



CINDERS

November 1982



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Philadelphia, Pa. 19101

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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CINDERS is published monthly except August by Philadelphia Chapter NRHS Inc. Correspondence regarding Cinders should be directed to the President at P. O. Box 41, Huntingdon Valley, PA 19006-0041.

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

Our Meeting:

Our November 19, 1982 meeting features Philadelphia Chapter's Annual Auction of railroadiana.

Each year in November, members are encouraged to clean out their attics and basements, bringing excess railroadiana to the Chapter's annual auction to be sold to their fellow members and friends. Many unusual and interesting items seem to surface each year, and this year's auction should prove to be no exception. Much material has already been gathered by Chapter officers for auctioning.

Reservations for our usual sit-down dinner in the Engineers' Club Dining Room (\$8 per person), served at 6 PM, MUST BE MADE TO Vice President Tathall at 215-828-0706 ON OR BEFORE WEDNESDAY, NOVEMBER 17.

Registration of auction material will begin in the Conference Room of the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, at 7 PM on Friday evening, with the auctioneer's gavel sounding at 7:30 PM sharp! There will be no business meeting. The auction will terminate at 10 PM, whether all items have been sold or not. Come out, bring a full wallet and a bag of railroadiana goodies to be sold, FRIDAY EVENING, NOVEMBER 19.

1982 PHILADELPHIA CHAPTER AUCTION RULES

The auctioneer's gavel will sound at 7:30 PM sharp and will continue until 10:00 PM, at which time all unsold material, if any, will be returned to the sellers. Registration of material will begin at 7:00 PM.

RULES FOR THE AUCTION ARE AS FOLLOWS:

1. Minimum bid price on any one lot is \$2.00.
2. Increments in bidding must be in multiples of 50¢; i.e., \$2.00, 2.50, 3.00, 3.50, etc.
3. Each seller will be limited to a MAXIMUM of eight (8) lots of material to be sold. Each lot of items MUST be separately listed on the attached auction form, found as a tear-out sheet on page 11 of this issue. This sheet is detachable without ruining any of the content material of this issue of Cinders.
4. At registration, you will be given IBM cards to number as to seller number and lot number. One IBM-type card is to be placed on each lot.
5. Every effort will be made to rotate the material sold, so each seller is given equal exposure.
6. The Chapter retains 20% of the proceeds from each sale. PAYMENT FOR ALL ITEMS MUST BE MADE AT THE TIME OF THE SUCCESSFUL BID, and settlement for items will be made at the end of the evening or at such time as all of your items have been sold.
7. Chapter officers are in control of the auction, and have the right to reject any material offered for sale which is not considered in the best interest of the members and their guests. NO HUCKSTERING OF RAILROADIANA MATERIAL ON THE SIDE IN THE AUCTION ROOM WILL BE PERMITTED.

We look forward to a successful 1982 auction. We encourage you to comb through your attics and bring a box of goodies and a full wallet on Friday evening, November 19, 1982.



Amtrak has identified at least ten additional cars for conversion to Head-End Power. Reportedly, hi-level diners 9980-9985, built originally for the *El Capitan* in 1956, will be configured as diner-lounges for the *Desert Wind* (and possibly also the *Pioneer*). This will give Amtrak additional diner capacity which may be helpful when dealing with tour parties or especially heavy travel.

Furthermore, sleepers 2200-2202 and 2204 are to be rebuilt with HEP for Florida service (although 2200 regrettably has suffered some fire damage while in storage at Buffalo). On a trip to Washington October 24, I noted 2202 in the station with four ex-Army ambulance baggage-dorms — presumably there for inspection by Amtrak officials.

With the introduction of the new timetables dated October 31, virtually every New York-Washington train has been speeded up yet again. Now, the 3-hour, 35-minute time of which Pennsy was so proud is exceeded by every train except the Florida service, the *Night Owl*, *Montrealer* and *Palmetto* (southbound only). It's no coincidence that these are among the trains offering checked baggage service.

Perhaps a sign of things to come is the new schedule of the *Crescent*. First, it is diagrammed for two AEM-7's north of Washington. The "meatballs" have been M.U.'ed before, but this the first time a train has been scheduled that way and running times have been significantly improved. A number of cars on this train will operate only between Washington or New York and Atlanta. Now, the train will have one F40 and seven cars from Atlanta to New Orleans.

Looking at other equipment changes with the new schedules, here are some notes of interest: the *Pioneer* now has a Superliner sleeper and it runs through to Chicago on the *San Francisco Zephyr*. Since a low-level "10-6" sleeper is no longer carried, a transition car is no longer necessary.

Most long-distance trains will operate with extended consists between December 16 and January 5, to accommodate holiday travel. The *Broadway Limited*, for example, will operate with 12 cars out of New York and seven from Washington. Florida trains pick up a second Miami sleeper between January 29 and April 17, although coach consists will be increased December 15.

Heritage coaches displaced from the *Broadway Limited* by the introduction of Amfleet II coaches have been assigned to the *Palmetto* and *Night Owl*. The only overnight trains assigned Amfleet I coaches are the *Montrealer* and *Spirit of California*, and the assumption is that the last group of Amfleet II coaches will go to the *Lake Shore Limited*, displacing Heritage coaches to the Montreal service.

The Metroliner Service requires ten sets of equipment between New York and Washington. Every trainset has an Amdinette now and usually a full club from the 20670-20678 series. However, trains 101 and 116 use a standard "half club" and such cars are also used as spares. All but two trainsets have three leg-rest coaches, but trains 100, 103, 120 and 285 get one more. The new Boston-New York Metroliner Service consists of three long-distance Amcoaches and an Amlounge II. Although club car service is not available, "full meal service" (i. e., airline-style meals) is offered.

Reports indicate Amtrak plans to convert 30 of its "long-distance" Amcoaches to conventional 84-seat versions. The remaining 60 long-distance cars should be sufficient to cover the Metroliner Service and the *Spirit of California*.

A new international service has been instituted between Toronto and Chicago via Port Huron. The *International Limited* replaces the old *Blue Water* and the service pattern is reversed, with morning departures from Chicago and evening arrivals. The trains connect at Toronto with the overnight VIA RAIL CANADA *Cavalier* to and from Montreal. Equipment is one Amtrak set of Amfleet and a VIA set of Tempos (pulled by an LRC unit).

Amtrak's use of Jersey Arrow MU cars in clocker service will be limited to these trains: weekdays, trains 250 and 227 (six cars), 254 and 221 (10 cars); Saturdays, trains 252 and 231 (six cars); Sundays, trains 202 and 221 (four cars), and trains 202, 225, 252 and 227 (six cars). Amtrak's Keystone Service between Harrisburg and Philadelphia calls for six Metroliner cars on Trains 600, 617 and the New York trips, with the remaining Philadelphia-Harrisburg runs covered by three-car sets.

Recent releases from Beech Grove include the last two sleepers (2465-2466) authorized under present funding as well as the last baggage car (1181). As noted above, however, there are plans for additional conversions.

(Continued on Page 3)

ON THE SCENE *(Continued from Page 2)*

A recent visit to Canada found the TurboTrains in their last month of service. I rode from Montreal to Toronto, and one unit on that set went down leaving Montreal; we arrived Toronto about 80 minutes late. The LRC's are much in evidence, but they don't always operate as scheduled. It's even possible to see these locomotives pulling conventional cars, with a boxy steam-generator car to boot. Elsewhere on VIA, I was surprised to see two sleepers (Cape Brule and Terra Nova River) still active in the old CN livery (along with a few baggage cars and coaches). Also, FPB4 locomotives 6866-6867 were noted in the old CN scheme (which, on B units, features wide diagonal stripes).

CN's electrified suburban service in Montreal is under government subsidy now, and some of the cars and locomotives seem to have been repainted fairly recently. Two MU sets work all day, supplemented by four locomotive-hauled sets in rush hours. Train service on the Cartierville branch has been discontinued.

CP RAIL's Rigaud line is also subsidized now, and operates two sets of gallery cars (all nine were used) and four sets of 1952-era commuter cars (38 of 41 were noted). Power is CP F units 4040, 4070-4073 and 4075. Many of the cars really need a paint job. By the way, it is now easy to get to Westmount station and the Glen yard on CP, since a recent Metro extension west from Bonaventure station opened. Vendome station is only three blocks from the train station.

Elsewhere in rail commuter, the two Oxnard-Los Angeles commuter round trips instituted by Caltrans in late October are an SP operation, although initially equipment was leased from Amtrak. However, four ex-Rock Island gallery cars are to be leased from RTA and power is supposed to come from dealer Chrome Crankshaft.

Connecticut and New York have decided to go with rebuilding 4400-series ex-New Haven MU cars into HEP commuter cars for Danbury (15 cars) and Poughkeepsie (24 cars). MTA would convert the seven FL9's rebuilt several years ago by GE, while Connecticut will rebuild four units—and repaint them into their original "McGinnis" colors!

New Jersey Transit had replaced all Raritan Valley line equipment with new Bombardier cars by early October, except the two-car train of 1931 equipment which still operates on the West Trenton train. Although 57 cars were ordered, something like 50 actually seems to be sufficient, given a 20% spare ratio. The extra cars would be useful at Hoboken, where the recent accident involving a Suffern train took four cars out of service.

Here in Philadelphia, SEPTA's Route 10 - Lancaster Avenue subway-surface line, received 15 LRV cars on October 31. Initially, while track work is completed at Callowhill Depot, the service is to be run out of Elmwood with a long pull-out (about an hour) via City Hall.

So far in 1982, the following car orders have been noted:

CLEVELAND, OH	60 rapid transit	Tokyu Car
NEW YORK, NY	325 rapid transit	Kawasaki
	825 rapid transit	Bombardier
	225 rapid transit	Francorail
	186 railroad m. u.	Budd (72 Hudson-Harlem, 114 Long Island)
PITTSBURGH, PA	55 light rail	Siemens-Duwig
ATLANTA, GA	30 rapid transit	Hitachi
BAY AREA RAPID TRANSIT	150 rapid transit	Alstom

REDEDICATION OF GG1 #4800 SET FOR NOVEMBER 20

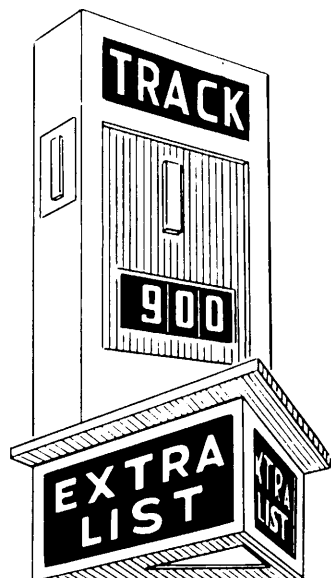


GG1 locomotive #4800 will be rededicated in a special ceremony at the Railroad Museum of Pennsylvania, Strasburg, beginning at 2 PM on Saturday, November 20. The famed Pennsy electric, built by Baldwin in 1934, has been faithfully restored to its original dark green paint scheme with widely-spaced pinstripes, as part of a project carried out this summer in the Strasburg Rail Road shops.

Restoration of #4800 was financed by donations from many individuals and groups, and by Lancaster Chapter NRHS which purchased the locomotive from Conrail in 1980 following its retirement from active service.

Speakers at the rededication ceremony will include NRHS National President V. Allan Vaughn and Conrail Chief Mechanical Officer Hollis A. Henderson. All Philadelphia Chapter members are invited to attend.

The locomotive will remain on permanent display at the Strasburg museum.



NOVEMBER 12-14: Fall meeting of NRHS directors will be held at Philadelphia Centre Hotel, 17th & JFK Blvd., Philadelphia. SEPTA excursion on Saturday the 13th will be open to Chapter members, space permitting. See item elsewhere in this issue.

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

NOVEMBER 13: Annual banquet of Delaware Valley Chapter, NRHS, at the Cock and Bull Restaurant, Peddlers' Village, Lahaska, PA. Featured speaker will be railfan and private-car owner Doug Brown, with modern steam on the Norfolk & Western in sound movies. Banquet information from: Charles Benz, 85 Brook Drive, Holland, PA 18966.

NOVEMBER 13-14: "Doodlebug Days" on Octoraro Railway using Wilmington & Western's restored Pennsy motor car #4662, sponsored by Wilmington Chapter, NRHS. Trips will depart from Greenville, DE at 8:30 AM each day, operating to Oxford, PA on Saturday and to Elsmere Junction, DE and South Modena, PA on Sunday. Fare: \$22.50 per person for Saturday trip, \$20 per person for Sunday trip, combination weekend ticket \$41 per person. Order tickets from: Wilmington Chapter, NRHS, P. O. Box 1261, Wilmington, DE 19899, enclosing stamped, self-addressed envelope.

NOVEMBER 18: Film "Big Little Railroad," produced by the Jersey Central, will be shown at the Canal Museum, Easton, PA, starting at 8 PM. Commentary will be provided by George M. Hart, director of the Railroad Museum of Pennsylvania.

NOVEMBER 21: Fall Railroad Extravaganza sponsored by Tri-State Chapter, NRHS, featuring more than 100 tables of railroadiana, at Boy's and Girl's Club of Union, Jeanette Avenue, Union, NJ, approximately one mile west of Garden State Parkway and U.S. Route 22. Hours: 10 AM to 4 PM. Admission: \$2 adults, children under 12 and senior citizens \$1. For information write: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015 (telephone 201-857-2987).

NOVEMBER 26, 27, 28: "Santa Claus Specials" on Wilmington & Western Railroad, Greenbank to Delaware Nature Center, Ashland, DE and return. Steam-powered train departs Greenbank station 1 PM each day. Fares: \$4.50 adults, \$3.50 children (5-12). Fare includes tour of Nature Center and gifts for children. For reservations, telephone 302-998-1930.

THROUGH DECEMBER 3: "Philadelphia Portrait 1682-1982," Century IV exhibit at Historical Society of Pennsylvania, 13th & Locust Streets, Philadelphia. Contains some rail-related photographs. Hours: Tuesday - Saturday, 9 AM to 5 PM, Sunday - Monday, 1 PM to 5 PM. Admission free.

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

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

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

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

CHAPTER PLANS ENTERTAINMENT PROGRAMS; 1983 POTOMAC CHAPTER CALENDARS AVAILABLE

Members should keep in mind that our December meeting will be held on the second Friday of December, the 10th. Please mark your calendar so you don't forget. Our December program will feature an early sound movie presentation from the NRHS film library entitled "The Flying Scotsman".

Our annual slide contest will be the subject of our February, 1983 meeting, and members are reminded of this forthcoming event in order that you may begin gathering your entries for this annual event.

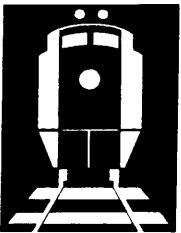
Our publication sales department advises that Potomac Chapter, NRHS' beautiful 1983 full-color calendar, priced at \$4.95, will be available for sale at the November 19 meeting. There is a limited supply and members are urged to secure their copy at this early date.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

"NOTICE OF DISCONTINUANCE OF THE OPERATION BY CONRAIL OF COMMUTER RAIL SERVICE..." This ominous sign appeared late last month in Philadelphia area rail stations, providing the required 60-day notice that Conrail will get out of the commuter business on January 1, 1983. Under the Northeast Rail Service Act of 1981, Conrail will become an all-freight carrier at the end of this year as SEPTA and other transit agencies struggle to take control of their commuter rail systems.....SEPTA has announced five public hearings to discuss the commuter rail situation between December 6 and December 13. The Philadelphia hearing will be held at the Philadelphia Centre Hotel, 17th & JFK Blvd., on Wednesday, December 8 at 6 PM.



Right now, prospects for continued service in Philadelphia appear dim, as SEPTA tries to put together an agreement with the 15 unions representing 1,500 CONRAIL employees. The stumbling block, of course, is SEPTA's insistence on a major change in pay scales and work rules which will bring the rail workers into line with bus, trolley and subway operators. The two sides are so far apart that many observers foresee a shutdown of the entire commuter system on January 1. An emergency board appointed by President Reagan has held public hearings on the dispute and will issue a non-binding report later this month.

Meanwhile, SEPTA is preparing to advertise its commuter jobs to CONRAIL employees on December 1, based on the wage rates, job descriptions, tours of duty and work rules developed by SEPTA. Last month a National Mediation Board referee ruled in SEPTA's favor and against the unions on the issue of SEPTA's right to post the jobs in accordance with its own standards, rather than under existing work rules and pay scales which SEPTA contends are too costly. To illustrate the problem, SEPTA said that the average commuter rail employee earns about \$40,000 per year while the average transit worker in Philadelphia makes only \$26,000. Conrail currently operates almost 1,500 daily passenger trains for five regional commuter authorities, including SEPTA, NJ TRANSIT and New York's MTA.

Shutdown of Philadelphia's commuter rail network would have a serious impact on center city business and employment, according to a study released last month by SEPTA's Citizen Advisory Committee. Downtown retailers would suffer a "mild, chronic recession" as a result of the loss of rail service, commuting would become slower and more expensive and the eventual pullout of many businesses from center city could be expected. Timing of the shutdown this winter may also be critical, because SEPTA's contract with the Transport Workers Union expires on March 15, 1983. Given the TWU's past history of strikes, the City could face a total paralysis of its public transit system.

SEPTA has moved ahead in its war of attrition with the non-operating rail unions. After a two-month delay SEPTA on November 1 replaced 56 CONRAIL ticket sellers at 25 stations on the former Reading commuter lines with lower-paid workers furnished by Blue Ribbon Services, Inc., a contract management firm. Union employees picketed and chanted slogans in front of Reading Terminal, but otherwise could do nothing to prevent the shift. SEPTA, which had previously replaced Conrail maintenance workers with outside employees and Conrail police with its own security force, now plans to replace another 75 ticket sellers at former Penn Central stations, for a total saving of up to \$3 million a year in wage costs.

A more immediate problem arose in early October when delays in receipt of Federal subsidies temporarily left the Philadelphia commuter system strapped for cash. SEPTA's board acted quickly to transfer \$4.5 million from its transit operations to keep the trains running--but the money must be paid back with six percent interest.....Discussions are proceeding between SEPTA and CONRAIL as to what property and equipment should be transferred to SEPTA as part of its takeover of the commuter rail system. Reports indicate that former Reading Company passenger executive J. Stewart Warden will act as arbitrator in deciding who gets what..... David W. Marston, president of Northeast Commuter Services Corp., says that his organization should go out of business when it completes its work of helping transfer commuter operations from CONRAIL to the regional authorities. NCSC was set up by Congress to actually operate the commuter network, but only SEPTA signed on with the AMTRAK subsidiary and later decided to assume direct control of its own system.

Amid the threats of a commuter rail shutdown, work forges ahead on the center city tunnel project with an early 1984 startup projected. Construction of the Gallery II building is well along in the 1000 block of Market Street above the new Market East rail station adjacent to Reading Terminal. Signal relays have also been installed at Brown interlocking north of Spring Garden Street, where the four tunnel tracks will join the existing four-track line to Reading Terminal.

SEPTA Train 1548 to West Trenton split a switch at Jenkintown on Saturday, October 9, derailling the two-car train and interrupting service on three commuter lines. Ten people were slightly injured as Silverliner IV's #175 and 176 jumped the track.....Married pair 179-180 are the first ex-Reading Silverliners to be equipped with cab signals for use on former Penn Central lines after completion of the center city rail connec-

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PHILADELPHIA EXPRESS *(Continued from Page 5)*

tion. Installation was done at General Electric's Erie Avenue shop in North Philadelphia.....Cab signals are expected to be in service this month on the #1 (outbound) track of the Chestnut Hill West branch. Work on the #2 track was completed last July.

SEPTA continues to terminate all Media line trains at Swarthmore station, as the result of closing the Crum Creek trestle on September 27 (see last month's Cinders). A hand-operated crossover just east of the station is used to turn back the trains.....In spite of the bridge closure SEPTA reissued its Media line timetable on October 31 showing normal train service still in effect as far as Elwyn. Actually, shuttle buses are being operated between Swarthmore, Media, Elwyn and other stations to West Chester, though the September 30 timetable showing this service is titled simply "Media-West Chester Shuttle Bus".....The fatal grade crossing collision between a SEPTA RDC and a gasoline truck last January 2 in Southampton, Bucks County, has been blamed on the failure of the single-car train to actuate the crossing flashers. The finding was detailed in a report released last month by the National Transportation Safety Board. Since the time of the accident, SEPTA has been using only two-car trains of self-propelled RDC's, the same practice followed by CONRAIL prior to SEPTA's takeover of the Fox Chase-Newtown branch in October 1981.....The Newtown line has apparently been suffering some failures of its RDC fleet in recent weeks, as buses have been noted substituting for the trains on several occasions.....The SEPTA board has approved the removal of the second track on the Manayunk branch between 52nd Street and Ivy Ridge. Actually, much of the rail on the four-mile stretch was removed several months ago.

SEPTA will take over the Frankford Elevated reconstruction project from the City's Public Property Department. Mayor Green approved SEPTA's scaled-down \$130-million rebuilding plan for the deteriorated structure between Bridge Street and Girard Avenue stations, in preference to the City's grander \$300-million proposal. Some 225,000 riders pass over this section of line on an average day.....The 11th & Market subway station was closed on October 18 for about a year while a \$9.7-million modernization is carried out. It is the only downtown station on the Market-Frankford line which has not yet been rebuilt.....SEPTA will hold a public hearing December 2 on its \$7.2-million plan to reconstruct the Olney subway station and surface terminal.

SEPTA has issued a 36-page pocket guide showing maps and schedules for all former Frontier bus routes in Montgomery, Delaware and Chester counties. Routes 91 to 99 are covered, including new cross-county Route 92 which began operating between King of Prussia Plaza and West Chester on October 11.....SEPTA has also issued a folder describing its new Neoplan buses, of which SEPTA will receive 600 over the next five years. The first of these distinctive-looking, squarish coaches are already in service, primarily in Northeast Philadelphia.....SEPTA has cancelled its contract with NIMCO Division of Naporano Iron & Metal Company, Newark, NJ, for rebuilding 250 old General Motors buses. A total of 78 buses which NIMCO did not work on will be sent instead to Blitz Bus & Truck Company of Chicago for overhaul.



SEPTA has released the following figures in its campaign to promote prepaid fares: Transpass use was up by 31 percent in September 1982 versus the previous September (average number sold per week was 73,300 versus 57,600); the sale of tokens on City Transit Division has jumped from 16,900 per week to 37,400, an increase of 122 percent; Gateway TransPass use increased from 1,181 in September 1981 to 2,300 this September, a rise of 111 percent; commuter TrailPass sales totaled 6,054 for September 1982, up from the 4,500 monthly rail tickets purchased in September 1981.....Power improvements continue on the former Red Arrow wide-gauge lines, with a new substation under construction near Sharon Hill and a portable substation installed to replace the old facility at Pine Ridge, near Media.....Trolley service was restored over the entire length of Route 23 on October 3. Buses had been substituted during the summer while street and track repairs were carried out; rail service was restored between Chestnut Hill and Erie Avenue in September.

There's a guessing game going on in New Jersey about what will replace NJ TRANSIT's aging GGI electrics in South Amboy to New York service. Will it be AMTRAK E60's, MU cars, new locomotives—or simply diesel trains to Newark? The latest story is that NJT is now considering purchase of stored E44 freight electrics from CONRAIL (with head-end power sets to be installed).....NJ TRANSIT has reportedly rejected proposals for operating passenger trains to and from Atlantic City. The proposals, received from Atlantic City Railway Company and General Electric of France, apparently contained inadequate funding plans.....NJ TRANSIT's board has voted to increase rail and bus commuter fares up to 25 percent on December 1, unless the Legislature meets NJT's request for a supplemental \$19.5-million appropriation by November 15. The agency is projecting a budget gap of nearly \$50 million for this fiscal year.....NJ TRANSIT will get \$100 million in funds from the Port Authority of New York and New Jersey, to be used to buy 436 new city buses, 700 commuter buses and 100 high-capacity articulated buses. NJT is also seeking \$400 million in Federal funds for major rail improvement projects.....On August 1 CONRAIL cancelled its Lindenwold-Atlantic City passenger fare tariff, leaving only Transport of New Jersey bus fares in effect. At the same time Winslow and Atlantic towers on the former PRSL mainline were reduced from two tricks to one five days a week, because only one local freight train now operates over the route (West Jersey Chapter Crew Caller).....On August 6 NJ TRANSIT moved six of its ex-PRSL RDC's under their own power from Atlantic City to Hoboken for service in North Jersey. Atlantic City shop remained open to complete repair work on two former Jersey Central RDC's (Crew Caller).....NJ TRANSIT has issued a "South Jersey Transit Guide," available free of charge by calling NJT at 215-569-3752 (Delaware Valley/South Jersey Transportation).



(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)



AMTRAK will realize dramatic savings in its labor costs as a result of a precedent-setting agreement signed last month with the Brotherhood of Locomotive Engineers. The new agreement, to take effect January 1, 1983, provides that engineers will be paid on a straight hourly basis rather than on the time-honored formula of 100-mile days. Amtrak operates its own trains on the Northeast Corridor between Boston and Washington, as well as to Springfield, MA and Harrisburg, PA, but until now these trains have been staffed by CONRAIL employees working under standard labor agreements. The new contract will cover about 250 engineers now employed by Conrail.....AMTRAK President W. Graham Claytor, Jr., reports that the company has reached its Congressionally-mandated 50 percent revenue-to-cost goal three years ahead of schedule, and increased its revenues to \$558 million in Fiscal Year 1982 ended September 30, versus \$506 million a year ago. After years of growing losses, Amtrak has also cut its deficit, with Federal operating subsidies declining from \$720 million in 1981 to \$555 million this year.

AMTRAK has promoted John K. Shoemaker from general manager-Northeast Corridor in Philadelphia to vice president-transportation at system headquarters in Washington, effective October 1. Replacing Mr. Shoemaker as general manager-east is George L. Sharp, formerly general superintendent, New York.....AMTRAK is running a "You'll Love New York" promotion through December 15, which provides discounts for hotels, theaters and restaurants in the Big Apple.....AMTRAK has purchased three wheel truing machines from Abex/Stannay for delivery in 1983. The huge machines will be installed at Boston, New York and Washington (RRE Journal).....Twenty former AMTRAK sleeping cars are stored on the OCTOPUS RAILWAY at Lenape and Pocopson, PA and at Montchanin, DE (see October Cinders). The cars are to be moved to Texas for rebuilding and eventual resale, probably to NATIONAL RAILWAYS OF MEXICO.....AMTRAK Director Ross Rowland, Jr., may run a special train from New York to the Army-Navy football game in Philadelphia December 4.

CONRAIL

CONRAIL has reported net income of \$119 million for the first nine months of 1982, compared with \$12.8 million for the same period last year. The railroad, which has sharply cut its costs in the face of declining traffic volumes, now has achieved five profitable quarters out of the last six.....Members of 20 rail unions have been asked to

approve a plan to buy CONRAIL from the Federal government next year, according to a story in the Cleveland Plain Dealer. The employee ownership plan is one of several options being considered to return the railroad to the private sector, as required by the Northeast Rail Service Act of 1981.

Governor Thornburgh dedicated CONRAIL's rebuilt Pier 124 in South Philadelphia on October 25, marking the near-completion of a \$41-million modernization project which will boost the pier's capacity to ten million tons of export coal per year. It was the second recent opening of a coal pier in Philadelphia, following by ten days the dedication of a \$10-million coal facility at Conrail's Port Richmond terminal. The latter is a project of Energy Terminals, Inc., owned by Greek Shipping Magnate Elias Kulukundis.....CONRAIL last month cut its rates on bituminous coal from Western Pennsylvania and West Virginia mines to Philadelphia, in an effort to make the port more competitive with Baltimore and Hampton Roads.....CONRAIL has launched a drive to increase its "backhaul" boxcar traffic to destinations on the UNION PACIFIC and BURLINGTON NORTHERN, by offering refunds to shippers of up to \$200 on cars that would otherwise move empty.

Inter-Rail Express, Inc., has announced that it will begin hauling fresh produce from Florida to Hunts Point Terminal in New York City next March, using refrigerated RoadRailer vehicles. RoadRailers are highway trailers fitted with steel wheels, enabling the hybrid units to operate on rails without use of conventional piggyback flatcars. The plan is to move the RoadRailers in solid trains via SEABOARD-RF&P-CONRAIL, using AMTRAK's Penn Station tunnels in New York to reach the Hunts Point Market in the Bronx. The vehicles have already been tested by Amtrak and found capable of operation through the passenger tunnels. A separate service known as "Empire State Xpress" began operation on November 4 between New York City and Buffalo, using RoadRailers to haul dry freight over Conrail's ex-New York Central mainline. This operation is being sponsored by Road-Rail Transportation Company, a subsidiary of Bi-Modal Corp. which in turn is a subsidiary of North American Car and developer of the RoadRailer concept.

The Harrisburg Patriot reports that CONRAIL is rethinking its plan to remove the third track on its 120-mile Allegheny Division mainline between Marysville and Altoona, PA. To minimize traffic delays, less than 50 miles of track may actually be lifted (Harrisburg Chapter Rail Review).

The Penn's Landing trolley line in Philadelphia is still using a portable diesel generator parked outside of Pier 5 on Delaware Avenue. Ex-Philadelphia & Western interurban car #46 has been trucked from Buckingham Valley to Pier 5 and has made a few test runs. Cars 26 and 120 have been hauling generally good crowds on October weekends.....NRHS Chairman E. Lewis Pardee has announced his retirement following the board of directors meeting in Philadelphia on November 14. A Collingswood, NJ resident, Mr. Pardee has been an NRHS member since 1937.....Chapter Member Ron DeGraw is working on a new book covering Lehigh Valley Transit. Ron is author of The Red Arrow, the definitive history of Philadelphia Suburban Transportation Company published in 1972.

Energy Terminals, Inc. now has two diesel locomotives at its Port Richmond coal facility. They are GP7 #1001 (ex-Frisco #580) and GP9 #2001 (ex-CONRAIL #7353). Both are painted in an attractive red and white scheme and are lettered "ETI".....MIDDLETOWN & HUMMELSTOWN #2 is a General Electric 65-ton diesel based at Columbia, PA to serve ITT-Grinnell Corp. (see October Cinders). The unit is now painted bright red with a horizontal gray stripe, and is lettered "M&H The Milk & Honey Route". It was built in 1955 for the U. S. Army and later went to Standard Slag, Weirton, WV as #46 (Lancaster Chapter Dispatcher).

(Continued on Page 8)

PHILADELPHIA EXPRESS *(Continued from Page 7)*

Ex-Nickel Plate Berkshire #765 was repaired after its recent accident (see October Cinders) and has operated a full slate of SOUTHERN excursions this fall, filling in for ailing 2-8-4 #2716. Southern has said it will repair the 2716 for anticipated service next year--including the NRHS convention at Richmond..... DELAWARE OTSEGO SYSTEM will operate a four-day inspection trip of its various lines in New York, New Jersey and Pennsylvania November 10-13. Ex-Auto-Train dome cars will be used..... SEABOARD COAST LINE, LOUISVILLE & NASHVILLE and their subsidiaries plan to merge January 1, 1983 under a new name: Seaboard System Railroad. Family Lines System will no longer be used..... Reports persist that the Steamtown Museum may move from Vermont to Scranton, PA..... A 1982 edition of Rand McNally's Handy Railroad Atlas has been issued, and may be ordered for \$7.95 per copy, including shipping, from Railway Age Magazine, P. O. Box 530, Bristol, CT 06010.



COMPUTERS AND THE RAILFAN

Recently I acquired a small business computer for my company, which we use for accounting, word processing, inventory and mailing lists. Being small and relatively portable I can take the device home, and have found a number of applications for it in railfanning, too.

First of all, a brief description of the hardware I use is in order: it is a Radio Shack TRS-80 Model III with two disk drives and 48K of memory; along with it we got a Daisy Wheel II printer, which is "letter quality" and considerably more expensive than the common dot-matrix printers. However, the printing looks (and is) just like typing—it has interchangeable print wheels so various typefaces can be used. Similar computers are available from many companies, such as Apple and IBM; the main thing is to get one with a lot of software available. I really do recommend getting as much memory as you can afford and at least one disk drive. You can use tape recorders to save on programs and data, but they are extremely slow and limited (though inexpensive).

Now for some of the applications. First thing I did was to enter my entire railroad library, using a Radio Shack data base program called "Profile." This was no small job, since I found I had over 600 books to enter. However, the results are well worth while; the library is organized for the first time ever. Basically what I had to enter was a Category, Title, Author, Publisher, Date, Size, Binding type, Value and Remarks for each volume. The computer will sort out the data alphabetically in any of these fields. I can print out the entire list or tell it to just print out certain parts of the list, for example all books about England or all books published by Kalmbach. In addition I can print cards if I want them. One important part of all this is that I have a list for fire insurance purposes. Eventually I hope to use this data base program to form a negative file, and some time when I really feel like doing some work I will enter the railroad radio frequency list.

Next project was to put Wisconsin Chapter's mailing list into the computer. We started using another Radio Shack program called "Business Mailing List" which I do not recommend; it is slow and inflexible. We now use a program by Galactic Software of Mequon, WI called "Mail/File" which is 100 percent better. I have just put all the names and addresses of NRHS national officers, chapter presidents, editors and national directors into the program. The mailing labels for each issue of Public Relations Express are produced on the computer.

Finally, I am using the word processing program to prepare portions of my newsletter, including this article. Needless to say, the advantages are great. I can correct mistakes on the screen, move words or paragraphs around at will, print articles out with the lines justified, etc. Articles can be saved on disk, corrected or added to and printed later. You can print an article, at 85 characters in width for example, and if it runs just a bit too long for your page you can instantly re-run it at 90 characters in width.

*(From NRHS Public Relations Express, edited by Jerrold F. Hilton,
Vice President - Public Relations)*

NRHS DIRECTORS MEETING SET FOR NOVEMBER 12 - 14

The Society's annual fall meeting is scheduled this year for November 12-14 at the Philadelphia Centre Hotel, 17th Street and Kennedy Blvd., hosted by Philadelphia Chapter. National officers and directors from many sections of the country will be in attendance.

Several events have been scheduled in connection with this meeting, and are open to members of Philadelphia Chapter, space permitting:

FRIDAY, NOVEMBER 12 - Bus trip to West Jersey Chapter's Railroadiana and Train Show at Cherry Hill Mall, Cherry Hill, NJ. Bus leaves hotel 7 PM, returns 10 PM (fare \$6 per person). There is no admission charge to the show.

SATURDAY, NOVEMBER 13 - SEPTA trolley tour using new Kawasaki car in morning, historic silver PCC #2054 in afternoon, plus guided tour of recently-opened Elmwood depot. Special car leaves 19th & Market Streets subway-surface station 10 AM, returns 3:40 PM, covering most sections of Routes 10, 11, 13, 34 and 36. Fare is \$12 per person.

SATURDAY, NOVEMBER 13 - Banquet at Philadelphia Centre Hotel, beginning at 7 PM (cash bar at 6 PM). Price of dinner: \$16 per person.

Members wishing to participate in any of these events, and who have not sent in the coupon in last month's Cinders, should telephone President Eastwood at 215-947-5769 immediately.

FAITHFUL BID FAREWELL TO OLD RED ARROW TROLLEYS

On the bright, cool afternoon of Sunday, October 17, over 100 traction enthusiasts journeyed to 69th Street Terminal in Upper Darby to pay their final respects to SEPTA's famed fleet of vintage Red Arrow trolleys. The occasion was a farewell outing over the broad-gauge lines to Media and Sharon Hill, sponsored by members of the Buckingham Valley Trolley Association. A group of musicians in candy-striped jackets was assembled on the platform, helping dispel the feeling of gloom.



Originally intended to mark the passing of Red Arrow's 40-year-old Brilliners, the event took on an added dimension when it became apparent that all of the "old" cars would vanish from the Media and Sharon Hill routes at the same time. As a result, the trip evolved into a three-car procession representing each of the car types to be retired: #77 (Brill 1932), #7 (Brill 1941) and #21 (St. Louis 1949). The itinerary called for a run to 69th Street shop, then to Media and finally to Sharon Hill, with several photo stops along the way.

For most of the day, the three cars were decorated with slogans such as "FAREWELL...THE LAST TRIP" and "GOODBYE...GOING ON PENSION," as well as large paste-on teardrops. Each car was dressed in SEPTA's well-worn orange and blue "Gulf Oil" paint scheme, and the unusual parade seemed to attract more than passing attention from residents along the two lines.

SEPTA had let it be known that it would cease using all of the old cars by October 1, when 26 of 29 new Kawasaki-built trolleys would be on hand at 69th Street. Nevertheless, sporadic use of the Brills and "St. Louies" continued well into the month and on the morning of Friday, October 15, SEPTA arranged to operate #77, the last active 80-series car, on two revenue runs to Sharon Hill and a "final, final" trip to Media. The event, billed as the last official use of pre-Kawasaki cars, received considerable newspaper and television coverage. Later that same day, however, St. Louis #21 made one school trip and on Monday and Tuesday of the following week cars 14 and 21 were both seen in service. It is unclear which of these cars actually made the last revenue run before Red Arrow became a 100-percent Kawasaki operation, but it is certain that the "old car" era on Media and Sharon Hill ended in October 1982.

As reported in last month's Cinders, SEPTA held a bid-opening ceremony on September 30 at which it announced the sale of virtually all remaining ex-Red Arrow cars to various museum groups and individuals. (Only Brill-built center-door cars 73 and 75 will be retained for work service and historical use.) Several of the cars, however, have again changed hands, as their original purchasers disposed of unneeded equipment.

Arden Museum has sold two of its six St. Louis cars, #17 going to BVTa at Philadelphia and #21 to Connecticut's Branford Museum. In addition, East Penn Valley Traction, Topton, PA, has acquired Brilliner #7 from Wendell Dillinger of Middletown, PA, who also owns #77, 84 and 86. Further resales are expected prior to November 5, the date by which all cars must be removed from SEPTA property.

"RAILS TO RICHMOND 1983" TO FEATURE MAINLINE STEAM

Visitors to the 1983 NRHS national convention, scheduled for Richmond, VA next July 20-24, can expect to see at least three mainline steam locomotives in action. "Rails to Richmond 1983," as the convention is titled, will be sponsored by the Old Dominion Chapter.

According to a preliminary brochure released by the sponsoring chapter, the convention will include the following events:

- July 20 - Bus trip to the Alleghany Central steam railroad, Covington, VA.
- July 21 - Blue Ridge Special along Chessie's scenic James River freight line to Balcony Falls, VA, pulled by Southern 2-8-4 #2716 (built for Chesapeake & Ohio).
- July 22 - West Point Special on Southern's West Point branch, using famed Southern FP7 diesel locomotives.
- July 23 - Dixie Limited on the Southern to Keysville, VA, using Southern 2-8-2 #4501.
- July 23 - Annual banquet featuring Hays T. Watkins, chairman and chief executive officer of CSX Corp., as principal speaker.
- July 24 - Norfolk Cannonball via Norfolk & Western mainline to Norfolk, VA and return behind streamlined N&W 4-8-4 #611.

Convention headquarters will be the Hotel John Marshall in downtown Richmond. Final arrangements and prices have not yet been determined, but the official convention brochure and ticket form will be mailed to all members in the spring.



ALCO HISTORIC PHOTOS
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CATALOGS & OTHER AVAILABLE DATA

PHOTO CATALOG (Second Edition) -- List of Alco locomotives, steam, diesel and electric, in the collection of builder's photo negatives of which the NRHS is custodian, and from which prints may be ordered. Over 5000 locomotives listed, from both Schenectady and other Alco plants and predecessors, from about 1880 to 1954. Includes brief history of Alco. Second edition also includes photo negatives of original erecting cards (assembly drawings) for over 900 Alco locomotive types. Contact prints or enlargements can be made from them. Catalog is 150 pages, 6-1/2 x 8-1/2 inches, illustrated with 24 full-page photos, full color covers. Information for ordering prints is included. \$4.25 postpaid.

"RECENT DIESELS" PHOTOS -- Sixteen-page supplement to the Photo Catalog listing builder's photos of Alco diesel locomotives built from the mid-'50's to the end of production -- over 250 locomotives for 100 different railroads, several views of most. \$1.00 postpaid.

Note: if the "Recent Diesels" catalog and main Photo Catalog are ordered together, both for \$5.00.

ERECTING CARD CATALOG -- The list of erecting card drawings in the Photo Catalog is available separately in this publication. \$1.00 postpaid.

LARGE GLASS PLATES -- The negative collection contains about 250 large glass plate negatives, 14x17 and 18x30 inches in size, of Rogers and Danforth/Cooke locomotives built in the late 1880's and early 1900's. 8x10 copy negatives have been made from which prints can be ordered. These negatives are included in the regular Photo Catalog, but a list is available separately in this publication. 50¢ postpaid.

OLD ERECTING CARD TRACINGS -- List of about 300 original erecting card tracings in the collection from Cooke, Manchester and Rogers Works, circa 1875 to 1912. Most are at a scale of 1-1/2 inches to the foot; Ozalid prints can be made to order at a nominal price depending on size. 50¢ postpaid.

MODERN ERECTING CARDS -- Original tracings are on hand for 19 significant steam locomotives (and a few others), mostly of the 1940's. Scale is 1-1/2 inches to the foot; Ozalid prints made to order at a price depending on size. Send SSAE for list.

ORDER RECORDS -- 354 pages of original Alco records of locomotive construction, all plants, from the earliest date available to the end of steam. They include customer railroad, builder's construction number and shipment date. Xerox copies available at 15¢ per page; discounts for multiple pages; entire set for \$40.00. Send SSAE for list.

PHOTOPASTERS -- (3x8 photos with brief specification data "pasted" on the back) -- Record copy on hand for most of the locomotives in the Photo Catalog. Xerox copies (both sides) can be furnished at 50¢ postpaid. Duplicate originals (if any) available from Broadway Limited Antiques, 424 W. 33rd St., New York, NY 10001.

SPECIFICATIONS -- Alco Form 1007 engineering specification sheets are on file for about 1200 representative locomotives from all Alco plants. Size is 12x19 inches, with detailed specification data on both sides; some include a photo and erecting card print. Full size Xerox copies available at \$2.00 postpaid. Inquiries invited as to whether specific locomotives are included.

ALCO LOUISIANA PURCHASE EXPOSITION BOOKLET -- Reprints of a 46-page booklet published by American Locomotive Co. in 1904 describing the twelve locomotives in its exhibit at the Louisiana Purchase Exposition in St. Louis in that year. Illustrated. \$3.50 postpaid.

Note - Postpaid prices are for domestic postage only; books and catalogs in 4th Class mail. Please add 50% to price for Airmail overseas. NY State residents please add sales tax.

*ALCO HISTORIC PHOTOS is a project of the Mohawk & Hudson Chapter
National Railway Historical Society*