



# CINDERS

October 1982



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

PHILADELPHIA CHAPTER, NRHS, Inc.

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Meetings: 7:30 P.M., third Friday of each month (except second Friday in December), at Engineers' Club, 1317 Spruce Street, Philadelphia, PA. Dinner at Club 6 PM. No meetings in July or August.

Annual membership dues: \$18.00 per person, which includes Chapter and National dues. Chapter only dues \$9.00 per person per year. Dues payments should be sent to: Earle P. Finkbinder, Treasurer, 1401 Riverton Road, Cinnaminson, NJ 08077.

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## Our Meeting:

Our October 15, 1982 meeting features a slide-sound program covering the history of GG1 electric locomotive #4800.

This fascinating program, produced by Frederic H. Abendschein of Lancaster Chapter, NRHS, should be of great interest to Philadelphia Chapter members. Prototype of the famed fleet of electrics, #4800 was built by Baldwin Locomotive Works in 1934 for the Pennsylvania Railroad, entered high-speed passenger service in 1935, and closed out its career in 1979 as a freight hauler for Conrail. It was purchased for restoration in 1980 by Lancaster Chapter, and is at the Strasburg Rail Road shops.

Reservations for our usual sit-down dinner in the Engineers' Club Dining Room (\$8 per person), served at 6 PM, MUST BE MADE TO Vice President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, OCTOBER 13.

Our members' meeting begins at 7:30 PM in the Conference Room of the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Come out, bring a friend, and enjoy a fine evening detailing the history and the restoration of this well-known veteran — GG1 #4800 — October 15.

## SEPTA Sells Last of Red Arrow Brills, St. Louis Cars

Collectors and museum groups have snapped up the last of SEPTA's active Brilliners, "80"-series Master Units and St. Louis cars, which are being replaced by new Kawasaki-built cars on the Red Arrow routes to Media and Sharon Hill.

High bids for the 14 cars totaled more than \$33,000, but only four purchasers submitted these bids. The following sales were announced by SEPTA at the September 13 bid-opening ceremony:

CAR #	BUILDER/DATE	BUYER	PRICE
7	Brill 1941	Wendell Dillinger (Middletown & Hummelstown Railroad)	\$2,500
8	" "	Branford Trolley Museum	2,800
13	St. Louis 1949	Railways to Yesterday	385
14	" "	Arden Trolley Museum	1,464
17	" "	" " "	1,029
18	" "	Branford Trolley Museum	1,200
19	" "	Arden Trolley Museum	261
21	" "	" " "	968
22	" "	" " "	285
23	" "	Railways to Yesterday	510
24	" "	Arden Trolley Museum	923
77	Brill 1932	Wendell Dillinger	7,100
84	" "	" "	7,100
86*	" "	" "	7,100

\* - Formerly #83

One other car, St. Louis #12, was offered for sale in derelict condition, but no bids were received. It will be scrapped.

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Amtrak #9481, a former Northern Pacific dome coach built at Budd's Red Lion Plant in 1954, moved from Indianapolis September 4, made a test trip from Chicago to Washington and return, and then back to the Hoosier capital on September 16. The trip was to test clearances along the route of the *Capitol Limited* between Pittsburgh and Washington in connection with the program to rebuild seven dome coaches to Heritage (HEP) specifications. Cars 9478-79, 9482 and 9485 moved from storage in Los Angeles to Chicago and on to Beech Grove, and the 9480 and 9483 were expected to follow. These cars, with the 9481, were expected to form the seven cars to be rebuilt with head-end power. In addition to the *Capitol Limited*, speculation has it that the cars will appear on the *City of New Orleans*.

Northeast Corridor schedules are to receive major revisions at the October 31 time change. Westbound, most conventional trains will now leave New York for Washington on the half-hour, with Metroliner service trains leaving on the hour. Since the *Montrealer* will be scheduled to leave New York southbound at 7:30 AM, there will be a new 6:30 AM train except Sunday, affording earlier arrival in Washington. Other major changes find New York-Philadelphia Train 237 leaving New York at 7:45 AM, the Springfield train 30 minutes earlier and Train 177 (last Boston-Washington train) 45 minutes later. The 9:00 PM New York-Washington train will be discontinued.

Eastbound, schedules remain relatively unchanged, although a bit faster. Major changes find Train 190 discontinued, and the *Bankers*, *Montrealer* and *Palmetto*, as well as Clocker #222 all running one hour later.

Two Metroliner Service round trips will be inaugurated between New York and Boston. They'll leave New York at 7:40 AM (except Sunday) and 4:49 PM (except Saturday). From Boston, train departures are 7:45 AM (except Sunday) and 5:00 PM (except Saturday). Consists will be the usual 60-seat Amcoaches, plus Amlounge II's.

The Miami-Tampa train will start November 20 and be named the *Silver Palm*. Train 896 will leave Miami at 8:00 AM and arrive Tampa 1:15 PM. It will return to Miami at Train 895, leaving Tampa at 4:30 PM, arriving Miami 9:40 PM. Consist will most likely be two Amcoach II's and an Amlounge II from the Florida pool.

Since our last issue, Beech Grove released two former *El Capitan* hi-level lounges, with 39973 on August 26 and 39974 on September 24. Also, baggage car 1180 (rebuilt from a former Pub lounge) came out on September 8.

Some data has emerged on the cars Amtrak leased to the Alaska Railroad. First, dome coach 9545 apparently never left the lower 48 states. Diners 8036 and 8042 are now numbered 4836 and 4842. Dome coaches 9466, 9472, 9473 and 9474 are now 7066, 7072, 7073 and 7074. They have blue letterboards and window areas and are identified as being under lease. Apparently, they are only used on special moves from time to time.

The listing of Amtrak equipment as of July, 1982 published in *Rail Travel News* includes 69 "conventional steam" cars, which represents the cars to be held as most likely HEP candidates. First of all, the list adds to 71, not 69, but that's because the two "HL transition dorm coaches" have been approved for rebuilding and hence should be included in the "Heritage" fleet.

As to the other cars shown in the summary, they are: 15 baggage cars: 1036, 1401, 1409, 1411-13, 1416, 1418, 1419, 1422, 1424, 1425, 1427, 1428, 1533; 20 sleepers: 2652, 2653, 2662, 2663, 2670-78, 2700, 2704-08, 2834; four lounges: 3320, 3321, 3920, 3921; 22 coaches: 4412, 4414, 4417, 4419, 4423, 4430, 4582, 5010-5018, 5801-5805, 5807; two diners: 8380, 8384; and six hi-level diners: 9980-9985. I should make two notes on the above list: one list shows a fifth lounge car (3407) but omits mention of sleeper 2663, but, the above listing seems to make more sense. Secondly, it appears that the baggage-dorms (1400-1500's) listed above are to be rebuilt as full baggage cars in the manner of cars 1178-1181 and 1183.

NEW JERSEY TRANSIT had six trainsets of new Bombardier cars in service by September 21, and as the month ended, the Raritan Valley line was fully equipped with new cars excepting trains 5702-5703 to Phillipsburg (nine cars — mostly ex-Kansas City Southern) and trains 5600-5601 (1931 push-pull coaches 1323 and 5152). The longer train will need about six new cars but budget cuts still threaten the future of the West Trenton train. It could expire without ever receiving the new cars.

As to the North Jersey Coast side, all five trainsets running out of Newark are still formed of steam-heated cars, but, of course, most of the worst junk has mercifully been put out to pasture. Perhaps five of the 300-series cars purchased by New Jersey from the Missouri Pacific some 13 years ago still see service, but the great majority of these trainsets are formed of the ex-Santa Fe 3000 series and ex-Great Northern 100-series coaches.

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ON THE SCENE *(Continued from Page 2)*

NJT's EMD GP40P's hold down all the runs requiring conventional equipment, but some of the NJT GP7's can be seen on standby or even in Conrail work train service. The former Erie yard at Mahwah, NJ is being used for the secure storage of rolling stock, including Arrow I MU cars and older equipment awaiting disposition, as well as 32 Arrow II's not leased to Amtrak or laid up in shops.

NJ Transit's longest MU train out of Hoboken is #633, the 5:54 PM train to Dover. Normal consist is nine cars plus club 3451 (for the record, club 3453 runs on Train #507 to Morristown, leaving at 5:10 PM, and 3454 leaves at 5:22 PM on Train #421 to Gladstone). Mornings find the 3451 on Train #614, arriving Hoboken at 9:06 AM, with the 3453 arriving at 8:40 AM on Train #506 and the 3454 at 9:02 AM on Train #408. These classic cars will enter their 70th year soon, having been built by Barney & Smith in 1913.

Only one combine remains in service on the former Erie Lackawanna, as 3408, in orange, was seen on a Gladstone train. The car has a plexiglas dome over the baggage section for special inspections, but is also used in regular service.

Budd RDC's still soldier on to Ridgewood on Trains 1204 and 1259. Since mid-August, this assignment has been held down by the ex-PRSL cars, while the former CNJ units have been stored. For example, Train 1259 on September 26 had the 5185, 5187, 5188 and 5186, which many of our members must have ridden to the South Jersey shore at one time or other.

Elsewhere, the former Reading/SEPTA push-pull coaches still soldier on to Danbury. I hear their air-conditioning systems are something of a hassle, but the ex-New Haven "Shoreliner" coaches are in worse shape.

Newspaper reports state that New York MTA plans to assign its 1150 new IRT cars to both the Lexington Avenue and Broadway locals plus express routes #2 and #4 when all have been delivered five years from now. Everything else on the IRT will consist of about 1400 existing cars which have been rebuilt with air-conditioning (which sometimes even works!). Only single units 9306-9345 have not been rebuilt, since the TA claims there isn't enough room (everything else is formed of married pairs, which share some components). Also, 226 75-foot cars will be ordered to replace about 280 older cars (presumably 1948-era R-10's) and will be assigned to the "D" line.

SEPTA's Route 13 seems to have the best headway of all their streetcar lines, with a combined morning rush hour frequency of three minutes, at least out as far as Mt. Moriah loop. Rush-hour combined headway through the subway from all five subway-surface routes is about one car per minute.

Luzerne depot, from observations, seems to have been assigned the first 30 "GOH" refurbished streetcars, and these units seem to hold down all runs on Route 56 and base service on Route 6. We passed by the depot on September 27 and noted (from a respectful distance) that scrapping was continuing, with what appeared to be several all-electrics lying on their sides.

The next seven "GOH" cars have been assigned to Callowhill for service on Route 15-Girard Avenue. Route 10, the other Callowhill line, is slated to receive LRV's soon and training cars could be seen in the depot and along the line in late September.

Air-electric PCC #2537, in green yet, was seen in service in late September out of Luzerne, and I'm certain other cars of this type can still be found on Route 23, at least.

As a correction to my earlier notes, Bullet car #206 on the Norristown line is painted orange.

In a late note, NJ Transit will renumber almost all locals on the New York-Trenton line, with a number of schedule changes as well. Weekdays, four additional Trenton trains are operated instead of New Brunswick and on Saturdays, a single extra Trenton train is scheduled. Westbound changes are more dramatic, to coordinate with Amtrak's extensive changes.

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### PENN'S LANDING TROLLEYS RUN, PROVE POPULAR WITH TOURISTS

The newborn Penn's Landing Trolley Company went into business on Sunday, September 5 and has been running each weekend over a 1.1-mile section of railroad track along Delaware Avenue in Philadelphia.

Operated by Buckingham Valley Trolley Association, the line is a project of the City's current "Century IV" celebration, but it seems almost certain that PLTC will be revived next year. It may even become a permanent part of Philadelphia's tourist scene and, indeed, in its first weeks of operation has carried respectable passenger loads. The line enjoys a good location in the heart of the Penn's Landing area, which is close to Philadelphia's historic Independence Hall, Society Hill and "Olde City" attractions.

Currently, two double-ended trolleys are in operation: ex-Wilmington single-truck #120, built by Brill in 1904, and ex-Red Arrow, ex-Philadelphia Rapid Transit #26, a Brill product of 1918. Both cars wear authentic paint schemes. The City has even issued an attractive promotional folder for the Penn's Landing trolleys.

Weekend operation is expected to continue through the end of November from 11 AM till dark. Fares are \$1 for adults and 50 cents for children under 12 and tickets may be purchased at the Cruiser Olympia ticket booth at Delaware Avenue and Spruce Street. The boarding area is at Dock Street, the two-mile round-trip ride from the Benjamin Franklin bridge to Fitzwater Street takes about 20 minutes, and service is frequent.

# A Great Railroad Series on TV

Starting on Thursday, October 14, WHYY-TV, Channel 12, will presently weekly at 9:00 PM a series of seven hour-long documentaries set on the world's railways, produced by the British Broadcasting Corporation (BBC), with seven writers who give their impressions of their journeys across the U.S., South America, India, Britain, Australia, Africa and Europe. The seven programs to be screened are as follows:

**COAST TO COAST (U.S.A.)** - In this program, Ludovic Kennedy travels some of the most famous lines in American railroad history. He leaves Penn Station by the *Broadway Limited* for Chicago. There, he changes over to the *San Francisco Zephyr*, the most historic route of all, which travels over the plains and Rockies to Promontory Point in Utah, where the lines of the Union Pacific and the Central Pacific met in the spring of 1869. From there, the tracks cross the Sierras to Sacramento, site of America's most ambitious railway museum. The last leg of the journey is by the *Coast Starlight*, to Los Angeles' imposing Union Station. (OCTOBER 14, 9 PM; repeated OCTOBER 16, 11 PM).

**THREE MILES HIGH (South America)** - The highest railroad in the world climbs the Peruvian Andes passing through 60 tunnels and crossing 45 bridges to a height of 15,000 feet. Miles Kington, in this program, takes a South American journey from Cuzco, an ancient Inca capital, to La Paz across the high Andes where the railway passengers need oxygen. Kington crosses over some of the finest scenery in South America, riding variously on footplate, Pullman, vintage railcar and steamer—all built in Britain long ago. (OCTOBER 21, 9 PM; repeated OCTOBER 23, 11 PM).

**DECCAN** - For writer Brian Thompson, in his first visit to India, the prospect of a long rail journey is exciting, and a little scary. Armed with an Indian Rail Pass (unlimited travel for only thirty pounds) he sets off from Bombay's Victoria Terminus with some hazy notion of a destination, and all of South India to aim at. The five-day journey passes through four states and crosses the dusty Deccan Plain up into the Nilgiri Mountains, home of the Ooty Club, a cool hill town retreat built by the British in the days of the empire. (OCTOBER 28, 9 PM; repeated OCTOBER 30, 11 PM).

**CONFESSIONS OF A TRAIN SPOTTER** - Michael Palin takes a journey from one end of Britain to the other—from Euston, London to Kyle of Lochalsh in Scotland—along routes steeped in railway history. He visits York and Edinburgh. His various excursions span the development of the railway engine from a trip on the famous "Flying Scotsman" steam locomotive to a ride in the cab of British Rail's wonder-train, the "Inter-City 25."

**THE LONG STRAIGHT** - The traveller in this episode is writer Michael Frayn, who follows Australia's railway from the bays and fertile plains of Eastern New South Wales, across the Blue Mountains and down into the friendly hills of Southern Australia, round Spencer's Gulf and across the empty, treeless, terrifying Nullarbor Plain, where it runs dead straight for 500 miles, the longest straight railway line in the world. The journey ends on the shores of the Indian Ocean.

**ZAMBEZI EXPRESS** - A railway journey from Cape Town to the Victoria Falls is still one of the great romantic journeys in Africa. Young historian Michael Wood travels on the *Blue Train*, the most luxurious train in the world, in which gold-tinted windows shield pampered passengers from the glare of the South African sun. He follows the trail of the most influential and powerful of them all—Cecil Rhodes, the man who named a country after himself.

**CHANGING TRAINS** - Eric Robson enjoys first-class luxury on the Cisalpin from Paris to Montreaux. He rides rack and pinion up and down Switzerland's Rigi Mountain and takes a trip through the Iron Curtain to Budapest as part of his Grand Tour, sampling the romance of the old "Orient Express."

Your editor has seen ZAMBEZI EXPRESS on television in another city, and it is excellent. We urge you to not miss this interesting series on Channel 12.

(EDITOR'S NOTE - We thank our good friends in the Rochester Chapter, NRHS, for this excellent capsule commentary on this series, published in their newsletter, *The Semaphore*.)

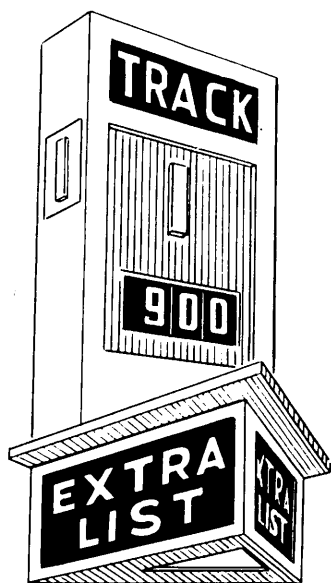
## SEPTA SELLS LAST OF RED ARROW BRILLS, ST. LOUIS CARS (Continued from Page 1)

In addition to the above, four other groups submitted sealed bids on one or more of the cars. They were Buckingham Valley Trolley Association, Connecticut Electric Railway (Warehouse Point Museum), East Penn Traction and Seashore Trolley Museum. This sale in effect closes out the era of old trolleys on the Red Arrow system, which for years has attracted electric railway enthusiasts from all over the world.

Following the farewell fantrip scheduled for October 17 (see "Extra List") Red Arrow will operate exclusively with 29 new cars delivered this year by Kawasaki Heavy Industries of Kobe, Japan. Only the two remaining 1926-vintage "center-door" cars, #73 and 75, will be kept for work train and historic purposes.

As reported in September *Cinders*, SEPTA earlier donated seven unserviceable Red Arrow trolleys to various Pennsylvania museum groups. These cars—two Brilliners, two St. Louis and three "80's"—were disposed of through a lottery-type proceeding held on August 31 and have already been removed from the 69th Street storage yard.

Semi-official word, not yet confirmed, indicates that SEPTA will take note of the passing of its historic Red Arrow trolleys by operating several of them in revenue service for one last time, on Friday, October 15.



**OCTOBER 2-31, 1982:** Display of Grif Teller paintings, including examples of the artist's famed Pennsylvania Railroad calendar art, at Railroaders Memorial Museum, Altoona, PA. Hours: Tuesday through Saturday, 9:30 AM to 5 PM; Sunday 12:30 to 5 PM; closed on Monday. Admission: \$2 adults, \$1 children.

**OCTOBER 9-10, 16-17:** Circle trips from Philadelphia to Pittsburgh, Washington, DC and return to Philadelphia aboard luxurious ex-Jersey Central open-platform business car #97 Jersey Dawn, owned by Philadelphia rail enthusiast Douglas Brown. Pullman-built (1916) car will leave 30th Street Station 10 AM October 9 and 16 on the rear of Amtrak train #47. After overnight stay in Pittsburgh, car will be attached to Amtrak #440 operating via Chessie mainline to Washington. Fare: \$315 per person (does not include hotel). For information, contact Douglas Brown, 1322 Jericho Road, Abington, PA 19001 (telephone 885-5047).

**OCTOBER 10:** Queen of the Valley special train will operate via Conrail lines from Newark, NJ to Allentown, PA and return, sponsored by Tri-State Chapter, NRHS. Train will be hauled by three NJ Transit E8 locomotives and conventional coaches, and will operate westbound via ex-Jersey Central route to Phillipsburg, NJ, returning via Conrail (ex-Lehigh Valley) mainline. Train leaves Amtrak Newark station 9 AM, returns 5 PM. Fare: \$28 per person. Order tickets from: Tri-State Railway Historical Society, Inc., P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope.

**OCTOBER 16-17:** Fall foliage excursions on New York, Susquehanna & Western (ex-Lackawanna) from Utica to Norwich, NY and return. Train will consist of Alco diesels, open window coach and combine, plus former Santa Fe and Union Pacific dome-coaches. Leave Utica (Schuyler Street) 9 AM each day, arriving Norwich 12 Noon and returning to Utica at 5:30 PM. Fare: \$28 adults, \$24 children under 12. Order tickets from: Utica & Mohawk Valley Chapter, NRHS, Union Station, Utica, NY 13501 (telephone 518-797-2550).

**OCTOBER 17:** "Farewell to the Brilliner Cars" trip on SEPTA's Media and Sharon Hill lines, using 1941 Brill-built car #7. Sponsored by Buckingham Valley Trolley Association, this trip is expected to be the last revenue run of a regular-service pre-Kawasaki car. Trip leaves 69th Street Terminal at 1 PM. Fare: \$10 per person. Order tickets from: Mike Corcoran, 3614 Berry Avenue, Apt. 1A, Drexel Hill, PA 19026.

**OCTOBER 17:** Lancaster Chapter, NRHS will sponsor excursion from Lancaster and Harrisburg to Horseshoe Curve, at Altoona, PA and return, using two F40's and a 16-car train. Tickets: \$35 per person, ordered from: Lancaster Chapter, NRHS, 342 West Fritz Avenue, Quarryville, PA 17566.

**OCTOBER 23-24:** Ninth annual Railfans' Weekend at Steamtown Museum, Bellows Falls, VT, featuring steam-powered excursion to Rutland, VT and return, first-generation diesels and night photo session conducted by Jim Boyd, editor of Railfan & Railroad Magazine. Weekend pass is \$40 per person or \$29.95 for Sunday Rutland excursion only. Order from: Steamtown Foundation, P. O. Box 71, Bellows Falls, VT 05101, enclosing stamped, self-addressed envelope. For information, telephone 802-463-3937.

**OCTOBER 23-24:** "Autumn Leaf Specials" on Norfolk & Western Railway from Roanoke to Bluefield, VA and return, using N&W J-class steam locomotive #611. Train leaves Roanoke (N&W Station) 8 AM each day, returning at 6 PM. Fares: \$47 adults, \$40 children under 12, with extra fare of \$20 for seat in observation car Mardi Gras. Order tickets from: Roanoke Chapter, NRHS, P. O. Box 13222, Roanoke, VA 24032, enclosing stamped, self-addressed envelope. For information, telephone 703-366-5211.

**OCTOBER 26:** Monthly meeting of Pennsylvania Railroad Eastern Region Group at Lucy Eaton Smith Residence, 1929 Sansom Street, Philadelphia, 7:30 PM. Program: Well-known area railfan David H. Cope will present a slide program on Pennsylvania-Reading Seashore Line and Shore Fast Line. Visitors welcome.

**NOVEMBER 6:** Steam-diesel excursion over entire New Hope & Ivyland Railroad from New Hope to Warminster, PA and return. Southbound trip planned with steam, return with Baldwin diesel. Runbys included. Fare: \$15 adults, \$10 children under 12. Order tickets from: Jersey Central Chapter, NRHS, P. O. Box 700, Clark, NJ 07066, enclosing stamped, self-addressed envelope.

**NOVEMBER 6-7, 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 Saturdays and to Elsmere Junction, DE and South Modena, PA on Sundays. Fare: \$22.50 per person for Saturday trips, \$20 per person for Sunday trips, combination weekend tickets \$41 per person. Order tickets from: Wilmington Chapter, NRHS, P. O. Box 1261, Wilmington, DE 19899, enclosing stamped, self-addressed envelope.

**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. See announcement 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-5PM 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).

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## EXTRA LIST (Continued from Page 5)

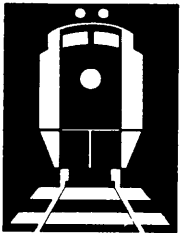
**NOVEMBER 21:** Fall Railroad Extravaganza sponsored by Tri-State Chapter, NRHS, featuring more than 100 tables of railroadiana, at Boy's and Girl's Club of Union, Jeannette Avenue, Union, NJ, approximately one mile west of Garden State Parkway and U. S. Route 22. Hours: 10 AM to 4 PM. Admission: \$2 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).

# PHILADELPHIA



## FRANK G. TATNALL, JR.

SEPTA did an about face last month when it decided to take over direct operation of the area's 12 commuter rail lines on January 1, 1983. Until now, the plan was to contract with Northeast Commuter Services Corp. (nee AMTRAK Commuter Services) for actual operation of the trains when CONRAIL pulls out of the passenger business at the end of this year. This, it was thought, would insulate SEPTA from actually hiring rail workers covered by Federal labor laws. However, in late August the National Mediation Board, a U. S. government agency responsible for settling union-management disputes in the rail industry, ruled that SEPTA could not remain behind the scenes but must be a party to negotiations with the 16 unions representing Conrail workers. This effectively eliminated any need for using NCSC and led to the SEPTA board's decision to "do its own thing." Other major transit agencies now working through Conrail—NJ TRANSIT, New York's MTA and Connecticut DOT—have already elected to run their own systems, so NCSC and its Philadelphia-based president, David Marston, will probably go out of business by next year without ever running a train.



Whether or not SEPTA itself will be running trains come January is the subject of intense speculation among area rail officials, union leaders and politicians. General Manager David Gunn has made it clear that his agency will not take on the existing wage scales and work rules enjoyed by CONRAIL employees—especially since these people will be working directly for SEPTA. To do so, he says, would result in exposure to similar demands from SEPTA's own transit union, and threaten to boost labor costs in its bus, trolley and subway operations. The 50,000 people who ride the commuter rail system, Gunn says, may have to be sacrificed to preserve the much larger transit system, if the rail unions refuse to modify their contracts to SEPTA's requirements. Negotiations to head off a commuter shutdown continue, but the extent of progress is unknown. To maintain continuity, however, SEPTA has asked former City Solicitor Alan J. Davis to remain as chief management negotiator, a role he has been fulfilling for NCRC until now.

Another, even more unexpected development hit SEPTA late last month, when inspectors found the 900-foot railroad bridge across Crum Creek near Swarthmore, Delaware County, to be in danger of collapse. Built in 1895 by a Pennsylvania Railroad subsidiary, the bridge carried more than 50 trains a day from and to Media/Elwyn. Its closure resulted in a logistical nightmare for SEPTA, which had to quickly arrange substitute bus service beginning Monday afternoon, September 27. It's expected that the bridge will be out of service for up to two years, during which all trains will be turned back at Swarthmore station. Four Silverliners remain stranded at Media, and SEPTA's plan for reopening the Elwyn-West Chester extension early next year has also been killed.

SEPTA opened new Platform 2 in Suburban Station on September 7. Track 0 on the south side of the platform is a stub track intended for Airport High-Speed Line trains, and Track 1 will extend into the new commuter rail tunnel. Other platforms will be rearranged or expanded, so that ultimately there will still be eight tracks in the station (versus ten today), six of which will feed into the tunnel.....Several trackwork projects in suburban territory have delayed trains this past summer, among them welded rail installations on the Media line and on AMTRAK's Corridor mainline to Wilmington.....A "mini-rail" train working on the Bethlehem branch near Oreland derailed early on September 14, forcing SEPTA to bus commuters during the morning rush hour.

SEPTA will reissue its commuter rail timetables effective October 31.....Strafford station, a classic from the 1876 Centennial Exposition, has been repainted by a local group.....Construction has started on a new bridge which will carry Island Avenue over the Airport High-Speed Line in Southwest Philadelphia. Island Avenue is now the only grade crossing on the line, which currently sees only one or two CONRAIL freight trains daily.....Laurel Lines, publication of the Lackawanna & Wyoming Valley Chapter, NRHS, reports that "there is a good possibility that the Philadelphia-Pottsville and Philadelphia-Bethlehem passenger trains, discontinued last summer after a dispute over funds, will return to service in early 1983. There are still numerous obstacles to be overcome, but officials of Schuylkill County Railroad Authority and Pennsylvania Passenger Services, Inc. are optimistic that service will resume soon. SCRA was chosen as the local agency that would receive Federal and State funds that help subsidize operation of the trains, and PPS was hired by the authority to operate the services."

**NJ TRANSIT** expanded rail passenger service to Atlantic City. However, if all of the proposals submitted by various private organizations are judged inadequate, AMTRAK and PATCO are waiting in the wings.....Tuscan red GGI #4877 returned to service last month on NJ TRANSIT's North Jersey Coast

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# PHILADELPHIA EXPRESS *(Continued from Page 6)*

line, after being damaged in an August collision at South Amboy. The future of NJT's ten remaining G's, however, remains uncertain, with many rumors circulating about their early demise. Substitution of AMTRAK E60's—either boiler-equipped or HEP—on the runs to Penn Station is being considered, but NJT would plainly like to cut back all locomotive-hauled trains to Newark.

NJ TRANSIT is still in fiscal hot water with a \$42.5-million deficit in prospect for this year. Proposed solutions include imposing a 25 percent fare hike plus major service cuts, persuading the Legislature to provide an additional \$19.5 million in funding and getting Congress to halt a planned cutback in Federal subsidies. Since it was formed in 1979, NJT has raised bus and rail fares an average of 60 percent and lost ten percent of its 325,000 daily riders in the process, according to the Newark Star-Ledger.



SEPTA on September 7 placed the new "B4" subway cars in revenue service on the Broad Street line. A five-car train of the gleaming Kawasaki-built, City-owned B4's is undergoing a 600-hour "real world" test prior to acceptance. They are the first of 125 cars that will completely replace the present antique equipment by 1984. To date the orange-hued cars are reported to be doing well in the test.....Fifty-five-year-old car #14 is the lowest-numbered car still in service on the Broad Street line.....The north end of Route 23-Germantown Avenue was restored to rail operation on September 5.....PCC #2783 has appeared on Route 23 in a unique reddish orange paint scheme.....By early September 102 of 112 Kawasaki trolleys had been delivered to SEPTA's City Division, while 23 of 29 double-enders for Red Arrow were on the property.

SEPTA has agreed to retain silver PCC 2054 for historic purposes, and the 1941-vintage car will be available for excursions. In addition, ex-Red Arrow center-door car #73 and a six-car train of old Broad Street subway cars will be kept indefinitely.....Mayor Green is proposing that SEPTA renovate the Girard Avenue to Bridge Street section of the City-owned Frankford elevated, at a cost of \$88 million. Originally, the Public Property department had suggested a \$350-million reconstruction of the 60-year-old structure.

Seven Kawasaki cars have been modified for lower acceleration on the Media and Sharon Hill lines, to save power while a new electrical system is being installed. As part of this effort, overhead catenary structures are being erected. Most of the steel towers are already in place between 69th Street and Drexel Hill Junction, and work is proceeding elsewhere.....This year's track improvement program on the Norristown High-Speed line is nearing completion, with welded rail and new ties installed on the inbound track between Hughes Park and Gulph Mills.....At long last, the unused siding at Hughes Park has been removed. This was the track used for transferring Red Arrow's infamous railbus from road to rail during its tests in the 1960's.....A SEPTA bullet car struck and seriously injured two Villanova University students September 15, as the women were painting their sorority letters on the South Ithan Avenue overpass in Radnor Township.

AMTRAK is using its highly-mechanized Track Laying System (TLS) to replace rail, ballast and ties on the #1 eastbound track between Harrisburg and Royalton, PA, a distance of ten miles. This event marks the first use of the TLS off the Northeast Corridor and its first use with wooden rather than concrete ties. Speed limits will be increased to 90 mph over the track (Harrisburg Chapter Rail Review).....AMTRAK has completed installation of welded rail on the #3 westbound track between Bryn Mawr and Paoli.....Fifteen former AMTRAK steam-heated sleeping cars were delivered to the BRANDYWINE VALLEY RAILROAD at Coatesville, PA on September 20. It is not known if they are destined for scrap at the infamous Luria Brothers graveyard at Modena.....AMTRAK is pushing its new Package Express Service which provides overnight door-to-door handling of small packages in the Boston-Washington corridor. It is designed to be faster than truck and cheaper than air freight.



The House of Representatives in late September passed a bill appropriating \$11.2 billion for the Department of Transportation in Fiscal Year 1983, beginning October 1. It is \$800 million higher than the President's budget and contains, among other things, \$788 million for AMTRAK, \$188 million over the Administration's request; \$75 million in additional aid for commuter rail systems, the same as suggested by DOT Secretary Lewis; and \$3.64 billion for the Urban Mass Transportation Administration, \$493 million over budget. The bill must now be sent to the Senate, which is working on its own transportation bill.....The supplemental appropriations bill vetoed last month by the President but which became law over his veto, also permanently exempts AMTRAK from state and local taxes (Rail Travel News).....NARP News reports that AMTRAK will exceed the statutory 50-percent revenue-to-cost ratio in FY '82, due to higher revenues and lower costs. NARP also says that stainless steel cutlery will be returning to dining cars, replacing the much-criticized plastic utensils.

## CONRAIL



CONRAIL has combined its Bethlehem-based Lehigh Division into an expanded New Jersey Division, effective September 7.....CONRAIL announced last month that it will sell its Canada Division, running between Niagara Falls, Ont., and Detroit, MI, to CANADIAN NATIONAL and CANADIAN PACIFIC.....The Philadelphia Inquirer carried a major article in its September 26 editions headlined "Taking Bets on CONRAIL's Success," in which it pointed to the carrier's much improved financial performance since Chairman L. Stanley Crane arrived on the property early in 1981. "So substantial has its turnaround been that the railroad stands a good chance of being kept in one piece (when it is sold)," says writer Tom Belden. "Conrail might fetch a price of \$1.2 billion to \$1.4 billion as a lean and profitable operation".....CONRAIL has furloughed 578 employees at its Altoona-area repair shops effective September 17, due to the continuing low levels of business.

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# PHILADELPHIA EXPRESS (Continued from Page 7)

CONRAIL has sold about 40 miles of branch lines in the Wilkes-Barre (PA) area to POCONO NORTHEAST RAILWAY. After several delays, PNER began operations on September 24 using ex-CR SW1 #8408 and SW9 #8938 (Hawk Mountain Chapter Hostler).....CONRAIL is also selling the 6.8-mile Milton branch in Delaware to the State for contract shortline operation.....According to press reports CONRAIL will continue operating the former Pemberton branch to Mount Holly, NJ for another five years.....CONRAIL has removed the #4 eastbound track between Phoenixville and Abrams yard on the former Reading mainline. The freight-only line now has three instead of four tracks.....CONRAIL opened its new Morrisville intermodal terminal in Falls Township, Bucks County on September 15. The \$7.4-million facility will go into full operation this month, replacing two smaller piggyback terminals in Philadelphia.....CONRAIL will begin operating a "RoadRailer" intermodal service in late October between New York City and Buffalo via the former New York Central mainline. RoadRailers are hybrid vehicles which are essentially semi-trailers, but have both steel and truck wheels for operation on either rails or highways.....The four-day nationwide strike of the Brotherhood of Locomotive Engineers ended on September 22 when President Reagan signed special legislation imposing a settlement on the union. CONRAIL and DELAWARE & HUDSON were not struck because they have separate agreements and commuter service in the Northeast was not affected. Many railroads kept priority freight moving by staffing trains with supervisory crews. The other holdout in national contract bargaining was the United Transportation Union, but it agreed to a settlement in mid-September just prior to expiration of a 60-day cooling-off period mandated by Federal law.

Correcting a statement in August Cinders, there is at this time no new chapter of the Pennsylvania Railroad Technical & Historical Society in the Philadelphia area. An "Eastern Region" group has made application for a charter in PRRT&HS.....Well-known Rail Author Frederick Westing died September 13 in his Drexel Hill, PA home, at age 79. Mr. Westing, who worked for the Pennsy, Baldwin Locomotive Works and Franklin Institute, wrote a number of books including Apex of the Atlantics and The Locomotives That Baldwin Built.....President Reagan last month signed into law the "Bus Regulatory Reform Act of 1982," which substantially deregulates the motor bus industry.....Philadelphia Rail Historian Theodore Xaras has put together a new slide-narrative program entitled "The Rails Arrive," which describes the impact of the railroad on Philadelphia's famed Main Line area. First given at Rosemont College last month, the program will be presented at a Philadelphia Chapter meeting sometime next year.

Energy Terminals, Inc., which is building a coal loading facility at Port Richmond terminal, Philadelphia, has acquired ex-Frisco GP7 #580 for switching service. Repainted red and white and renumbered 1001, the unit formerly worked the Farmers Export grain facility at Port Richmond.....MIDDLETOWN & HUMMELSTOWN's newly-acquired GE 65-tonner #2 has been repainted and made its first trip September 21 to serve IIT-Grinnell Corp. at Columbia, PA (see August Cinders).....It now appears that CHESSIE 4-8-4 #614 will not operate next year unless the economy improves.....With SOUTHERN's 2-8-4 #2716 out of action for the rest of this year, it was expected that leased ex-Nickel Plate 2-8-4 #765 would handle this fall's scheduled fantrips. However, 765 broke down last month and may not be able to fulfill its assignments.....Associated Hobby Manufacturers (AHM), the well-known Philadelphia model builder, declared bankruptcy in late August along with its parent company, General Hobbies Corp.....Budd Company on July 22 delivered the first of 72 rapid transit cars to Baltimore's METRO. Construction of the eight-mile system is now 80 percent complete and Metro is planning to start service in mid-1983 (Railway Age).....Here's how the biggies rank, according to a recent AAR report based on 1980 data: Miles of track operated - CSX CORP (45,812), BURLINGTON NORTHERN (42,671), CONRAIL (39,988), NORFOLK SOUTHERN (39,744). Freight revenues: CSX (\$4.212 billion), BN (\$3.595 billion), CR (\$3.154 billion), NS (\$3.102 billion). Fortune Magazine also ranks CSX as the nation's largest transportation company (RRE Journal). .....A Lancaster Chapter study reveals that there have been 28 different and distinct paint schemes applied to GG1 electric locomotives over the years (Lancaster Chapter Dispatcher).



## Don't Forget!



# Philadelphia Chapter's ANNUAL RAILROADIANA AUCTION

## Friday, November 19, 1982



## James F. Dillon

It is with deep sadness that we record the passing of long-time Chapter member James F. Dillon, of Mount Airy, Philadelphia, on Saturday, September 18.

Jim joined Philadelphia Chapter in 1939, and through the years served his fellow members in a number of positions. He was Chapter president from April 1945 to April 1947, and then served again from April 1954 until April 1956. He was elected National Director from Philadelphia Chapter in April 1964, a position he held until April 1974. He was named Director-at-Large of the Society in November 1974, a position he held for a number of years.

A Mass of Christian Burial was conducted Thursday, September 23 at St. Madeleine Sophie's Church, Germantown. A sister, Ellen, survives.

### NRHS DIRECTORS TO MEET HERE IN NOVEMBER; SEPTA TOUR PLANNED

NRHS national officers and chapter directors will be in Philadelphia November 12-14 for the Society's annual fall meeting. Headquarters will be the Philadelphia Centre Hotel, 17th Street and Kennedy Blvd., and ours will be the host chapter.

Following are the scheduled events, all of which are open to Philadelphia Chapter members:

FRIDAY, NOVEMBER 12 - Bus trip to West Jersey Chapter's Railroadiana and Train Show at Cherry Hill Mall, Cherry Hill, NJ. Bus leaves hotel at 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 opens at 6 PM). Price of dinner: \$18 per person.

Members wishing to participate in any of these activities should fill out the coupon at the bottom of this page, together with check payable to "Philadelphia Chapter, NRHS", and send to the Chapter at P. O. Box 7302, Philadelphia, PA 19101-7302. Because the bus and trolley trips are designed primarily for visiting directors, local members will only be accommodated on a first-come, first-served basis up to the capacity of the vehicle.

A directors' meeting is scheduled for 9:30 AM November 14 at the hotel.

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