
RIDE A MILE AND SMILE THE WHITE, Fleming, 178 pp, story of Phoenix (AZ) Street Railway.....	\$16.00
WHEN FRESNO RODE THE RAILS, Hamm, 80 pp, soft cover, 110 pix, streetcars of Fresno, CA.....	\$ 8.00
A MILWAUKEE TRANSPORT ERA-THE TRACKLESS TROLLEY YEARS. Schultz, 132 pp, soft cover, 130 pix of the beer capital's extensive trackless trolley system.....	\$12.00
DINNER IN THE DINER, Hollister, 142 pp, hardbound - Great Railroad Recipes of All Time.....	\$ 9.25

It will be the policy of Philadelphia Chapter to offer titles of the major publishers during the year to our members as a way of enlarging your library. By purchasing through the Chapter, you can take advantage of lower prices, as well as providing a way for your Chapter to earn extra funds to pay for the cost of publication of Cinders. We urge your support for this program, which will be in addition to our usual soft-cover and railroading program conducted by Bill Donnelly and John Rex at our monthly meetings.

PLEASE REMEMBER - JANUARY 31 IS THE LAST DAY TO ORDER THESE TITLES AT THE ABOVE PRICES.

## Conrail Freight Schedules Updated

In early December the former Penn Central yard at 44th Street in West Philadelphia was partially consolidated with the ex-Reading West Falls yard. As a result, Train ENAB was withdrawn and Train ENWF established. The following schedule changes in Conrail's Eastern Region should be noted, updating information shown in December Cinders and previous issues:

- ENAB (Enola to Abrams) - Withdrawn.
- ENWF (Enola to West Falls) - Leaves Enola 1400 daily, arriving Abrams 2130, West Falls 2330.
- ALPI (Allentown to Conway) - Pickup at Reading eliminated.
- ABPY (Abrams to Potomac Yard) - Withdrawn.
- ALPY (Allentown to Potomac Yard) - Changed to leave Abrams 0200 daily except Tuesday, Belmont \*0415, arriving Edge Moor 0530, Baltimore 0930, Potomac Yard 1445.
- PYAB (Potomac Yard to Abrams) - Withdrawn.
- PYAL (Potomac Yard to Allentown) - Changed to leave Baltimore 2255 daily, Edge Moor 0220, pass Zoo 0345, leave Belmont \*0415, Abrams 0700, arriving Reading 0830, Allentown 1215.
- PYCA (Potomac Yard to Camden) - New train leaves Potomac Yard 1530 daily, Edge Moor 2315, Pass Zoo 0045, arriving Frankford Junction 0115, Camden 0220.
- PIML (Conway to Linden) - Withdrawn.
- PIOI (Conway to Oak Island) - Changed to leave Harrisburg 1535 daily, pass Thorndale 1825, arrive Morrisville \*2245, pass Trenton 0100, arrive Oak Island 0630.
- CAPY (Camden to Potomac Yard) - New train leaves Camden 0930 daily, pass Zoo 1045, leaves Edge Moor 1305, arrives Baltimore 1515, Potomac Yard 1845.
- BAEN (Baltimore to Enola) - Withdrawn.
- BAPI (Baltimore to Conway) - Changed to leave Baltimore 0600 daily, pass Perryville 0730, leave Shocks 1145, arrive Harrisburg 1230.
- MAIL-10 (East St. Louis to Kearny) - Changed to leave Harrisburg 2355 daily except Sunday, Philadelphia (52nd Street) 0240, pass Morris 0330, arrive Kearny 1515.
- ENCR (Enola to Croxton) - Rerouted via Allentown, leaving Enola 0530 daily, Allentown (East Penn) \*1045, arriving Oak Island 1430.
- PIBE (Conway to Bethlehem) - Setoff at Reading eliminated.
- OIPI (Oak Island to Conway) - Pickup at Reading eliminated.
- PICA (Conway to Camden) - Withdrawn.
- WHRE-25 (Reading to Enola) - Changed to leave Reading 2230 daily, arrive Enola 0730.
- WHEW-26 (Enola to Reading) - Changed to leave Enola 2230 daily, arrive Reading 0730.

(\*) - Indicates crew change point.

PHILADELPHIA CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
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