



CINDERS

March 1982



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Our Meeting:

Our March meeting will feature another in our continuing series of professional rail and traction industry films. These films have proved highly popular in the past, and we will present four titles new to Philadelphia Chapter. The 16mm, color, sound films to be screened include:

GREEN LIGHT TO TRANSPORTATION	(Southern Railway)
THE SEARCH FOR SAFETY	(Union Switch & Signal Division)
THE ROLLING STOCK INDUSTRY IN JAPAN	(Japanese National Railways)
WHISTLE OF THE EF 5816	(Japanese National Railways)

Our meeting will be held on Friday evening, March 19, 1982, at the Engineers' Club, 1317 Spruce St., downtown Philadelphia. A sit-down dinner (\$8.00 per person) will be served, BY ADVANCE RESERVATION, at 6:00 PM in the Club Dining Room. Our meeting begins at 7:30 PM in the Conference Room. The Chapter board of directors will meet at 7:00 PM on the first floor.

Dinner reservations (MANDATORY, PLEASE) must be made to Vice President Tatnall ON OR BEFORE WEDNESDAY, MARCH 17, 1982 at 215-828-0706. Bring a friend to Philadelphia Chapter on March 19 and enjoy the movies!



Maryland Midland Trip May 22



Philadelphia Chapter has announced a spring fantrip on Saturday, May 22, 1982 which will please the shortline rail enthusiast. On that date, a trip will be operated over the entire 17-mile length of the Maryland Midland Railway from Walkersville to Taneytown, MD and return.

The special train will be powered by MM's center-cab Whitcomb diesel #102, built in 1944 for the U. S. Army, and later having operated on the East Washington Railway. Equipment accommodations will include a dome-diner (with food and beverage service available during the day) and other equipment not yet specified. MM's other piece of motive power, former Long Island Alco RS3 #301, will be spotted for photos. The Maryland Midland has promised plenty of photo stops and movie runbys.

Chartered motorcoach will depart the main entrance of Suburban Station, 1617 John F. Kennedy Blvd., Philadelphia at 7:45 AM, EDT, with a stop at Exton, PA on U.S. Route 30 in front of the "Happy Hoagy-Guernsey Cow" restaurant at 8:25 AM. Parking is available in the Exton Mall parking lot.

After a fun day of shortline railroading, the motor coach will return to Philadelphia, making a stop at New Oxford, PA to visit the Conewago Valley Railroad Museum and Paul's Model Shop on U. S. Route 30. In addition, a dinner stop will be made for a complete meal at a reasonable price. Return to Exton is expected to be at 9:25 PM with termination at Suburban Station at 10:00 PM. An optional stop on the return trip will be made at 30th Street Station.

The all-inclusive fare for the chartered bus and excursion train is \$28.00. There will be no child's fares, and the trip operates rain or shine, with no refunds.

A descriptive trip flyer is enclosed with this issue of Cinders, and early ticket ordering is urged in order to avoid disappointment. Tickets will be available at the March and April meetings.



Perhaps the most significant news arises from a Chicago newspaper article which stated that GM's Electro-Motive Division had quietly notified some railroads that it would suspend production sometime between April and June, when its current orders were completed. EMD is known to have had some recent quality control problems and its two-stroke engine has a fuel penalty compared to the four-stroke engines used by Bombardier and General Electric. It's not clear if the Canadian subsidiary will close or how long the suspension will last, but if this report is true, then America's dominant locomotive builder has truly come upon hard times.

Budd surprised us all by delivering several additional Amcoaches and an Amlounge at the end of January. Deliveries now include coaches 25000-25017 and lounges 28001-28002. In addition, two more lots were delivered on February 19 and 24. These were lounge 28003 and coaches 25018-20 and 25028-30. There are 26 cars in all on the property. We've previously mentioned that a strike at WABCO in Pittsburgh has delayed this, among many other projects, by holding up brake parts.

Production of "Heritage" cars since our last report has been limited to baggage cars 1135 and 1176 and slumbercoach 2055, but reports have been a little sketchy. After cancelling a good number of cars still to be rebuilt in the Fiscal Year 1981 program, we expect to see eight baggage cars, a baggage-dorm (1631), three slumbercoaches (2056, 2094-95) and four sleepers (2463-66) for Florida service, and two hi-level lounges (39973-39974) for the West. Sleeper space is at a premium right now, which makes Amtrak's decision to cut rebuilding of HEP sleepers by 25 cars especially painful (not to mention shortsighted).

Derailment of the *Montrealer* near Holyoke, MA on February 14 did not help Amtrak's equipment situation, but, thankfully, the cars did not go over on their sides. For the record, the cars involved in that derailment were baggage 1138, sleeper 2882, slumbercoach 2085, Amdinette 20208, Amlounge 28303, and Amcoaches 21801, 21884 and 21195. No report on extent of damages, but the equipment was still at New Haven 10 days after the wreck.

One Heritage sleeper (2445) has been retired (from a 1980 *Panama Limited* derailment), and they've lost two baggage cars in a *Southwest Limited* wreck at Lawrence, KS in 1979 which sent quite a few cars to retirement, along with three SDP40F's (which became trade-in's on F40PHR's 328-330). Finally, HEP baggage-dorm 1451 is in storage, from a *Montrealer* collision with a mobile crane near Baltimore last summer.

For the record, only two Amfleet cars have been stricken from the roster — Amcafe 20022 (from fire damage at Sunnyside in 1977) and Amcoach 21173 (struck broadside by a truck in Washington state the same year). However, a few cars have been out of service for periods of a year or more (such as Amcoach 21138 since September, 1978).

As a result, one *Silver Star* set continues to soldier on with steam-heated equipment, leaving New York on March 2 and every fourth day thereafter until some replacements can be scrounged up. During February, 1982, the only full-service dining cars in the United States in service were Amtrak 8013 on this one set of the *Star* and Rio Grande diner 1116 on the *Rio Grande Zephyr* — amazing!

The steam *Silver Star* set cannot have long to go, and it has recently been giving more than its share of problems. On Thursday, February 25, three coaches had to be "shopped out" at Sunnyside. One coach (5807) was substituted, and the train went out short two cars, hoping to get replacements at Washington. As it happened coach 5425 didn't make it, but, so help me, diner 8023 was operated in lieu of one coach — presumably, putting all the short-distance passengers in it! The 8023 had been at Washington since October, but was still officially "active".

For the record, as of March 1, here is the status of the remaining "active" steam-heated cars:

The consist of Train 82/92 from St. Petersburg/Hialeah on February 28 was: baggage 1271, baggage-dorm 1425, sleepers 2851, 2836, coaches 5807, 5429, 4467, 4469, 5016*, 5017*, diner 8013, lounge 3331, coaches 4417, 4419 and sleeper 2704. (* - The 5016 and 5017 were operated from Hialeah for St. Petersburg passengers, in lieu of the missing coach and substituted diner noted above on the previous southbound trip).

The status of the remaining active steam cars was: baggage-dorm 1409 (bad-ordered Miami); sleepers 2530 (OK at Miami), 2537 (bad-ordered Sunnyside), 2861 (bad-ordered Sunnyside), lounge 3320 (OK at St. Pete), 3329 (bad-ordered at Miami); coaches 4549 (bad-ordered Washington), 4553 and 5012 (bad-ordered Sunnyside), 5417 (OK at Sunnyside), 5425 (bad-ordered at Washington), 5434 (bad-ordered Sunnyside); diners 8012 (OK at Miami) and 8023 (OK at St. Pete).

(Continued on Page 3)

ON THE SCENE (Continued from Page 2)

EMD delivered AEM-7's 940 and 941 to Amtrak in early February, but production of the 943-946 and 932 will be delayed by the WABCO strike. Additional AEM-7 deliveries has permitted the assignment of these speedsters to Trains 141, 183, 185, 187, 143 and 189 southbound and to 182, 142, 184 and 188 northbound. Trains which are assigned E60's are dramatically slower, and so a glance at the schedule makes it easy to spot which trains have them. For the record, they are assigned to the *Night Owl*, *Montrealer*, *Crescent*, the two Florida trains and the LRC trains (because their curvy route between New York and New Haven can't use the AEM-7's greater speeds).

Speaking of the LRC sets, reports suggest that the two LRC trainsets will be returned to Canada within the next month or two.

We mentioned above that F40PHR's 328-330 were built on trade-ins of the three SDP40F's wrecked in October 1979 at Lawrence, KS when the *Southwest Limited* suffered one of Amtrak's costliest derailments. Also, F40PHR #360 was build on trade of SDP40F #647, wrecked on April 2, 1980 in a *Silver Star*/SCL freight train collision near Raleigh, NC.

In some other Amtrak passenger car notes, of 30 1400-series baggage-dormitories (1400-1429), twelve were rebuilt as Heritage cars 1610-17 and 1628-31; four were converted to wheel carriers 10400-03; two will become Heritage baggage cars; two (1409, 1425) are still in the *Silver Star* "steam" fleet; and seven have been placed in storage. I mention these cars as an illustration of how interesting it has been to follow the histories of Amtrak's fleet to the inevitable storage (the "x list") and then the "2" (retired) list, followed by one of Mr. McCarthy's sales letters.

The Amtrak cars stored at Harrison, mentioned in an earlier column, were sent to Perryville, MD on February 26, together with other Sunnyside cars in a 28-car train. Now, 52 cars are stored at Perryville and Sunnyside, in contrast has 27 cars, including many officially stored. Assuming that Perryville has the capacity, I would expect another deadhead move soon.

The February 7 schedule change in the Corridor added a fourth Metro Express (replacing trains 113 and 118) and all such trains now make Wilmington with no increase in running time. Regular Metroliners are also marginally faster.

British Rail is receiving the first of over 200 new sleepers based on its current Mark III carbody. Two types are being built — one with 13 rooms and one with 12 and an attendant's serving room. One attendant serves two cars and he can serve light snacks and breakfasts which have been pre-prepared. Rooms are similar to our bedrooms, with crosswise sofas which convert to beds. If used as first-class, they sleep one per room, and if second class, the upper bed is also made up. Each room has a wash basin, but two toilets are located at one end.

VIA Rail Canada has improved corridor services between Quebec, Montreal, Ottawa, Toronto, Windsor and Sarnia. Now the term *Rapido* is a general reference to a corridor express, usually with first-class service, and each pair of such trains now have individual names, something like *Empire Service* on Amtrak. Additional trains are scheduled (for example, eight between Montreal and Toronto now). Most comments about VIA have been negative in reference to the trains they were forced to cut, but the news is not all bad (I have not been able to establish whether VIA has gotten its LRC's into service yet).

New Jersey Transit's new F40PH-2's were built on EMD order #796380 with 4113-4118 built in October, 1981 and 4119-4124 (at least) in November. Construction numbers, of course, are 796380-1 to 796380-13.

Frank Tatnall mentions to me that Conrail office car 2 is still active.

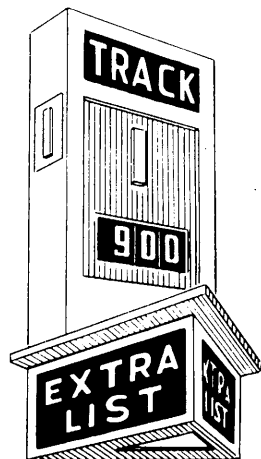
MTA of New York has received at least five rebuilt coaches from Amtrak's Beech Grove shops. They look like other refurbished MTA cars, excepting their Amtrak-style numbers. There are 15 cars in the program, apparently all to be drawn from series 2100-2114 originally built by Budd for the 1941 *Empire State Express*. Ironically, Amtrak coach 5699 is on lease to MTA — it was rebuilt from an *Empire State Express* parlor car a number of years back by Amtrak. I understand these 15 cars will for the nucleus of the Poughkeepsie trains until a longer-range program to rebuild 4400-series (ex-New Haven) MU cars into HEP coaches for this line can be implemented.

On the Harlem line, MTA has three RDC's at Brewster — now connections for Dover Plains are made at Brewster North (north of the coach yard in an unpopulated area suitable for parking facilities). The shuttles to Dover Plains run over single track manual block with perhaps a 40-mph speed limit. Further south, preliminary work is under way to install third-rail electrification north of North White Plains. Long ties are being installed where needed so that the third rail may be anchored. New welded rail is to be laid from Pleasantville to north of Mount Kisco.

In transit matters, New York MTA has repainted the cars assigned to the Times Square-Grand Central shuttles and the Flushing line in a new all-white livery. The Flushing cars are stored in a yard with a double fenced-in area patrolled by dogs to reduce the opportunity for graffiti.

The latest Metro extension in Washington (from December 5) sees the Red Line going an additional two miles (three stations) beyond DuPont Circle to Van Ness. The new line is all subway (seems to be all deep-level tunneling) and stations have a different ceiling treatment (they remind me now of a barrel instead of a waffle iron).

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MARCH 14, 1982: Special tour of SEPTA's Media and Sharon Hill trolley routes, featuring 80-series car (built 1932) and snow sweeper, sponsored by Branford Electric Railway Association. Trip leaves 69th Street Terminal 1 PM. Fare on day of trip: \$15 adults, \$8 children.

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: Annual banquet of West Jersey Chapter, NRHS at Philadelphia Naval Base Officers' Club. Cocktails at 6:30 PM, buffet dinner at 7 PM. Price: \$13 per person. Entertainment follows. Reservations should be made with Bob Cooper, 733 Highland Avenue, Palmyra, NJ 08065, with checks payable to "West Jersey Chapter, NRHS."

MARCH 27-28: Circle trip from Washington, DC to Philadelphia, Pittsburgh and Washington aboard ex-New York Central lightweight observation-lounge car 48, sponsored by Chesapeake Division, RRE. Leave Philadelphia on rear of Amtrak Train 47, the *Pennsylvanian*, at 10 AM, Saturday, March 27. After overnight stay in Pittsburgh car will depart for Washington on Amtrak Train 440, the *Capitol Limited*. Fare: \$175 per person (double occupancy), including rail transportation Washington to Washington, beverages, snacks and overnight lodging. Order tickets from: "48 to Pittsburgh," P. O. Box 548, Laurel, MD 20707, making checks payable to "Chesapeake Division, RRE."

MARCH 28: 50th anniversary trip with Brill 80-series cars via SEPTA's Media and West Chester lines, sponsored by Metropolitan Philadelphia Railway Association. Trip leaves 69th Street Terminal 12 noon, returning about 4:30 PM. Price to members \$8, non-members \$9, children (under 12) \$5. Order tickets from: MPRA Trip Committee, 7228 Radbourne Road, Upper Darby, PA 19082, enclosing self-addressed, stamped envelope.

APRIL 3: "State of Maine" special from Boston to Worcester, Portland and return to Boston via Boston & Maine, sponsored by Massachusetts Bay Division, RRE. Train will operate via Stony Brook, Lowell and Wilmington Junction ("Wildcat") branches, covering more than 125 miles of freight-only trackage. Leave Boston (North Station) 8:25 AM. Fare: \$39.95 adults, \$26.95 children (under 12). Side-trip to Seashore Trolley Museum, Kennebunkport, ME, \$4.50 for adults, \$3 for children. Order tickets from: Mass. Bay RRE, P. O. Box 53, Bedford, MA 01730, enclosing stamped, self-addressed envelope.

APRIL 17-18: Maryland & Delaware Railroad special trains from Clayton, DE to Easton, MD and return, jointly sponsored by Baltimore Chapter, NRHS and Chesapeake Division, RRE. Trains will consist of Alco diesel, coach, ex-PRR parlor-lounge *Defender* and ex-B&O observation-lounge car 3302 *Edward G. Hooper*. Fare: \$20 per person. For tickets and information send self-addressed, stamped envelope to: Eastern Shore Ramble, P. O. Box 548, Laurel, MD 20707.

APRIL 24: The "Talbot Bullet" special via Maryland & Delaware Railroad from Clayton, DE to Easton, MD and return, sponsored by Wilmington Chapter, NRHS. Train leaves Clayton 9:30 AM, returns about 5 PM. Connecting charter bus leaves Wilmington (I-95 and Marsh Road) 8 AM, Amtrak station 8:15 AM. Train will consist of Alco diesel, coach, parlor car *Defender* and observation-lounge 3302 *Edward G. Hooper*. Fare: \$22.50 per person (\$4 additional for charter bus). Order tickets from: Wilmington Chapter, NRHS, P. O. Box 1261, Wilmington, DE 19899-1261, specifying choice of car (and second choice). For further information, telephone 302-798-8431 evenings only.

APRIL 24: The "Port Jeffersonian" special from Jamaica to Port Jefferson, NY and return via Long Island Rail Road, sponsored by New York Division, RRE. Train leaves Jamaica 9:05 AM, returns 5 PM. Consist will include Alco C420 locomotive, coaches, parlor car and ex-FA power control unit on opposite end. Fare: \$25 coach, \$30 parlor (continental breakfast included with parlor car fare). Order tickets from: Railroad Enthusiasts, New York Division, P. O. Box A-1353, Grand Central Station, New York, NY 10017, enclosing stamped, self-addressed envelope.

APRIL 25: Ocean liner Queen Elizabeth 2 arrives 2 PM at Packer Avenue Terminal, Philadelphia, as part of City's 300th birthday celebration.

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 2: The "Nutmegger" special via Amtrak and Conrail lines from New Haven to Hartford, Waterbury, Devon and return to New Haven, featuring freight-only trackage Hartford to Waterbury via Terryville Tunnel. Sponsored by New Haven Railroad Historical & Technical Association. Train leaves New Haven 10 AM, returns about 2 PM. Amtrak E8 or F40 locomotives will be used. Fare: \$20 per person. Order tickets from: Rolly Osmun, Reunion Chairman, 13 Franklin Street, North Haven, CT 06473, making checks payable to "NHRHTA Fantrip."

MAY 15-16: Two-day excursion via Boston & Maine from Boston to Berlin, NH and return via White River Junction, VT, sponsored by Massachusetts Bay Division, RRE. Send \$25 deposit and stamped, self-addressed envelope to Mass. Bay RRE, P. O. Box 136, Ward Hill, MA 01830. Price expected to be about \$135 per person.

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EXTRA LIST *(Continued from Page 4)*

MAY 16: Amtrak spring excursion from Harrisburg, PA to Baltimore and return, including bus and boat trip to Annapolis, MD, sponsored by Lancaster Chapter, NRHS. Train will consist of AEM-7 electric locomotive and Amfleet equipment. Leave Harrisburg 6 AM, Lancaster 7:20 AM, Paoli 8:05 AM, returning to Paoli 8:50 PM, Lancaster 9:40 PM and Harrisburg 10:45 PM. Fare: \$36.50 per person, including bus and boat. Order tickets from: Lancaster Chapter, NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

MAY 22: Special train on Maryland Midland Railway, Walkersville to Taneytown, MD and return, sponsored by Philadelphia Chapter, NRHS. Charter bus will leave Suburban Station, Philadelphia 7:45 AM, with pickup at Exton, PA at 8:25. Fare: \$28 per person, including charter bus. Order tickets from: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing self-addressed, stamped envelope.

MAY 22-23, 29-30: Circle trips from Philadelphia to Pittsburgh, Washington, DC and return to Philadelphia aboard ex-Jersey Central open-platform business car #97 Jersey Dawn, owned by Philadelphia rail enthusiast Douglas Brown. Pullman-built (1916) car will leave Philadelphia 10 AM May 22 and 29 on rear of Amtrak train 47, the Pennsylvanian. After overnight stay in Pittsburgh, car will leave for Washington on Amtrak Train 440, the Capitol Limited, returning to Philadelphia on Corridor Train 90 arriving 30th Street Station 8:30 PM. Fare: \$290 per person, plus \$20 supplement for lodging in Pittsburgh. Beverages and snacks aboard car are included. Reservations should be made with Douglas Brown, 1322 Jericho Road, Abington, PA 19001 (30 percent deposit and balance by May 15).

JUNE 5: 150th anniversary celebration of Strasburg Rail Road at Strasburg, PA. Details in later issues of Cinders.

JUNE 5: "Rail and Sail Day at the Valley Railroad," sponsored by Jersey Central Chapter, NRHS. Package ticket of \$43 for adults and \$25 for children (under 12) includes Amtrak fare from Metropark and Penn Station, NY to Old Saybrook, CT and return, steam and diesel trains on Valley Railroad tourist line (no buses), and boat ride on Connecticut River. Tickets and information from: Jersey Central Chapter, NRHS, c/o Homer Hill, P. O. Box 127, Bernardsville, NJ 07924, enclosing stamped, self-addressed envelope.

JUNE 5-27: "Rail Britannia" tour to England, Scotland and Wales, sponsored by Overland Chapter, NRHS. Optional return on Queen Elizabeth 2. 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).

JUNE 12: Special train on Boston & Maine from Boston to Rotterdam Junction, NY and return, sponsored by Massachusetts Bay Division, RRE. For information, contact: Mass. Bay RRE, P. O. Box 208, East Walpole, MA 02032, enclosing stamped, self-addressed envelope.

JUNE 12-JULY 4: "Steam to the Midnight Sun" rail tour of Scandinavia, sponsored by Philadelphia Chapter, NRHS. Professional Travel Agent and NRHS Member Larry Steingarten will accompany tour. See details elsewhere in this issue.

JULY 8-22: Overland Chapter, NRHS presents a rail and bus tour of New Mexico and Colorado, including several events of the 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 details.

ON THE SCENE *(Continued from Page 3)*

Recapping passenger equipment orders in 1981, it should be noted that Amtrak did not order any equipment in 1981, but the following transit/rail equipment was ordered for passenger service:

167 LRV cars - Calgary (3 - DuWag); Portland, OR (26 - Bombardier); Scarborough, Ont. (24 - UTDC - Metro Canada); Vancouver (114 - UTDC - Metro Canada).
 500 rapid transit - Chicago RTA (300 - Budd); Washington, DC WMATA (200 - Breda).
 209 commuter rail - South Shore Line (8 - Sumitomo); MTA New York (60 ex-NYC-line cars - Budd), (70 New Haven line cars - Budd); GO Transit (71 - Hawker-Siddeley).

City of Philadelphia Tricentennial * * 1682 - 1982

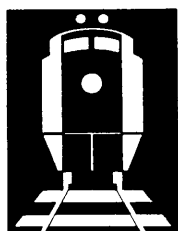
PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

Commuter rail service in the Delaware Valley is still very much an endangered species. On February 24 the SEPTA board approved a temporary bailout plan to keep the trains running through the end of the current fiscal year on June 30, but CONRAIL did not indicate whether it will accept the terms offered by SEPTA. Unless Conrail agrees to a contract extension, the commuter system could shut down on March 31.

SEPTA says it has "no plans" to call off the public hearings now set for March 12-18 to discuss the total or partial elimination of rail service. The Philadelphia hearing is scheduled for Tuesday, March 16 at 6 PM in the Philadelphia Centre Hotel, 17th Street and JFK Boulevard.



Longer range, the picture is even more depressing. By law, CONRAIL must be out of the commuter business by January 1, 1983, meaning that SEPTA either puts on an engineer's hat or hires someone else to run the railroad. With the many problems SEPTA faces in attempting to "do its own thing," some observers assumed that the authority would sign up with the newly-formed AMTRAK COMMUTER SERVICES CORP., but recent developments have cast doubt on Amtrak Commuter's ability to do the job. For one thing, the new agency has no staff, no experience--and precious little time to get its act together by next January 1. It is also under the gun to negotiate less costly work rules with the rail unions. Will Amtrak Commuter be ready? "I'm confident the answer is yes," says its 39-year-old president, ex-U.S. Attorney David W. Marston. But others are not so sure.

AMTRAK COMMUTER has come under heavy fire from Congress and elsewhere. New Jersey Congressman James Florio last month called certain appointments to the agency's board "outrageous," while U. S. Railway Association Chairman Stephen Berger said that any city or state "would have to be crazy" to turn over its operations to Amtrak Commuter. Berger charged that the Reagan Administration has clearly set up the organization so that it will fail, which will force local authorities such as SEPTA to run their own trains without Federal support. Warming up to his subject, Berger told United Press International that Amtrak Commuter is a "hollow shell meant to look like a hollow shell, deliberately set up so it will never be used." The result, he said, will be "fewer trains, more delays and very high fares," accompanied by a "huge" increase in costs and an "extraordinary mess" in 1983.

Against this background, SEPTA and the four other transit agencies now employing CONRAIL must announce by April 1 who will be running their commuter trains next year. New Jersey Transportation Commissioner Anne P. Canby has recommended that NJ Transit assume direct operation of the 510 daily commuter trains in the Garden State, and New York's Metropolitan Transportation Authority is also reported as favoring the same course. Meanwhile, SEPTA's top managers must be spending some sleepless nights as they ponder their own strategy.

The stopgap offer made by SEPTA last month was triggered by a \$4 million loan from its City Transit operation to the commuter rail system--essentially a transfer from one pocket to another. But the money was termed a "loan" to accommodate Mayor Green's views on the matter, and to pacify one City Councilman who had denounced SEPTA's original plan to give the \$4 million with no strings attached. The four suburban counties also pledged \$600,000 in additional funds for the rail system and SEPTA tacked on a \$4.5-million "recalculation" of an amount already paid to CONRAIL, mostly for Northeast Corridor expenses. This last item has apparently been a stumbling block in Conrail's acceptance of the three-month contract extension beyond March 31. Meanwhile, SEPTA's 50,000 daily rail commuters will just have to wait--nervously--to see if their trains will show up on April 1.

Overlaying the other money problems facing SEPTA is the Federal government's announced intention to reduce its operating subsidies to mass transit, beginning in Fiscal Year 1983. This will mean a cut in SEPTA's funding from \$40 million this year to \$25 million next year, while Governor Thornburgh has told SEPTA to expect only a ten percent boost in State support from \$100 million to \$110 million. The shortfall, it appears, will have to be made up through higher fares, increased local subsidies or--a new tax. The Greater Philadelphia Chamber of Commerce is actively promoting a one-percent regional sales tax to be used to support the commuter rail service, provided that SEPTA can bring rail costs into line with those of the Philadelphia transit system. Originally proposed by SEPTA itself but later rejected by county officials, the transit tax idea may represent the last avenue to a permanent solution of the commuter rail crisis.

A series of fires--most of them arson--disrupted service last month on several area rail lines. On Sunday, February 7, a huge brick warehouse at 18th & Glenwood Avenue in North Philadelphia erupted in flames about 3 PM, halting all trains on AMTRAK's busy Northeast Corridor route for several hours. A week later tracks 1 and 2 had to be again removed from service because a wall of the gutted warehouse appeared ready to topple onto the railroad.....On Tuesday, February 9, an abandoned knitting mill near Wister station in Germantown caught fire, halting service on the Chestnut Hill East line for the next three days until a wall next to the tracks could be demolished.....On Saturday, February 13, a relay box at "CP-Frankford Junc-

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PHILADELPHIA EXPRESS (Continued from Page 6)

tion" on CONRAIL's ex-Reading New York Short Line was destroyed by fire, and less than an hour later the former tower at "Ayres," near Bethayres station on the New York branch, was damaged by a similar blaze.....Finally, on Sunday, February 28, a fire was discovered in the second story of the unused Wyndmoor station, also on the Chestnut Hill East branch.

Following the North Philadelphia fire, AMTRAK geared up a huge bus caravan to transfer passengers between 30th Street Station and Holmesburg, amid great confusion on the part of patrons and employees alike on this heavy travel day. Train 41, the Broadway Limited, was held for more than three hours at Trenton station and finally dispatched west via CONRAIL's Trenton branch to Downingtown behind orange GP7's 775 and 777. The road electric, AEM-7 #916, was hauled dead in tow over the de-energized branch. Meanwhile, westbound Philadelphia passengers were shuttled from 30th Street to Harrisburg in four Jersey Arrow MU cars pulled by #41's assigned F40 diesels, #360-361.

At "Ayres," a temporary block station and train order office has been set up to control the West Trenton trains and Newtown RDC's which cross here at grade. It is expected that this block station, housed in a shanty near the crossing, will be in service two tricks a day, six days a week for the next six months until a permanent signal system can be installed. At present, the "Ayres" operator can display only restricting signals for both lines, requiring trains in the area to proceed at 15 mph.

The City Planning Commission last month approved a series of ordinances which will clear the way for construction of the "Gallery II" shopping mall, a J. C. Penney department store, 750-car parking garage and a 31-story office tower in the Market East area of downtown Philadelphia. The huge development will occupy the space above the new commuter rail station now under construction near 10th and 11th Street east of Reading Terminal. If City Council adds its approval quickly, the complex could be ready for occupancy in early 1984, about the same time that the new rail tunnel is opened for service.

Ex-Reading RDC's 9164 and 9165 are now at Wayne Junction and are expected to go to the Mechtron shop in Wilmington. The 9164, which was involved in that fiery grade crossing collision January 2 at Southampton, will probably be stripped while 9165 is rebuilt. The two cars were hauled from Fox Chase (end of SEPTA's Newtown line) to Wayne Junction by FP7 #4371, famed for its service on the legendary push-pull train to Reading.Silverliner IV married pairs 103-104, 159-160 and 179-180 have been transferred from Reading Terminal to the non-cab-signal Media line.....Mixed consists of Silverliner IV's and older Budd MU's are now seen occasionally on Penn Center trains. A familiar practice on the ex-Reading lines, the mixing of different equipment has generally been avoided on the PC side.....Railfan-Trainman Robert J. Linden, long a familiar figure on the Jersey City and Newark RDC's, has retired after 41 years service for the Reading Company and Conrail.

SEPTA



A flap has developed in Washington over track safety standards recently proposed by the Federal Railroad Administration which would exempt track used exclusively for commuter trains. Congressman James Florio of New Jersey accused the FRA of a lack of concern for commuter train riders.The FRA has established guidelines for use of \$45 million in Federal funds earmarked for the transition of commuter service from CONRAIL to other operators. The money has been appropriated by Congress to assist AMTRAK COMMUTER SERVICES or local transit authorities in taking over the commuter lines on January 1, 1983.....On March 2 a CONRAIL locomotive hauled 12 brand-new Arrow III commuter cars from their storage location at Columbia, MD to Harrison, NJ. Built by General Electric in 1978, the cars have been stored awaiting use on the re-electrified Erie Lackawanna commuter lines out of Hoboken.....SEPTA's new commuter station in Ambler may be opened for service by the end of this month. Work on the station began in 1979 but has been delayed several times. The project includes a new waiting room, ticket office and shelter on the inbound side only.....A history of the ex-Pennsy MP54 "red cars" is due to be published late this year by the Pennsylvania Railroad Technical & Historical Society.

Even though SEPTA is talking about a \$10 million surplus this year in its City Transit operations, the authority's financial future continues to look bleak. "Look how we managed to dance our way through this year," said Chairman David F. Girard-diCarlo last month. "Next year, the holes are even bigger." He was referring to a projected deficit for SEPTA of as much as \$30 million for the fiscal year beginning July 1. With Federal subsidies dropping and the State unable to take up the slack, Girard-diCarlo made it clear that some sort of regional transit tax is badly needed, as well as a fare increase on the bus, trolley and subway-elevated routes. The commuter rail lines which absorbed gigantic fare boosts in recent years--and lost 20 percent of their riders--will not be affected. SEPTA Treasurer George Miller was quoted last month as saying that the expected funding pinch makes a five-cent increase in transit fares a "very good possibility" after July 1. Fares now cover about 53 percent of SEPTA's \$385 million operating budget, with the rest covered by local, State and Federal funds.

All weekend service on subway-surface routes 11, 13, 34 and 36 is being operated with the new Kawasaki cars, beginning February 20. While 62 of the cars have been delivered to the city routes (plus seven to Red Arrow), further deliveries are suspended until a brake defect can be corrected. In addition, the brake system supplier (WABCO) has been on strike for three months, cutting off the supply of this equipment. The total Kawasaki order calls for 141 cars at \$476,000 each, with assembly to be performed at Boeing Vertol's Eddystone plant.....Two-car test trains are still being operated on Friday mornings only, usually on Routes 11 or 36.Boeing is also expected to assemble the 123 Broad Street subway cars which Kawasaki is scheduled to deliver by 1983. Tests continue with the two prototype cars which were received in late 1981.....Work car W-60 was damaged by fire in late January at Woodland depot. Its trucks may go to car D-39 which has been under construction for several years at the Dushore Car Company, Tipton, PA.

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

An in-house report which proposes the eventual abandonment of all trolley routes in Philadelphia, except for the subway-surface lines, has recently been completed by the SEPTA staff. Whether this report will ever see the light of day is doubtful.....SEPTA is looking at the possibility of discontinuing bus Route C which operates up and down Broad Street. While Route C is far and away SEPTA's heaviest bus line, it duplicates the Broad Street subway and offers a chance for large savings in operating costs during a period of severe budget problems. The cutback won't be attempted until after all the new Kawasaki subway cars are in service next year.....Neoplan U.S.A., the Denver-based subsidiary of a West German company, has apparently won a \$157.8-million contract to build 1,000 new buses for PennDOT. SEPTA is expected to receive 450 of the new buses and Pittsburgh will get 400, with the rest distributed to other transit systems across the State. Neoplan, which is already building 150 new buses for SEPTA, submitted a bid to PennDOT which was more than \$6 million below the bid offered by General Motors.

MPRA will run a 50th anniversary trip with two Red Arrow "80" cars on Sunday, March 14 (see "Extra List" for details). The ten lightweight cars in this series were delivered by Brill in 1932.....SEPTA has opened a new passenger services office in 69th Street Terminal, which is currently getting an interior facelift.Upper Darby Mayor Eugene Kane says that the proposed pedestrian bridge across Market Street at 69th Street Terminal will be completed this spring. Foundations for the bridge were installed in 1979 but a lack of Federal funds has held up the project ever since.....Most City Transit routes went on new schedules January 31 and Red Arrow timetables were reissued effective February 1.....At the same time SEPTA reduced cashier staffing at several subway and elevated stations to cut costs, prompting loud protests from the public. There are no cashiers on duty between midnight and 5:30 AM at Logan, Hunting Park, Fairmount and Oregon Avenue stations on the Broad Street line, nor at Market-Frankford stations between 5th Street and Margaret-Orthodox, according to a Daily News report.....Meanwhile, the Mayor's Task Force on Transit Crime has set up a hotline telephone number to report criminal acts on SEPTA. It is 546-1911.

Delaware County has asked for bids to conduct a \$25,000 study into the feasibility of operating the Red Arrow lines as a system independent of SEPTA. The present Suburban Division carries about 65,000 riders per day on 24 former Red Arrow bus routes and three light rail lines.....According to North Western Illinois Chapter, NRHS, Illinois Railway Museum would like to have its Liberty Liner set rebuilt for operation on Chicago's Skokie Swift Line, a remnant of the North Shore Line where the former Electroliners began running in 1941. The two Liners remain in storage at 69th Street pending the move to their new home(s) later this year.....Clark DeLeon's column in the February 27 Inquirer carried this item: "Mexico City's mayor, Carlos Hank Gonzalez, hit upon an ingenious solution to problems facing the City-owned bus system. By changing routes to faster thoroughfares, travel time has been noticeably reduced. By not informing the public of such changes, crowding on buses was all but eliminated. We deem it a civic obligation to pass this along to David Gunn, SEPTA's general manager, for study with a view toward application in Philadelphia."

SEPTA hopes to begin an entirely new bus route between the trolley loop in Chestnut Hill and Montgomery Mall, by way of Bethlehem Pike, Flourtown and Ambler, thence to Montgomery County Community College on Route 202. To be designated Route 94, the line should begin operations in mid-May in territory once service by Lehigh Valley Transit interurbans and buses.....KYW Newsradio began a series of reports on March 8 entitled "The SEPTA Shake-up--Three Years Later," which explores the success of SEPTA's current management in turning around the woebegone operation of a few years ago.

SEPTA is looking at a plan to sell its multiple-ride TransPasses through stores, banks and offices.....Two chemical engineers at Western Electric Company have developed a special gel which is said to remove all types of graffiti from glass, metal and plastic surfaces with one application. It may be tried out in the New York subway system as a supreme test of its effectiveness.....The Treasury Department has granted transit systems an extra 60 days beyond January 1, 1982 to negotiate depreciation leasing deals under the Economic Recovery Tax Act of 1981. Nine transit authorities including SEPTA negotiated such deals prior to January 1, in effect transferring their tax depreciation rights to profitable companies who can use them to shelter earnings. SEPTA will reportedly gain \$1.5 million by selling 65 new Kawasaki trolleys to E. F. Hutton Company and leasing back the cars.

AMTRAK's Philadelphia Division was expanded to "Millham" tower, Trenton, and to "Ragan" interlocking south of Wilmington, effective February 7.....Work continues on the new "Holly Oak" interlocking near Claymont, DE, which is scheduled to replace "Hook" interlocking at Marcus Hook next year.....Other interlocking improvements in the area will occur at Trenton, where "Millham" and "Fair" will be closed and "Fairham" interlocking built midway between them, and in Philadelphia where "Arsenal" and "Brill" interlockings just south of 30th Street will be combined. Completion of these projects is at least two years away.....Harrisburg-Philadelphia Train 612, consisting of six Metroliner cars, derailed on the 32nd Street curve as it approached the upper level of 30th Street at 5 PM on February 11. Cars 806, 884 and 828 were derailed with 884 receiving major damage when it struck a catenary pole. Cause of the derailment was said to be rails out of gauge, and the following week AMTRAK crews placed new ties around the entire curve.

Jersey Central Chapter, NRHS is planning a final farewell trip with red GG1 #4877 from South Amboy to Harrisburg and return, possibly in mid-August.....AMTRAK reports that its ridership dropped from 21.2 million in 1980 to 20.6 million in 1981, largely because of the recession. At the same time, however, on-time performance improved from 69 to 77 percent.....The Inquirer disclosed last month that Philadelphia will lose about \$706,000 in anticipated real estate tax revenues this year because of a new Federal law excusing AMTRAK from all state and local taxes.....AMTRAK



(Continued on Page 9)

PHILADELPHIA EXPRESS (Continued from Page 8)

Package Express service is now headed by former Federal Express Official Jack McHale, who is aiming for \$20 million in revenue this year—up from \$4 million in Fiscal Year 1981 (Rail Travel News)AMTRAK is promoting a new unlimited travel plan called "See-Level Fares," which are good through April 24. From Philadelphia a two-week trip through the West costs only \$430 for an adult, or \$520 for a four-week trip.....Rosenbluth Travel Agency in Philadelphia sells a lot of plane tickets, but also does a good business with AMTRAK. On its customer invoices, however, it shows Amtrak under the heading of "airline."

The Reagan Administration is back again with another attempt to slash Amtrak's budget. This time it wants Congress to authorize only \$600 million for Fiscal Year 1983 (beginning next October 1), \$188 million less than the amount Congress has already set for FY '83 and \$135 million below Amtrak's budget for the current fiscal year. Once again, an impassioned fight can be expected on Capitol Hill, with passenger train advocates hoping to kill the Administration proposal. The budget also deletes the current requirement to operate the Cardinal and changes the so-called "403b" rules so that states will have to pay 100 percent of the avoidable costs of such trains as the Pennsylvanian (Rail Travel News).....AMTRAK's Boston-Washington Northeast Corridor is the busiest stretch of railroad in the U.S., carrying about 1,000 intercity passenger, freight and commuter trains a day on 456 route miles and more than 1,300 aggregate miles of main track. While the Corridor accounts for only two percent of the total mileage served by Amtrak, Corridor service contributes 60 percent of the trips and 30 percent of the passenger miles on all Amtrak trains (Amtrak Express).

CONRAIL has reported net income of \$39.2 million for the year 1981 on gross revenues of \$4.2 billion, the first time the railroad has shown a full year's profit since its formation in 1976. It also reported \$26.4 million in net income for the fourth quarter on revenues of \$1.04 billion. Chairman L. Stanley Crane attributed the favorable showing to a stringent cost-cutting program, while traffic declined by 16 percent in the fourth quarter versus the same period in 1980. A deficit during the first quarter of 1982 is anticipated, however, due to severe winter weather and low traffic levels. Conrail has drawn down \$3.3 billion in Federal funds since 1976 but the last payment was received in June 1981 and no further requests are anticipated, Crane said.....Snow removal expenses were higher than expected in January and February, but CONRAIL has done well in keeping freight traffic moving—even in the hard-hit areas of Illinois and Western New York. The problem of locomotive failures and freezeups so common during the severe winter of 1977-78 has almost disappeared with the railroad's newer and better-maintained fleet.

CONRAIL will recall 195 laid-off workers at its Juniata Locomotive Shop in Altoona effective March 16,

CONRAIL



in order to resume repair work suspended last year because of business conditions. An upturn in traffic last month has also resulted in over 100 locomotives being withdrawn from storage.....In late January CONRAIL returned its two experimental electric freight locomotives to

General Motors. GM-6 #4975 and GM-10 #4976 had been stored at Harrisburg since last March, along with 76 of CONRAIL's own E33's and E44's no longer needed for freight service.....CONRAIL now owns about 2,000 cabooses, of which 1,600 are in service.....Ringling Brothers' 42-car "Blue Unit" circus train will pass through Philadelphia on the morning of March 29, enroute from Baltimore to New York City. It will return here on June 8.....General Motors has announced that it will permanently close its Fisher Body plant at West Trenton, putting more than 2,600 employees out of work. The plant is located on CONRAIL's ex-Reading New York branch.

CONRAIL filed to abandon 373 lightly-used lines totaling 2,654 route miles under provisions of the Northeast Rail Service Act of 1981. The 90-day notice period for most of these lines expired March 1, meaning that Conrail can end service except where financial arrangements have been made to continue operations.....A strike called by the United Transportation Union against CONRAIL on February 22 was averted when a Federal judge in Baltimore handed down a preliminary injunction against the union. The dispute involved the number of crew members on certain freight trains.....The press reported last month that the investment firm of Goldman Sachs & Company will be named by the Federal government to manage the sale of CONRAIL next year to the private sector.

One of the nation's oldest railroads, the Philadelphia, Germantown & Norristown, will be liquidated following agreement with U. S. Railway Association to sell its properties for \$6 million. Formed in 1831, the PG&N was leased to the Philadelphia & Reading in 1870 and thus became part of Reading's assets conveyed to CONRAIL in 1976, subject to a sale price negotiated with the Federal government.....Lehigh Valley also announced that it will receive more than \$75 million for its properties transferred to CONRAIL, under a negotiated settlement with USRA.....Five tank cars of liquid propane derailed near the Scott Paper plant in Chester on February 13. Four of the cars overturned on CONRAIL's Chester secondary track but there was no leakage and no evacuation was needed.....A new shortline, the BRANDYWINE VALLEY RAILROAD, began operations in the Coatesville area on March 1. Its superintendent is former CONRAIL Operations Official Paul A. Dugent.John J. Gibbons, Assistant to the President of Lavino Shipping Company, has been elected president of the PHILADELPHIA BELT LINE RAILROAD at a January meeting.

CHAPTER TO OFFER OFFICIAL NRHS NECKTIES

Official NRHS neckties, in both dark blue and red, may now be purchased at the Chapter sales table for \$9 each. The ties are of high quality and feature a number of small NRHS logos woven into the material.

Bill Donnelly and John Rex operate the Chapter sales table at each monthly meeting. A number of new soft-cover publications are expected to be available at the March 19 Chapter meeting.

PATCO Offers New Shore Line Plan



Port Authority Transit would like to extend its Lindenwold operation to Atlantic City, and on February 8 the Port Authority board saw how it could be done. J. William Vigrass, PATCO's superintendent of equipment, has devised a plan for operating the present third-rail-powered cars to the shore resort without the need for immediate electrification south of Lindenwold.

Under this plan, PATCO would acquire ten 2,700-hp diesel-electric power cars and couple them between married pairs of existing PATCO cars to produce ten sets of "triplet" trains capable of through operation from 16th & Locust Station in Philadelphia to Atlantic City. The dual-powered trains could make the 60-mile run in 70 minutes with stops at major stations on the 14-mile Lindenwold line, plus seven new stations on the present Conrail route to the shore. A new connection between the two lines would be constructed just north of Lindenwold station and the ex-PRSL single-track line upgraded. Three high-speed passing tracks would also be installed.

If the Port Authority board approves the plan it will be submitted to the New Jersey Department of Transportation, which has set March 15 as the deadline for submitting preliminary proposals to develop the Philadelphia-Atlantic City rail corridor. A total of 36 persons and organizations have asked NJDOT for information on the development project.

One of these groups is Atlantic City Railway Company, which now consists of 24-year-old President Thomas Frawley and one assistant based in Hammonton. For over a year Frawley has been trying to gain support for his plan to operate conventional diesel-powered express trains between Philadelphia and Atlantic City, as well as commuter trains between Lindenwold and Atlantic City, Ocean City and Cape May. According to an article in the February 21 Inquirer, however, NJDOT is skeptical of the company's ability to raise the \$30 million needed to get its operation started.

While the impetus behind all of this activity is the growth of casino gambling in Atlantic City, no reports have surfaced of the casino interests promising any money to develop a high-speed rail corridor to their resort. Meanwhile, the only passenger trains in South Jersey now running are two weekday round-trips between Lindenwold and Atlantic City, operated by Conrail under subsidy for a handful of commuters.

In the same area, a new shortline freight operation is being formed by the management of Pennsylvania's New Hope & Ivyland Railroad. To be known as Short Fast Line, the railroad would operate the former PRSL branch between Atlantic City and McKee City (eight miles) and a four-mile spur from Pleasantville to Linwood, both of which are being abandoned by Conrail. The original Shore Fast Line electric interurban cars operated over some of this same track between Atlantic City and Ocean City prior to abandonment of the service in 1948.

It is understood that the reincarnated Shore Fast Line will be primarily interested in hauling sand from a new shipping point near McKee City. NH&I may use its ex-Penn Central DS44-1000 Baldwin switcher #302, now at an industrial plant in Perth Amboy, NJ, to operate the railroad beginning later this year.

CHAPTER SELLS RAILRODIANA AT GREENBERG SHOW

Philadelphia Chapter again made its presence known at Greenberg's Great Train, Miniature & Toy Show held February 13-14 at Convention Hall. The Chapter sold a total of \$155 in books, jewelry and other rail-oriented items during the two-day show, which was held on both the main floor of the auditorium and in the basement.

Staffing the booth at various times were President Larry Eastwood, Vice Presidents Frank Tatnall and Doug Watts, Secretary Marie Eastwood, and Members Mike Burshtin, Les Dean, Lynn Johannessen, John Rex and Dick Tilghman. Several other NRHS chapters and railfan groups were also represented at the huge show and sale, which emphasizes model trains, toys and dollhouses.

Greenberg's will return to the Civic Center on August 7-8.

EAST BROAD TOP BOOK ADDED TO CHAPTER SALE

After a decade of preparation, a new book on the East Broad Top narrow-gauge railroad is now available at a discount price from Philadelphia Chapter. East Broad Top, published by Golden West Books, is the definitive work on this unique Pennsylvania carrier. Its authors are Frank Kyper and Lee Rainey.

Copies may be obtained for \$31.00 each from: R. L. Eastwood, Jr., President, Philadelphia Chapter, NRHS, P. O. Box 41, Huntingdon Valley, PA 19006-0041. Please indicate whether you wish to pick up the book at a Chapter meeting or have it mailed to you. Check or money order should be made payable to "Philadelphia Chapter, NRHS."

Other Golden West and Interurban Press titles as shown on page 11, January, 1982 Cinders are also available.

Chapter Sets 'Midnight Sun' Tour June 15-July 4

"Steam to the Midnight Sun" is the name of Philadelphia Chapter's sixth international rail tour, scheduled for June 12 to July 4, 1982. The trip represents our first venture into Scandinavia, after two successful visits to South Africa, two to the Peoples Republic of China and one to Australia and New Zealand.

Following is the tentative itinerary to scenic Norway, Sweden and Denmark:

- JUNE 12: Leave New York for Copenhagen via Northwest Orient Airlines.
- JUNE 13: Arrive Copenhagen, transfer to hotel. Balance of day free.
- JUNE 14: Free day in Copenhagen. You will have a rail pass allowing unlimited riding on the Scandinavian railway systems.
- JUNE 15: Copenhagen to Gothenburg via *Lyntog* (Lightning) train to Frederikshavn, then ferry. The *Lyntog* train runs via the Great Belt train ferry.
- JUNE 16: Free day in Gothenburg. (Remember to use your rail pass!)
- JUNE 17: Tour Gothenburg by chartered historic tram.
- JUNE 18: Today we join the Bergslagens Jernvagsallskap on their seven-day *Midnight Sun Special*. The trip will be all steam within Sweden (and hopefully on the short section in Norway as well), using at least eight different locomotives. There will be a leisurely schedule to permit numerous photo runs. One of the locomotives will be a steam turbine (!) and there will be frequent doubleheading. Today's run will cover 326 kilometers to Grythyttan.
- JUNE 19: Today we will travel only 222 km to Mora, but this will be the day that the steam turbine will be one of our engines.
- JUNE 20: A steamboat trip on Lake Storsjon will be a delightful finish to today's 321 km trip to Ostersund.
- JUNE 21: Another 321 km trip today as we enter the northern province of Lapland. Overnight tonight will be in Storuman.
- JUNE 22: We cross the Arctic Circle behind steam today. Our first "night" in the land of the Midnight Sun will be at Jokkmokk (364 km).
- JUNE 23: Today's destination is the iron mine town of Kiruna, 200 km, where we have time to visit the mines in the afternoon.
- JUNE 24: Our last day behind steam takes us 167 spectacular kilometers to Narvik, Norway, then on to Bodø by bus.
- JUNE 25: We cross the Arctic Circle going south on the train to Trondheim today.
- JUNE 26: Free day in Trondheim.
- JUNE 27: Today we will travel from Trondheim to Oslo by train.
- JUNE 28: Free day in Oslo.
- JUNE 29: Tour Oslo by chartered tram.
- JUNE 30: After a scenic train ride to Stavanger, we will continue by coastal boat to Bergen.
- JULY 1: Free day in Bergen. An optional boat trip through the fantastic Sognefjord to Flam with a return by train on the world-famous Flam-to-Myrdal line. (If you are not interested in the boat trip, your rail pass can be used for an all-rail round trip from Bergen to Flam.)
- JULY 2: By train today from Bergen to Stockholm via Oslo.
- JULY 3: Free day in Stockholm.
- JULY 4: Return to New York. If there is sufficient interest, a one week extension will be planned which will include Helsinki and Leningrad. Individual options can also be arranged.

Total price is expected to be \$2,885 per person (double occupancy), including air fare from and to New York, all rail and boat fares, hotel rooms and breakfasts, as well as lunch and dinner service on the Midnight Sun excursion.

Early reservations are suggested, with a deposit of \$400 per person made payable to: Glen Roc Travel-Philadelphia NRHS. Reservations and information may be obtained from:

Glen Roc Travel-Philadelphia NRHS Tours
194 Scotch Road
Trenton, NJ 08628

It is expected that the illustrated trip brochure will be mailed with this issue of Cinders.

LATE NEWS!

LATE NEWS!

LATE NEWS!

LATE NEWS!

LATE NEWS!

Late word received as the final touches were being put on this issue indicate that the last steam-heated set would come north on Amtrak #82, the *Silver Star*, leaving Miami/St. Petersburg Monday, March 8 and arriving Philadelphia the afternoon of March 9. An HEP-set had already been assembled at Sunnyside yard to assume its position on #81 on Wednesday, March 10.

In other late breaking news, it would appear there is a move under way to operate historic trolley cars on Delaware Avenue between the Benjamin Franklin Bridge and Catherine Street, possibly beginning as early as June, as part of Philadelphia's 300th birthday party. Buckingham Valley Trolley Association would, of course, be involved in the operation.

1982 Slide Contest Winners

Nine members won a total of 18 prizes in Philadelphia Chapter's annual slide contest held February 19 at the Engineers' Club. Thirteen persons entered the contest, the same number as last year but well under the high of 21 members in 1978.

Prize winners in the six categories were:

STEAM

- 1st - John Burke (SP Daylight 4-8-4 #4449 on California excursion)
- 2nd - Larry DeYoung (East Broad Top tripleheader)
- 3rd - Larry Eastwood (Chessie 4-8-4 #614 on 1980 fantrip)

DIESEL

- 1st - Larry Eastwood (SOU FP7's with 1980 excursion to Front Royal, VA)
- 2nd - Dave Kopena (NYS&W GP18's on Oakland, NJ bridge)
- 3rd - John Burke (Bangor & Aroostook "Turkey Train" in snow)

MAINLINE ELECTRIC

- 1st - Larry DeYoung (night shot of ex-EL MU cars at Gladstone, NJ)
- 2nd - John Burke (NJ Transit red GG1 #4877 on Raritan River bridge)
- 3rd - Bob Bryans (SEPTA Silverliner IV MU cars in snow)

TROLLEYS/TRANSIT

- 1st - Gerry Williams (green PCC on Riverside line, Boston)
- 2nd - Larry Eastwood (red PCC on Mattapan line, Boston)
- 3rd - Larry DeYoung (PCC's on Shaker Heights line, Cleveland)

GENERAL

- 1st - Al Seibel (interior scene at 30th Street Station)
- 2nd - Dave Kopena (B&O operator handing orders to train)
- 3rd - Doug Rowland (youngster at coach window)

OLDIES, BUT GOODIES

- 1st - Bob Bryans (horsedrawn streetcars in Mexico)
- 2nd - Ray Muller (Seaboard Air Line E unit leaving Jacksonville)
- 3rd - Al Seibel (open trolley on Broadway line, New York)

The contest manager, Frank Tatnall, was forced to disqualify Gerry Williams as the announced second-place winner in the "Oldies" category, when it was found that his entry was taken after the prescribed cutoff date of March 1, 1972. Contest judges, in addition to Frank, were Mike Burshtin, Les Dean, Pete Senin and Gerald Wilson. Prizes to be awarded are one 36-exposure roll of color film with processing for first place, one 36-exposure roll without processing for second place and one 20-exposure roll without processing for third place.

The Chapter wishes to thank all of those who participated, both as contestants and judges.

In attendance at the meeting were several high-ranking NRHS officers, including National President V. Allan Vaughn, Eastern Region Vice President George C. Springer and Northeast Region Vice President Dr. Raymond A. Wood. All were in Philadelphia for a meeting of the board of the Library of American Transportation. An excellent turnout of 31 members and guests was on hand for dinner at the Engineers' Club.

NJ TRANSIT TO SELL RETIRED LOCOMOTIVES, CARS

New Jersey Transit Corp., which owns a sizeable fleet of vintage locomotives and cars, is setting up a procedure to dispose of this equipment. As new rolling stock and power are placed in service on the Raritan Valley, North Jersey Coast and ex-Lackawanna electric lines, older equipment will become available for sale.

Historic or museum groups with a serious interest in bidding on such items should address:

Supervisor of Equipment Requirements
Division of Engineering & Construction
NJ TRANSIT
P. O. Box 10009
Newark, NJ 07101

All parties expressing an interest will be placed on NJ Transit's mailing list and will be notified as equipment becomes available. Among the cars most likely to draw attention are the 1920's-era open-window coaches still in service on the Raritan line, which should be ideal for rail tourist operations.

History and the Railroad Photographer

by HERBERT H. HARWOOD, JR.

Thanks in large part to the enthusiast, railroading must be the best-recorded industry in history. The enthusiast-photographer appeared early—some were active in the early 1900's—and proliferated rapidly. Now it seems almost impossible to go to any railroad facility, however tiny or remote, without meeting someone with a camera. And, more amazingly, almost all of these photographers share a keen sense of a historical mission—the mission being to record as much as possible for posterity.

Historians thus ought to be richly blessed. As the negatives and slides pile up at an exceptional rate, future writers and researchers should have little trouble finding an illustration of any railroad item they could possibly need. Or so it would seem. But sadly, this isn't entirely so. Despite the enormous pictorial coverage railroading has received, many significant aspects of its history have been—and still are—unrecorded or, at best, poorly recorded.

The principal problem isn't the effort, but rather the emphasis. Railfan photographers travel far and shoot much, but they tend to concentrate on narrow interests and overlook the things which may later be highly valued by someone else—or perhaps even themselves. Probably the classic example was what happened in the 1950's. Fans frantically hurtled across North America (often at frightening expense) to record on film the last wheezes of steam—desperately hoping to find some grimy 2-8-2 still alive somewhere, trudging down weed-infested dead lines, cursing themselves for not bothering to shoot steam when it was common in their own backyards.

And all the while, of course, they never bothered to shoot those first-generation diesels that were then overrunning their backyards. The result: even today, photos of Nickel Plate Berkshires, N&W Y-6's and IC 4-8-2's and their ilk are a dime a dozen, while good shots of many earlier diesels are rare and greatly sought after. Even rarer are views of many types of passenger cars, plentiful at that time, which quickly went wholesale to the scrappers with little notice—not to mention stations and other facilities which disappeared or decomposed afterwards. In short—and to be blunt—much energy and expense was essentially wasted, while at the same time some fine opportunities were lost.

Even more frustrating to historians is the tendency of many photographers to concentrate heavily on locomotive portraits, or, for action views, to congregate at a limited number of well-trodden scenic locations. In both cases, vast quantities of photos result, which may be pictorially and technically excellent but are of limited historical use.

This is because most historians and readers of history are interested in portraying and studying all aspects of the railroad scene. They look for photos which show what a railroad's major facilities and structures looked like at various places and times, how it was operated, who ran it and rode it, how it related to the communities and industries it served, how it was built, what sort of special atmosphere it had. But all too often what the historian finds are masses of views of locomotives at the roundhouse (or interurbans at the carbarn) and little else. If he is lucky enough to find good action shots, they are likely to be close-ups, showing little of the surroundings. Hence another irony: many times, the historian ends up rejecting the Speed Graphic and Nikon photos in favor of shots taken with Brownies and Instamatics, simply because these are the only ones available that show what he wants to show.

Even the historian of purely mechanical subjects needs more than the usual three-quarter views of locomotives and cars. He has to show how things worked and how they were used. He needs details of key components. He needs interiors of cabs and cars. He needs to see how they were built and repaired. Yet in most cases he can never find such photos in the files of enthusiasts; usually he must turn to the railroads or their suppliers—and hope that any of this material has survived.

These are generalizations, of course. Fortunately, a handful of fans had the foresight and imagination to cover their subject in depth, and the historian is lucky indeed when he can locate their work. In the past there haven't been many such railfans, but the present generation of photographers has, happily, taken certain lessons to heart. Many are now shooting a broader range of subjects and seeking out new vantage points. Yet the herd instinct remains strong; photographers still gravitate to the subjects deemed appealing or rare at the moment and ignore the rest of the world around them. Thus all the various steam excursions have been absurdly over-photographed, while Amtrak's United Aircraft turbos disappeared without any extensive coverage. Thus fans still travel hundreds of miles to expose thousands of repetitious frames on someone's last (and usually highly-motheaten) F7 or Baldwin road switcher, while ignoring a landmark station in their own town threatened by demolition—a station which may have served William Mason woodburners. Thus much effort is devoted to recording relatively trivial items such as renumberings, minor paint variations, or small differences in mechanical details—while something more significant is overlooked because it is common and "will always be around."

Now, there is absolutely nothing wrong with any of the subjects I have mentioned. If they interest us the most, why not concentrate on them? The point merely is that there are many other aspects of the railroad scene which may be more historically significant and which can be covered with little extra effort. Who knows, you may even curse yourself some day for ignoring them. For instance: What about the historic stations, shop buildings, towers and bridges that are disappearing daily or being converted to other uses? How about railroad marine operations—now down to a bare minimum in many places and probably soon to die completely? What about all the branch and secondary lines which may face abandonment or ownership changes in the not-too-distant

(Continued on Page 14)

HISTORY AND THE RAILROAD PHOTOGRAPHER *(Continued from Page 13)*

future? And on the main lines, sections of railroad that may be altered by urban renewal, grade crossing eliminations, expressway or rapid transit construction? Tunnels that may be bypassed or enlarged? How about the taken-for-granted equipment of high historic significance but low fan appeal—RDC's, Metroliners, turbos, GP7's and the like? (How many have even bothered to take a portrait view of a Metroliner car?)

What about ordinary freight cars, particularly the older types and those still carrying obsolete heralds, slogans or the lettering of merged railroads? What about the vast proliferation of new shortline box-cars, which already is proving to be a short-lived phenomenon? How about those graffiti-scabbed subway cars—not pretty, but don't they provide an extremely important insight into the social history of the cities they serve? What about any kind of scene that combines trains or equipment with people, autos, structures or anything else linking the railroad to a specific place or time? What about the small, overlooked essentials of railroading: open journal boxes, brake handles, a rail joint, depressed springs in a loaded freight car, couplers, multiple-unit diesel connections? The list of subjects can go on indefinitely once one begins to think of how many ways exist to illustrate its workings.

Obviously, I'm not suggesting that you drop everything and concentrate exclusively on way-station privies or tunnel interiors. Keep right on photographing whatever you like. But wherever you are, take a few minutes to look around you. What you see probably won't be the same a few years from now. Make the most of it—you may be the only one who ever will. You'll be doing a service to the next few generations of historians and fans—and perhaps you'll expand your own enjoyment of railroading at the same time.

(The foregoing appeared as a guest editorial in the Railway & Locomotive Historical Society's semi-annual bulletin Railroad History 144, as reprinted in Southeast Texas Chapter's Setout for January, 1982.)

CHAPTER DONATES TO GG1 4800 FUND

At the February 19 meeting, members of Philadelphia Chapter voted unanimously to donate \$500 to the Friends of GG1 4800 Committee. The committee is attempting to raise a total of \$50,000 to restore electric locomotive #4800, the original Pennsylvania Railroad GG1, and to repay the loan with which Lancaster Chapter purchased the 4800 from Conrail.

The pioneer locomotive is to be repainted into its original 1935 passenger scheme of dark green body with widely-spaced gold pinstripes and Futura-style lettering. The work will be performed this year in the Strasburg Rail Road shops and the locomotive returned to the Railroad Museum of Pennsylvania at Strasburg for display.

JERSEY CENTRAL CHAPTER OFFERS SPECIAL FREIGHT CAR

An HO-scale Jersey Central fuel service tank car is the first of several "special run" models commissioned by Jersey Central Chapter, NRHS for sale on a first-come, first-served basis. Only 500 of the Athearn cars, custom-painted and lettered exclusively for the Chapter, will be available in each edition.

The tank car may be ordered for \$6.95 each from: Jersey Central Chapter, NRHS, P. O. Box 744, Bayonne, NJ 07002. Check should be made payable to: "Jersey Central Railway Historical Society."

The next model in this series will be a CNJ boxcar, expected to be available by midyear. Several other HO freight cars are planned, each to be lettered for a New Jersey railroad of the steam or early diesel eras. The cars will not be available through hobby shops.

GG1 PAINT DIAGRAMS AVAILABLE TO MUSEUM GROUPS

Chapter Member Mike Burshtin has obtained copies of the painting and striping diagrams for nearly all of the various paint schemes applied by the Pennsylvania Railroad to its GG1 electric locomotives. Mike has information on paint matches in enamel and polyurethane.

Museum groups which have purchased a GG1 for restoration and display, and which need assistance in securing authentic PRR paint diagrams, are invited to write to:

Mr. Michael L. Burshtin
P. O. Box 14
Richland, NJ 08350-0014

GRAVERS STATION PRINT STILL AVAILABLE

A limited edition print of the recently-restored Gravers station, located on the Chestnut Hill East commuter line, is being offered for sale by the Chestnut Hill Historical Society, 8419 Germantown Avenue, Philadelphia, PA 19118.

The 16x20 print by Charles Snyder was pictured in the February issue of Cinders. The price for each copy of the print is \$25, obtainable by mail from the Chestnut Hill Historical Society at the above address.



AMTRAK LOCOMOTIVE ROSTER



(Corrected to February 1, 1982)

ROAD NUMBER	MODEL	QUANTITY	HORSE-POWER	WHEEL ARRANGEMENT	BUILDER	YEAR BUILT	FORMER AMTRAK NO.	ORIGINAL OWNER/NUMBER
5	65-ton	1	470	B-B	GE	1943	-	USA 7179
7	45-ton	1	300	B-B	GE	1941	77	USA 7078
9	65-ton	1	470	B-B	GE	1942	6	WSO 2
38, 39*	LRC	2	3725	B-B	MLW	1980	-	-
58, 59*	RTG Turbo	2	1140	B-2	ANF	1975	-	-
60-63*	RTG Turbo	4	1140	B-2	ANF	1973	-	-
64-69*	RTG Turbo	6	1140	B-2	ANF	1975	-	-
100	RS3	1	1600	B-B	Alco	1950	-	NYC 8223
102-105	RS3	4	1600	B-B	Alco	1951	-	NYC 8233, 36, 46, 58
106	RS3m	1	1200	B-B	Alco	1951	-	NYC 8263
114	RS3	1	1600	B-B	Alco	1955	-	PRR 8604
117	RS3	1	1600	B-B	Alco	1953	-	PRR 8441
120	RS3	1	1600	B-B	Alco	1952	-	PRR 8458
123	RS3	1	1600	B-B	Alco	1950	-	NH 527
126, 127	RS3	2	1600	B-B	Alco	1951	-	NYC 8254, 55
131	RS3	1	1600	B-B	Alco	1951	-	NYC 8270
133, 134	RS3	2	1600	B-B	Alco	1951	-	NYC 8277, 80
136-138	RS3	3	1600	B-B	Alco	1950-51	-	NYC 8291, NH 524,529
140	RS3	1	1600	B-B	Alco	1951	-	PRR 8912
142	RS3	1	1600	B-B	Alco	1952	-	PRR 8479
144	RS3	1	1600	B-B	Alco	1952	-	NH 554
150-163*	Turbo	14	1140	B-2	Rohr	1976	-	-
200-229*	F40PH	30	3000	B-B	EMD	1976	-	-
230-269*	F40PHR	40	3000	B-B	EMD	1977-78	-	-
270-279*	F40PH	10	3000	B-B	EMD	1977-78	-	-
280-299*	F40PHR	20	3000	B-B	EMD	1979	-	-
300-309*	F40PH	10	3000	B-B	EMD	1979	-	-
310-331*	F40PHR	22	3000	B-B	EMD	1979-80	-	-
332-359*	F40PH	28	3000	B-B	EMD	1980	-	-
360-390*	F40PHR	31	3000	B-B	EMD	1980-81	-	-
485-489*	FL9	5	1750	B-A1A	EMD	1957	236-240	NH 2010,13,14,16,21
491*	FL9	1	1750	B-A1A	EMD	1957	242	NH 2029
495-499*	E8A	5	2400	A1A-A1A	EMD	1951-52	284, 288, 305,315,317	PRR 5706A, 5710A, 5898A, 5809A, 5711A
611	SDP40F	1	3000	C-C	EMD	1974	-	-
631	SDP40F	1	3000	C-C	EMD	1974	-	-
634	SDP40F	1	3000	C-C	EMD	1974	-	-
636	SDP40F	1	3000	C-C	EMD	1974	-	-
700-724*	P30CH	25	3000	C-C	GE	1975-76	-	-
730-732	SW1	3	600	B-B	EMD	1949	243-245	NYC 599, 602, 605
734-745	SW1	12	600	B-B	EMD	1941-50	247-258	NYC 678,679,701,703, PRR 9422,23,28,9150, 9143,9399,9145,9200
746	S2	1	1000	B-B	Alco	1943	7110	USA 7110
760-762	GP7	3	1500	B-B	EMD	1950-52	-	SLSF 610,621, WAB 452
763-768	GP9	6	1750	B-B	EMD	1954	-	UP 208,185,241,207, 242, 234
769	GP7	1	1500	B-B	EMD	1952	-	CMO 160
770	GP9	1	1750	B-B	EMD	1957	-	CNW 1726
771, 772	GP7	2	1500	B-B	EMD	1950-53	-	LN 432, 478
773	GP7	1	1500	B-B	GMD	1951	-	QNSL 100
774-783	GP7	10	1500	B-B	EMD	1950-53	-	WAB 451,461,UP 102, 104,110,129, CEI 210, NCStL 703,705, RI 433
900-946*	AEM-7	47	7000	B-B	EMD	1979-82	-	-
950-955	E60CP	6	6000	C-C	GE	1974	-	-
956-975*	E60MA	20	6000	C-C	GE	1974-75	-	-
<u>WASHINGTON TERMINAL COMPANY</u>								
43, 44	RS1	2	1000	B-B	Alco	1944-45	-	-
46, 47	RS1	2	1000	B-B	Alco	1945	-	-
59	RS1	1	1000	B-B	Alco	1948	-	-
62	RS1	1	1000	B-B	Alco	1950	-	-
80, 81	GP7	2	1500	B-B	EMD	1950-51	-	RI 1201, 437

* - - Equipped with head-end power (HEP).

Notes to the Amtrak Locomotive Roster will be found on Page 16

NOTES TO AMTRAK LOCOMOTIVE ROSTER

ABBREVIATIONS

ALCO - American Locomotive Co./Alco Products, Inc.
 ANF - ANF-Frangepco (France)
 EMD - Electro-Motive Div., General Motors Corp.
 GE - General Electric Co.
 GMD - General Motors Diesel, Ltd.
 MLW - Rail & Diesel Products Div., Bombardier, Inc.
 ROHR - Rohr Industries, Inc.

CEI - Chicago & Eastern Illinois RR
 CMO - Chicago, St. Paul, Minneapolis & Omaha Ry.
 CNW - Chicago & North Western Ry.
 LN - Louisville & Nashville RR
 NCSTL - Nashville, Chattanooga & St. Louis Ry.
 NH - New York, New Haven & Hartford RR
 NYC - New York Central System
 PRR - Pennsylvania RR
 QNSL - Quebec, North Shore & Labrador Ry.
 RI - Chicago, Rock Island & Pacific RR
 SLSF - St. Louis-San Francisco Ry.
 UP - Union Pacific RR
 USA - United States Army
 WAB - Wabash RR
 WSO - Weldon Springs Ordnance Depot

NOTES

--T06 re-engined New Haven shop 1981 with EMD prime mover.
 --150-163 are turbine/third-rail-electric power cars (600-volts DC)
 --485-489 and 491 are diesel/third-rail-electric locomotives (600-volts DC)
 --900-946 and 950-975 are electric locomotives (12,000-25,000 volts AC)
 --932 and 942-946 are still to be delivered
 --38, 39 are leased from Bombardier, Inc.
 --58-69, 700, 706, 707, 710, 712, 713, 715-718, 720-724 are stored.

CREDITS

--Amtrak
 --Elbert W. Simon, Jr.
 --Richard O. Adams
 --Extra 2200 South Magazine
 --The Short Line Magazine

This handy Amtrak Locomotive Roster is designed so that you may remove the last sheet of this issue of Cinders and use the roster for reference, without ruining any of the pertinent information contained in this issue. We hope you will find it helpful and informative.

- The Staff.

PHILADELPHIA CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY
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