



CINDERS

December 1984



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Volume 45 Newsletter of the Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Reading Terminal Closes With NRHS "Last Train"

Tuesday, November 6, 1984 was notable for two major events: Ronald Reagan's election to a second term as President and the closure of Philadelphia's Reading Terminal after 91 years as a downtown landmark.



With several delays, the date of November 10 was finally fixed for the opening of the new \$338-million center city rail tunnel, which required that the Terminal be shut down four days earlier to permit final track, wire and signal changes to be made. With this information in hand, Philadelphia Chapter officers and SEPTA officials were able to proceed with plans for a suitable closing ceremony and a special "Last Train from Reading Terminal." Commemorative tickets and programs were printed, news releases prepared and Member Joe Mannix completed the design for a souvenir badge and tee shirt (see inset).

SEPTA distributed thousands of leaflets showing special reduced schedules on its former Reading Lines to be in effect during the transition week of November 5. After 7:40 PM on Tuesday all trains were to originate and terminate at North Broad Street station, 1.8 miles north of the tunnel connection at "Brown" interlocking, until the new line was ready for service the following Saturday. Logan station was painted and refurbished to encourage passengers to change there for the Broad Street subway to and from downtown.

By the evening rush hour of the 6th, all was in readiness for the big event. The ancient terminal was crowded not only with its regular commuters but with a legion of railfans and nostalgia buffs on hand for the official farewell to the historic station, which had been in continuous service since it was opened by the Philadelphia & Reading Railroad on January 29, 1893. SEPTA personnel were there to give out metal buttons bearing the legend "I rode the last rush from Reading Terminal" and adorned with the Joe Mannix artwork, for which NRHS received credit. The Reading Company, owners of the station, mounted a special exhibit of what the Terminal and its headhouse will look like following their planned redevelopment.

Over along the east wall of the concourse, officers of Philadelphia Chapter set up a booth at which tickets for the "Last Train" were to be sold along with 500 badges, 24 dozen tee shirts and 200 postal covers prepared by Member Charles Denlinger. All of the souvenirs were quickly snapped up and some 630 tickets dispensed, including those purchased by advance mail order. The Bainbridge Brass Band, hired by SEPTA, arrived and started playing an appropriate medley of railroad tunes.

At 7:15 PM the ceremony began at which SEPTA General Manager Joseph T. Mack, NRHS National President Nelson W. Bowers and Reading Company President John W. Sullivan were the featured speakers. Their remarks highlighted the nine decades in which Reading Terminal had served its many millions of passengers and the new life that the famed trainshed would enjoy as part of Philadelphia's proposed convention center. (See the reprint of President Bowers' speech elsewhere in this issue.)

Just before the ceremony the last train ever to arrive in the Terminal, #1299 from Warminster, rolled to a stop beneath the great Victorian trainshed. Then, at 7:32, Blueliner-equipped train #1718 for Chestnut Hill East departed from track 4 and at 7:40 train #1566 for West Trenton, also equipped with Blueliners as a special gesture by SEPTA, eased away from the block on train #2--becoming the last scheduled train to leave the old station.

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Fantrips Are Bright Spot in Bleak SEPTA Month

The month of November 1984 may be remembered as the most eventful--and traumatic--in SEPTA's 20-year history.



With a substantial assist from Philadelphia Chapter NRHS, 91-year-old Reading Terminal was ceremoniously closed on Tuesday evening the 6th (see story on page 1). The following Monday, spirits soared with the dedication of the \$338-million center city tunnel linking the former Pennsylvania and Reading commuter rail networks. The euphoria, however, was short-lived, crushed by the discovery four days later of a dangerously weakened bridge on the ex-Reading Ninth Street Line in North Philadelphia. Its closure effectively split the newly-joined system in two. Then, as SEPTA was struggling to gear up "emergency" service on each side of its divided operation, a stunning collision of two Paoli Line commuter trains occurred near Narberth station on November 21--the day before Thanksgiving. A total of 147 persons was injured in the crash.

On a brighter note, Philadelphia Chapter sponsored a gala "Last Train from Reading Terminal" just before that hallowed structure closed its doors, and a very successful Blueliner excursion on the first day of service through the new tunnel. SEPTA management displayed a high level of cooperation in operating both of these special trains.

Here is a day-by-day log of the major events which took place on the Regional High Speed system last month:

Friday, November 2 - Full service to Reading Terminal ends, as SEPTA crews start to cut over tracks and wire to the tunnel line at "Brown" interlocking, just north of Spring Garden station.

Monday, November 5 - "Modified" Saturday schedules are instituted on the Reading side, with only two of four main tracks remaining to Reading Terminal.

Tuesday, November 6 - Reading Terminal is permanently closed following departure of the NRHS "Last Train" at 8 PM. Final cutover of tracks begins as all Reading service is terminated at North Broad Street station. Logan station is introduced as a transfer point for passengers to reach downtown via the Broad Street subway.

Saturday, November 10 - Cutover work at "Brown" is completed just one hour before the first revenue train is scheduled to roll through the new 1.6-mile tunnel--train #1408 on the R6 route to Norristown. The train is 15 minutes late in leaving Powelton yard near 30th Street because of a minor derailment. The shiny new Market East Station at 11th & Market Streets and a partially refurbished Suburban Station are the centerpiece of the tunnel, but a costly computer system intended to provide train departure information at each location is still being debugged, its television monitors dark. New SEPTA employees' timetable #2 showing the tunnel service becomes effective at 2:01 AM.

On this first day of tunnel operation, Philadelphia Chapter has chartered a three-car train of Blueliner MU cars in connection with the annual fall meeting of NRHS directors being held at the Philadelphia Centre Hotel. Three chartered SEPTA buses bring the group to the new Roberts yard just south of Wayne Junction, from which the special departs on time at 10:30 AM for West Trenton, Lansdale and Norristown. Chapter Member Hugh Jenkins is the engineer on the matched red, white and blue set of 1931-vintage MU's, #9129, 9125 and 9124. Chairman V. Allan Vaughn, National President Nelson W. Bowers and Treasurer Richard Billings are on board, along with 117 other passengers including several Chapter members. The day is mainly sunny with pleasant temperatures for mid-November, the mercury reaching 67 degrees.

The tour includes a lunch stop at Lansdale station, where the unfamiliar presence of "Pennsy" Silverliners is noted. All trains, including the Doylestown shuttle, are displaying their new color-coded route signs (blue R5 signs denote Paoli-Lansdale trains). On the southbound run approaching Wayne Junction, passengers spot a Conrail inspection train moving in the same direction along the paralleling low grade freight line. Dark green E8 #4022, the famed "Executive E," is hauling business cars 11, 8, 3 and 10 from Selkirk yard near Albany, NY to the train's home base at Reading, PA. Several toots of MU 9124's air horn bring a response from the 4022's air whistle.

Later, a photo runby with the three brightly-painted electric cars is staged at Wissahickon station, and a fast return from Norristown to center city concludes the excursion. As the train curves onto the tunnel ramp at "Brown," riders on the right-hand side view the severed tracks and wires leading to the now-isolated Reading Terminal. Passing slowly through Market East, the special arrives in Suburban Station immediately below the hotel at 3:43 PM, 22 minutes ahead of schedule. Many passengers detrain but others stay aboard to 30th Street Station, endpoint of the trip. This has been the first excursion train to operate through the newly-opened tunnel.

Sunday, November 11 - SEPTA offers full weekday service on all seven of the paired tunnel routes, a "dry run" for the week to come. Relatively few delays are reported.

Monday, November 12 - This is the day that SEPTA and City officials have long been waiting for--and not without some misgivings. In spite of the partial Veterans Day observance, rush-hour crowding is expected to be worse than usual because many riders are unfamiliar with the new run-through operation.

(Continued on Page 3)

FANTRIPS ARE BRIGHT SPOT IN BLEAK SEPTA MONTH (Continued from Page 2)

The official dedication ceremony begins at 11 AM in that tile and chrome showplace, Market East Station. SEPTA Board Chairman Lewis F. Gould, General Manager Joseph T. Mack, Deputy Secretary Harvey Haack of PennDOT, Administrator Ralph Stanley of the Federal Urban Mass Transportation Administration and Mayor W. Wilson Goode speak in glowing terms of the tunnel's potential for better service and increased economic benefits for the region. Prophetically, however, Chairman Gould warns his 300 listeners that "we must guard against thinking that this is typical of SEPTA's rail lines." The tunnel, he says, "connects two very aged and, until recently, neglected lines," and much more money is needed to bring them up to acceptable standards. (Uncle Sam provided \$255 million toward the tunnel's construction costs and much of the rest came from the State.) After the speeches, the participants cut a train-shaped cake and witness a symbolic coupling of trains as "Pennsy" Silverliner IV #274 and "Reading" Silverliner II #9014 meet on track 4. A large PRR keystone and a Reading diamond are removed from the cars to reveal SEPTA logos beneath.

The morning rush hour on this first "real" day of tunnel service goes surprisingly well, SEPTA officials say, with the major trouble spot being the West Trenton Line. A broken span wire at Meadowbrook station causes delays from Sunday evening until late Monday, a problem compounded by the single-track operation between Bethayres and Neshaminy where an Amtrak crew is putting down welded rail on the #1 (inbound) track. Six morning trains are delayed from 39 to 100 minutes, but overall arrivals at Suburban Station are 79 percent on time. The evening rush is another story, however, as 45 of 80 trains are late and one train is cancelled because of a derailment for only a 56-percent on-time rate. Another source of delay appears to be the new Roberts yard facility, which has 13 storage tracks but only a single track connection to the mainline, causing backups of inbound and outbound trains.

Friday, November 16 - SEPTA officials urge commuters to be patient after a trying week in which delays of up to 30 minutes are common on many lines. "Horrendous, terrible, awful" is the comment of one rider waiting for a no-show train at Suburban Station. Newspapers and television stations give daily coverage to the turmoil on SEPTA's rails. No line is as unlucky as West Trenton, where service is continually disrupted by the single-tracking, equipment and electrical problems. "It's like the gods are angry at us," says an exasperated John Tucker, director of operations for the Regional High Speed system. The West Trenton snarl points up a new problem created by the tunnel: delays on one side of the system are transmitted to the other side because of the run-through nature of the operation. Thus West Trenton's ill fortune is passed on to the Elwyn-West Chester Line with which some of its trains are paired.

Much worse is in store. To begin with, several thousand homeward-bound commuters are delayed for over an hour when SEPTA is forced to shut off electrical power because of a fire on Conrail's freight high line just west of 30th Street Station. Trains finally begin rolling about 6:15 PM. Then comes word that SEPTA has closed one track on a bridge at Ninth Street and Columbia Avenue in North Philadelphia because an inspector found part of the bridge to be unsafe. At 11 PM SEPTA officials shut down the entire four-track bridge, having discovered that its steel supports are dangerously weak. This action cuts the recently-united system in half and forces SEPTA to revive the "emergency" schedules which had been in effect during the transition week of November 5.

Saturday, November 17 - Mayor Goode reacts with shock to the news that the City's spanking new tunnel, which he was extolling just five days before, is once again virtually useless. SEPTA is telling reporters that the badly deteriorated bridge must be completely replaced, which could take several months. Located at Temple University station, the 150-foot section of elevated structure runs directly over the R. W. Brown Community Center, named for a former Reading Company president, which until 1948 was a waiting room for the ornate Columbia Avenue station. In a unique architectural design, the ceiling of this room is constructed directly beneath the bridge, which has prevented direct inspection of the steelwork ever since its construction in 1911. A recent report by a SEPTA inspector had finally led workers to tear out sections of the ceiling, revealing widespread deterioration caused by trapped moisture.

The bridge closure meant that 15,000 daily riders in each direction would be cut off from direct service to center city and--equally important--merchants in the Gallery II shopping mall at Market East Station stood to lose large numbers of customers whom they had been counting on for a banner Christmas season. The loss of the service dramatizes the fragile nature of SEPTA's 254-mile rail network, much of which is the victim of many years of deferred maintenance by previous owners. Referring to the new tunnel, SEPTA's Assistant General Manager Frank Wilson says "it's like putting a new heart in an 80-year-old body."

Monday, November 19 - After a weekend of churning out thousands of emergency schedule sheets, SEPTA is operating its trains in virtually the same manner as immediately before the tunnel opening. All Reading side trains terminate at North Broad Street and commuters are urged to transfer to the Broad Street subway there or at Logan Station. SEPTA even places a fleet of buses at Logan to serve as waiting rooms for outbound passengers. On the Pennsylvania side, all trains terminate at Suburban Station except for those on the Paoli Line, which continue on into Market East Station as they had been doing since September.

Tuesday, November 20 - Declaring that "the failure of the trains to come into the Gallery area is having a direct, severe impact on the economy downtown," Mayor Goode demands that SEPTA construct a temporary rail bridge at Columbia Avenue within ten days. SEPTA officials say that they will have an answer by the next day. Meanwhile, up to 15,000 commuters are delayed when a loss of air pressure causes switch failures in "Broad" interlocking at the entrance to Suburban Station. All service east of 30th Street is suspended from 8:50 to 10:55 AM, when air pumped by diesel locomotives reactivates the switches.

(Continued on Page 4)

FANTRIPS ARE BRIGHT SPOT IN BLEAK SEPTA MONTH (Continued from Page 3)

Wednesday, November 21 - At 8:14 AM two SEPTA trains collide on track #1 just east of Narberth station, injuring 147 passengers. The accident, which occurs on Amtrak's Harrisburg mainline, apparently happens when Train 008 with Silverliners 230 and 233 overshoots the platform at Narberth by several hundred feet, then backs up on a sharp curve without proper flag protection. It is struck in the rear by Train 310 with cars 291, 335 and 334, an express from Paoli which had been routed down #1 track instead of its normal #2 because of a switch failure at the Bryn Mawr crossovers. The engineer of the second train, according to press reports, received a stop and proceed signal just west of the station, and had started moving again at restricted speed when the preceding train backed around the curve. Investigations are underway by the National Transportation Safety Board, Federal Railroad Administration and SEPTA to fix the exact cause of the crash.

Governor Thornburgh announces that he will seek emergency funding from the State Legislature to help rebuild the Columbia Avenue railroad bridge, and to aid SEPTA in determining the condition of 300 other bridges in its commuter rail system.

Thursday, November 22 - Following a meeting with SEPTA officials on this holiday morning, Mayor Goode details a plan to replace the Columbia Avenue bridge within a month, with a timetable calling for two tracks to be opened for service by December 19 and the other two tracks by December 23. SEPTA says it has drawn up emergency plans to demolish the bridge, replacing it with prefabricated concrete retaining walls and fill material rather than with a steel structure. The part of the bridge spanning Columbia Avenue is safe and will not be demolished. Round-the-clock work and favorable weather are being counted upon to restore service before the Christmas shopping season ends. "I think everyone decided we had an emergency on hand," the Mayor said. "Everyone put his best brains together."

Friday, November 23 - Moving in with bulldozers, cranes and a wrecking ball at 7 AM, employees of Geppert Brothers, Inc. begin demolishing the Temple U station and the condemned bridge at Ninth & Columbia. The Brown Community Center housed in the former Reading Station will also be removed.

Tuesday, November 27 - Demolition work is nearly complete and the \$3-million bridge replacement project remains on schedule. With continued good weather, engineers say that trains should be running on the newly-compacted fill by mid-December.

Wednesday, November 28 - SEPTA officials report that at least 24 other rail bridges are in "serious" need of repair, but are not yet unsafe. In Harrisburg, the Legislature approves a \$440,000 appropriation to help replace the Columbia Avenue bridge, supplementing \$2.4 million already allocated by UMTA to the project. To further assist the Gallery, SEPTA distributes new schedules which show all Trenton and Chestnut Hill West trains being extended to Market East Station, effective Monday, December 3.

MEMBERSHIP CHANGES

Numerous membership changes, including a large number of new members, have been reported since our last update in the October issue. Please make a note of the following:

NEW MEMBERS:

BASEL, Brother Hilary, 1019 N. 5th St., Philadelphia, PA 19123-1495	215-627-2386
BERNHARDT, Richard M., 330 Holmecrest Rd., Jenkintown, PA 19046-3820	215-884-1624
BOYER, Robert L., 1695 Neshaminy Valley Drive, Bensalem, PA 19020-1226	215-752-5628
COLE, David, 119 Kennedy Lane, Bryn Mawr, PA 19010-2808	215-525-2318
DENLINGER, Charles R., P. O. Box 534, Secane, PA 19018-0534	215-622-2480
McINTYRE, Thomas P., 214 Fairview Rd., Crum Lynne, PA 19022-1121	215-833-1579
MEYER, Charles B., 515 Plymouth Rd., Apt. H3, Plymouth Meeting, PA 19462-1634	215-825-7209
OTTEY, George K., 1159 Bridge St., Philadelphia, PA 19124-1819	215-744-8469
PINSKER, Harold E., 119 Brownstone Lane, Horsham, PA 19044-	215-672-8138
ROGERS, Peter, 15 Madge Ave., Northcliff 10, Johannesburg, TVL 2195, South Africa	--
<i>(Peter was sponsored by Chris Bradley)</i>	
VOLK, Douglas V., 13 Donna Lane, Wayne, PA 19087-3817	215-687-3042
ZEIGLER, James D., 165 Ward Lane, Williamstown, NJ 08094-1532	--

ADDRESS CHANGES:

Fitzpatrick, Fred B., 636-2 Country La., Morton, PA 19070-1130	
Gouak, Barry, 928 Boardwalk, Ocean City, NJ 08226-3537	
Guthrie, James R., 1500 Pine St., Apt. 302, Philadelphia, PA 19102-4613	
Lewis, Andrew J., 7032 Dorcas St., Philadelphia, PA 19111-4112	
Mears, David J., 2200 Ben Franklin Pkwy, W-1607, Philadelphia, PA 19130-3601	215-557-8326
Schulte, Christopher, 23 Aspen Rd., Kings Park, NY 11754-3301	
Wuestner, Frederick, Jr., 7319 Hasbrook Ave., Philadelphia, PA 19111-3003	
Yocum, George M., 19 Brookside Rd., Erdenheim, PA 19118-2216	

MISCELLANEOUS CORRECTION:

Avy, Richard, RD #12, Box 77B, Carmel, NY 10512-9812

READING TERMINAL CLOSES WITH NRHS 'LAST TRAIN' (Continued from Page 1)

Finally, the moment approached for departure of the very last of an estimated four million trains to originate at Reading Terminal: the NRHS special bound for Lansdale. Advertised to leave at 7:50 and made up of nine Blueliner MU cars built in 1931 for the Reading--#9129, 9125, 9124, 9115, 9101, 9108, 9119, 9131 and 9110--the special was emblazoned with "Last Train from Reading Terminal" posters on front and rear doors as it stood on track 6 in the center of the vast arched trainshed. All of the Terminal's other 12 tracks were completely clear--a rare sight in the long history of this soaring structure.

With last riders clambering aboard the train, a crowd continued to surge around the rear of car #9110--still painted blue and cream with a proud Reading diamond under the cab window--as flashbulbs popped and the area was bathed in the bright glare of television floodlights. Veteran Engineman Hugh Jenkins, a member of Philadelphia Chapter, and Conductor George Ether in his traditional Reading passenger uniform gave interviews to the media while General Superintendent Joseph Heilman--himself a former Reading man--entoned the final boarding announcement over the public address system. Special "Last Train" black-on-white signs were slipped into the illuminated departure board above the entrance gate to track 6 and more camera shutters clicked. The Bainbridge Brass Band stood at trackside ready to break into the traditional "Auld Lang Syne."

At precisely 8 PM, ten minutes behind schedule, Engineman Jenkins opened the controller and Extra 9129 North shuddered into motion. Suddenly a buzzer signal sounded in the cab and Jenkins stopped the train. Two figures, a man and a woman, were seen racing down the platform, quickly bounding into the nearest open vestibule. It later developed that the two were Chapter Vice President Douglas Watts and Secretary Marie Eastwood, who had stayed at the sales table longer than intended. Unwittingly, Watts became the last passenger ever to board a train at Reading Terminal.

Underway again, the long train slowly gained speed in its historic journey out of the trainshed, to which it would not return. Amid a cacophony of air horns, the special clattered northward with about 550 persons on board, most of them in festive spirits. Champagne flowed in some cars and many windows were open, but there was no disorder at any time. A brief stop was made at "Brown" to let off a few SEPTA officials at the work site where, soon after the train cleared, catenary power would be shut down for the last time and tracks removed to make way for the new tunnel connection.

Passenger stops were made outbound at Wayne Junction, Jenkintown and Ambler, the train arriving in Lansdale at 8:58 PM where it was greeted by a sizeable crowd. After a ten-minute layover, the special began its return trip, stopping at Ambler, Jenkintown, Fern Rock, Logan, Wayne Junction and North Broad Street, arriving there a half-hour late at 9:59 PM. As an extra touch, SEPTA furnished copies to all passengers of the final train order closing Reading Terminal.

In a column published the next day in the Philadelphia Daily News, a reporter known as "Phantom Rider" quoted Car Host Wally Tulk and gave credit to Philadelphia Chapter for sponsoring the trip. He concluded that, from his viewpoint, "the most impressive thing about the ride was the conduct of the overall ridership. They were all well-behaved throughout the ride to Lansdale and on the return trip..." The closing of Reading Terminal, in fact, attracted considerable attention from area newspapers as well as television and radio stations, in spite of the conflict with Election Day events. The Philadelphia Inquirer that morning devoted a front-page article, with photograph, to the Reading Terminal story, including prominent mention of NRHS. The Chapter is accumulating a file of newspaper clippings (see accompanying pages) as well as tapes of the TV and radio coverage.

Larry Eastwood served as trip chairman for this highly successful operation. He was assisted by President Frank Tatnall, Senior VP Mike Burshtin, Doug Watts, Marie Eastwood, Waldo Tulk, George Arnoux, Bill White, Lynn Burshtin, Jerry Wilson and Harry Garforth.

BRANDYWINE MUSEUM OPERATES CHRISTMAS TRAIN LAYOUT

Once again the Brandywine River Museum on U.S. 1, Chadds Ford, PA, has set up its huge 0-gauge model train layout during the Christmas season. The trains will be operating every day except Christmas through January 6. Museum hours are 9:30 AM to 4:30 PM, except during Christmas week when hours are extended to 8 PM.

Admission is \$2 for adults, \$1 for children under 12 and senior citizens. For further information, call the museum at 215-388-7606.

GRIF TELLER EXHIBIT ON DISPLAY AT STRASBURG

Many original paintings by Grif Teller, the famed artist responsible for the Pennsylvania Railroad calendar pictures, will be on display through April 14, 1985 at the Railroad Museum of Pennsylvania, Strasburg. The exhibit is sponsored by the Friends of the Railroad Museum and the Pennsylvania Historical & Museum Commission.

Among the paintings on display are: "When the Broadway Meets the Dawn" (1928); "On Time" (1932), reported to be Teller's own favorite; "Ready to Go!" (1937) and "Crossroads of Commerce" (1953). Also included are posters, menus, timetables, still lifes and landscapes, and some of the artist's more recent works.

Regular museum admission prices apply (\$2 adults, \$1.50 senior citizens, \$1 children under 18).

A fond adieu to Reading Terminal

Monday, Nov. 5, 1984 *Philadelphia Daily News*

MONTGOMERY COUNTY RECORD, Wed., Nov. 7, 1984

A Case for Terminal Romantics

"Reading Terminal, it always seems like such a well-behaved station."

— from the novel "Kitty Foyle,"
by Christopher Morley

By FRANK DOUGHERTY
Daily News Staff Writer

Bustled ladies and men in spats rode horse-drawn drays and hansom cabs to get to Reading Terminal when this sturdy example of late Italian Renaissance architecture opened for business on Jan. 29, 1893.

Its very construction augured well for the Terminal. When its foundation was being dug, quicksand was encountered. As excavators dug through it, they struck gold. This created great excitement until geologists pointed out there was quite a bit of gold beneath Philadelphia, but in such minuscule quantities that recovery would be unprofitable.

Soon, though, the disappointment was all but forgotten. When the terminal was finished, one newspaper clipping of the time called it "one of the greatest adornments of Philadelphia ... more resembling a magnificent opera house or library than a railroad station."

It was Philadelphia's paean to the glories of commuter rail transportation, and it has played well before packed platforms for 91 years.

Since that time, an estimated 8 million trains have arrived and departed from Reading Terminal, says railroad historian R.L. Eastwood Jr. But the terminal, which survived five wars, the Great Depression, and bankruptcy of its parent company, couldn't survive the Center City Commuter Tunnel.

Tomorrow, on election night, Reading Terminal will close forever as a passenger station, replaced by the Market Street East Station.

Last Call: For Many, Terminal Was a Station in Life



Conductors discuss the closing of the Reading Terminal.

(AP photo)

Reading Terminal closes after 91 years of service

PHILADELPHIA (AP) — Built in the 1890s when the railroad was king and President Grover Cleveland was in his second term, the landmark Reading Terminal served its last day Tuesday as a railway station.

The final Southeastern Pennsylvania Transportation Authority commuter train was scheduled to leave for West Trenton, N.J., at 7:40 p.m.

Ten minutes later, the National Railway Historical Society planned a ceremonial train ride from the cavernous terminal at 12th and Market streets to Lansdale, marking the end of one era and the start of another.

On Saturday, the new underground Market East Station two blocks away will assume duties borne by the masonry terminal since its opening on Jan. 29, 1893 as the terminus for the mighty Reading Railroad Co.

The Reading Terminal Market, the reason the station was constructed at the Center City site, will continue business as usual on the station's ground floor.

But the eight-story headhouse and the vast Victorian train shed

— the last remaining clearspan shed left in the nation — are to be redeveloped as part of the city's \$400 million convention center development project.

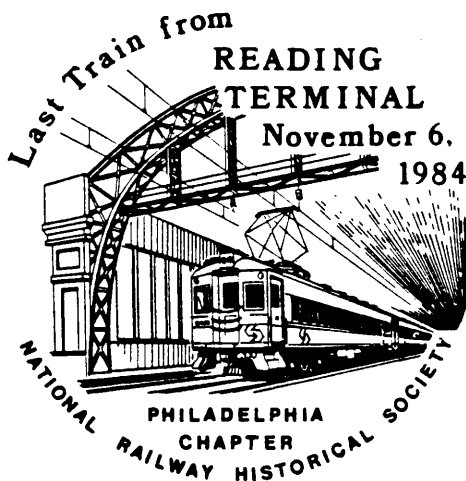
The U.S. Department of the Interior made the terminal a National Landmark in 1976. With its Italian Renaissance architecture, white marble waiting room floor, open balcony and handsome curved stairway dominating the ticket area, the terminal remained virtually unchanged until a 1948 renovation.

The terminal was the center of activity on Market Street for most of this century, serving as a welcoming point for international celebrities in the 1920s, the setting for one of the busiest USO victory canteens during World War II, and a place of business for a bookmaking ring broken up by then-Police Inspector Frank L. Rizzo in the 1950s.





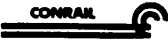
The main dining room was a fashionable eating establishment run by restaurateur George Knoblauch from 1898 to 1924.

Some 8 million trains have arrived and departed from the Reading Terminal in its 91 years.

Lansdale to see last Reading train



Last train from
READING TERMINAL, PHILADELPHIA, PA
 January 29, 1893 — November 6, 1984
Tuesday, November 6, 1984
Special train departs 7:50 PM
 sponsored by
 Philadelphia Chapter
 National Railway Historical Society
 in cooperation with
 Southeastern Pennsylvania Transportation Authority

Wednesday, Nov. 7, 1984 Philadelphia Daily News *

Right on Time, A Final Journey

While President Reagan last night was making political history, Phantom Rider was making a little history of his own in the field of rail transportation.

The Voice of the Riding Public rode on the last train ever to leave Reading Terminal as the 91-year-old landmark was closed forever as a passenger station.

"I'm going to declare six days of prayers and fasting," said SEPTA General Manager Joseph T. Mack as

eager for souvenirs. Some were a little too eager, ripping down signs once used to direct passengers to waiting trains.

The last regularly scheduled train left promptly at 7:40 for West Trenton 10 minutes before the historical train left for Lansdale. When Phantom Rider tried to get comment, New Jersey commuters demonstrated once again that the only reason for their state's existence is to keep the Atlantic Ocean from washing Philadelphia away.

"I don't care if they tear Reading Terminal down. I just don't want to be inconvenienced," was typical of the responses.

The historic train consisted of matched "Blueliner" cars that, in their original green, helped inaugurate the Reading Co.'s electrified passenger service on July 26, 1931.

The cars, built in 1931 by Bethlehem Shipbuilding Corp., have served millions of commuters during the past 53 years—in a service first operated by the Reading Co., then Conrail, and now SEPTA. They were modernized in 1964, purchased by the city of Philadelphia for \$1 apiece.

When Reading Terminal opened in January 1893, it replaced stations at 9th and Green streets built by the Philadelphia, Germantown and Norristown Railroad; and at Broad and Callowhill streets built by the Philadelphia and Reading Railroad.

On Dec. 13, 1937, "The Crusader," the first stainless-steel streamlined train in the East, left Reading Terminal on its maiden run. The cars were manufactured here in Philadelphia by the Edward G. Budd Co.

On May 6, 1952, the last steam-powered passenger train pulled into Reading Terminal, a local from Newtown, Bucks County.

The last historical chapter was written last night. There was lots of champagne on board, and lots of "photo opportunities," as evidenced by the hundreds of exploding flash bulbs and strobe lights from cameras carried on board.

At one point, just as the train pulled away from Ambler Station, it was feared the train would lose its air pressure as a result of the incessant pulling of the air horns by the exuberant ridership.

But from the viewpoint of Phantom Rider, the most impressive thing about the ride was the conduct of the overall ridership. They were all well-behaved throughout the ride to Lansdale, and on the return trip to SEPTA's North Broad Street Station.

"Spitting Prohibited," commuters were warned by stenciled lettering on each car. Well, Miss Manners must have been along for the ride because to the best of Phantom Rider's knowledge, not a single passenger last night was ejected from the train for illegal expectoration.



Phantom Rider

some 600 rail fans began boarding a special ceremonial train for the trip to Lansdale, Montgomery County.

It was the last of an estimated 8 million trains to have departed from Reading Terminal since it opened for service on Jan. 29, 1893.

The final order to move the train out of the station was sounded by Norman Gerhart, a former Reading Railroad conductor who retired in 1970 after 52 years of working on the railroad. The 86-year-old Gerhart was guest of honor at last night's ceremony, sponsored by SEPTA and the Philadelphia Chapter of the National Railway Historical Society.

"Steam trains, diesel trains, electric trains. I remember them all. The King Coal, the Black Diamond, the Crusader, the Wall Street, I watched them all come and go," recalled Gerhart, a Fox Chase resident who, one week ago last night, buried his beloved wife, Helen.

The terminal closed to make way for the Center City commuter tunnel. Beginning Saturday, former Reading Terminal commuters will board their trains at the Market East Station.

As Phantom Rider peered out a window while the train pulled out from under the terminal's great Victorian train shed, the last one standing in all of North America, he heard, in measured tones, the voice of Waldo Tulk: "Take a good look, Phantom Rider, because there won't be another."

Tulk is on the executive committee of the Pennsylvania Railroad Eastern Region Group, one of many railroad clubs making last night's final ride. They were the individuals in charge during the party that broke out on the train as it pulled away from Track 6, serenaded with a medley of railroad tunes from the Bainbridge Brass Band.

Tickets were \$5 for adults, \$3 for children. Commemorative buttons and T-shirts were scooped up by fans

End of line for terminal

Southeastern Pennsylvania Transportation Authority
Regional High Speed Line

FORM 19 FORM 19

TRAIN ORDER NO. 31

November 6, 1984

<u>C+E Extra 9129</u>	<u>Reading Terminal</u>
<u>North</u>	

After Passage of Extra 9129
North at CP-16th Street Jct.
Tuesday, November 6, 1984
Tracks 1, 2, 3, and 4 are permanently
retired from service between Reading
Terminal and CP-Brown

After departure of Extra 9129
North, designated as last train from
Reading Terminal at 7:50 PM November
6, 1984, all schedules between Reading
Terminal and North Broad Street Station
are annulled

JPL

Made Complete Time 1145 A^M Operator Harriet

11088 P-412

Reading Terminal set for last 'all aboard'

A final "all aboard" will echo through Philadelphia's historic Reading Terminal tonight as a ceremonial train prepares to leave the 91-year-old landmark just before it is permanently closed as a passenger station.

The Philadelphia chapter of the National Railway Historical Society will sponsor the special train, the last of an

trains will make special stops at Logan.

Evening commuters returning home on outbound trains on the Doylestown-Lansdale line may leave Logan train station hourly at 32 minutes past the hour. Outbound trains on the aster line

Farewell to A Grand Lady from NRHS

REPRINTED BELOW IN THEIR ENTIRETY ARE THE REMARKS OF NELSON W. BOWERS, PRESIDENT OF THE NATIONAL RAILWAY HISTORICAL SOCIETY, AT THE CLOSING CEREMONY HELD IN READING TERMINAL ON TUESDAY EVENING, NOVEMBER 6, 1984:

"'Reading Terminal — it always seems like such a well behaved station', says the quote by Kitty Foyle in Christopher Morley's book.

"It is a great honor for the National Railway Historical Society to participate in this historic event. Last evening, as I went up onto the platform at 30th Street Station to get the train home to Downingtown, I met a fellow railfan from down near Hagerstown, Maryland. After the usual 'hello' and 'how are you?', I inquired 'What brings you to the big city?' His reply was, 'I came to pay my respects to a grand old lady — she dies tomorrow, you know.' He, of course, was referring to Reading Terminal. I think his statement pretty well sums up why we are all gathered here tonight — to pay our respects to this 'Grand Old Lady'.

"Since being opened on January 27, 1893 when the first special train departed out of the Terminal, Reading Terminal has been host to over eight million trains.

"Statistically, the terminal consists of: (1) an eight-story headhouse, or office building, with 266 foot, six-inch frontage on Market Street and a depth of 100 feet. Built in Italian renaissance style, the basement and first three stories are of granite and the upper stories of pink brick and white terra cotta. Height to the top of the balustrade is 153 feet; (2) a steel-frame trainshed 266 feet, six inches in width and 559 feet long, including a concourse 50 feet wide at the rear of the headhouse. At the time of construction, the trainshed was the largest such structure in the United States, with a clear span at track level of 253 feet, eight inches and height from the top of rail to the skylight ridge of 95 feet, six inches. Clearance at the center of the span is 80 feet. There are 13 tracks in the shed, which are served by a four-track railroad built on an elevated structure to the north. Train movements are governed by 'Race Street' Tower just north of the shed. Today, this is the last clear-span trainshed remaining in the United States.

"Two days after the special train, Reading Terminal opened for public service on January 29, 1893. On July 26, 1931 a new era for the Terminal began when electrified passenger service was inaugurated, eventually linking the Terminal with stations on five lines in the Philadelphia suburbs. With a little imagination, and for some — a little recollection, the near empty trainshed of tonight can be filled with unforgettables. Who can ever forget:

- The afternoon rush hour with its lineup of the all-time favorite Camelbacks waiting at the post
- The stainless-steel shrouded Pacifics 117 and 118 as they headed the five-car, 255-ton stainless steel Crusader out through the slip switches, bound for Jersey City
- The green MU's
- The Alco RS3's
- The RDC's with the soft purr of their six-cylinder, 110 engines, and, of course
- the immortal green, yellow and black FP7's, whether coupled back-to-back, as diesels ought to be, or in a push-pull consist.

"Yes, even the push-pull train, painted in the SEPTA 'circus train' colors of red, white and blue, cannot be erased from our minds. But — as God intended — the old must step aside and make way for the new.

"In a few minutes, the block operator at 'Race Street' will line the route and display the signals that will silence forever the familiar exhaust of the air brake as the engineer on the inbound train removes his handle from the brake stand. Gone, too, will be the familiar 'tweet-tweet' of the communicating whistle as the conductor starts the weary commuters on their homeward journey. No longer will there be any chance of that fabled 'awful mess on Market Street' if the train occupied by the apprehensive 'little old lady' doesn't stop at Reading Terminal — because Reading Terminal will be 'trainless'.

"Fortunately, Reading Terminal will not suffer the same fate — the wreckers' ball — as did Broad Street Station when it was closed by the Pennsylvania Railroad in 1952. Thanks to the National Historic Landmark program and the present Reading Company, owners of the Terminal, the headhouse will live on in the form of a modern office building and the trainshed, the only one of its kind remaining in North America, is planned for inclusion in Philadelphia's proposed \$400-million convention center.

"A suggestion — how about a Philadelphia version of the famous 'Chattanooga Choo Choo?' Thank you."





The Wednesday before Thanksgiving found the usual heavy Amtrak travel in our own area. The unusual feature was a lack of leased Jersey Arrows for the first time in years. Twelve MARC (Maryland) cars were used, with their places taken on Baltimore trains by through Amtrak advance sections of the *Montrealer* and *Palmetto* making local stops on the schedules of MARC trains between Washington and Baltimore.

Also, nine sets of six cars each were more intensively used on Metroliner service, providing hourly service all day Wednesday between 6 AM and 9 PM, with good loadings on the "extra" trains. Extensive use of Amfleet II and Heritage coaches was also made on Wednesday — for example, cars off the *Crescent* and *Broadway Limited*, which otherwise would be idle all night at Sunnyside, made a trip in the Corridor to carry additional people. I did most of my reviews at Newark, since Amtrak Police at Penn Station in New York are still concerned about sniping incidents of a year or so ago. You do miss a few trains, but you can note NJT service. Our next issue will carry a complete review of Sunday, November 25, traditionally the heaviest day of the year.

The new mail train between Washington and Boston has the following consists:

Train 12 - one car Washington-New York (to #142 for Springfield)
 three cars Washington-New York
 one car Washington-Boston (off Train #82 from Miami)
 two cars Washington-Boston
 one leg-rest Amcoach
 one car Philadelphia-Boston

Train 13 - one car Boston-New York
 two cars New York-Washington
 one car Boston-Washington (to Miami via Train #81)
 two cars Boston-Washington
 one leg-rest Amcoach
 one car Boston-Philadelphia

The only other Corridor baggage cars, excepting those on through trains, are limited to a car in each direction on the *Night Owl*.

In the Empire Service Corridor, Turbo equipment predominates, with the Amfleet equipment limited to the following trains: the *Adirondack*, *Maple Leaf* and trains 56-57 and 69-70. Extra Turbo sections were operated on holiday periods like Thanksgiving, with Amfleet cars borrowed from Chicago and New York taking their place on regular trains. A set of MTA steam-heated cars was scheduled to make two round trips Sunday, November 25 behind MTA FL9's (Amtrak's FL9's, of course, have been rebuilt with HEP).

Amtrak has offered 28 cars for sale — mostly junk and cars previously offered but not sold: one baggage cars (1259*), one baggage dorm (1451*), one Slumbercoach (2086*), five sleepers (2981*, 2155, 2200, 2655, 2670), three lounges (3335, 3346, 3360), five coaches (4475, 4482, 4552, 5284, 6013), three diner-lounges (8300-8302), three dome coaches (9452, 9454, 9545), five buffer cars (10602, 10604-05, 10610 and one other), and one rider car (14505). Heritage Fleet cars (wrecked) are noted (*).

Elsewhere in passenger equipment notes, Amtrak has plans to assign rebuilt "Great Dome" lounges to the Auto Train once Beech Grove has completed the work. They will replace a 3100-series lounge.

North of the border, VIA Rail Canada used electric generating unit 15301 on the train of Superliners leased by VIA for service on the *Panorama*. The cars were returned before Thanksgiving as scheduled, and will be sent north again after Christmas.

VIA's October 28 schedule changes feature these major adjustments:

1. All Newfoundland service has been discontinued except the Bishops Falls-Corner Brook mixed train.
2. A new tri-weekly Moncton-Edmundston train has been added, connecting at Moncton for other points.
3. Montreal-Quebec round-trip trains 22 and 25 are using LRC's, and thus operate 25 minutes faster.

(Continued on Page 10)

ON THE SCENE (Continued from Page 9)

4. Montreal-Ottawa train 33 is discontinued except Sundays and picks up four local stops from Train 35. Last train #39 leaves Montreal 25 minutes earlier. Eastbound Train 32 runs Sunday only and Train 130 (Sundays only) has been dropped. Last train #38 runs 75 minutes later and has been speeded up by dropping a number of local stops.
5. Another attempt to drop the overnight Toronto-Ottawa connection off the *Cavalier* is under way, with January 6 the hoped-for last day. If VIA is successful, they will add a direct morning Toronto-Ottawa LRC train to be called the *Capital*.
6. All Rapido services between Montreal and Toronto will soon have LRC equipment and thus offer faster service. Even conventional "local" trains will run 15 minutes faster.
7. Toronto-Windsor trains are a little faster; LRC's have been added to Trains 70 and 79, and train 72 has been renamed *Point Pelee* (it was the *Ambassador*).
8. The last train from Toronto to London via Stratford now runs almost an hour later.
9. The Capreol-Winnipeg train has been retimed on Fridays eastbound and Sundays westbound between Winnipeg and Sioux Lookout to approximate the "Campers Special" service for points east of Winnipeg in the lake country.

NJ Transit's October schedule changes were limited on the Northeast Corridor Line, except that westbound Saturday trains now leave at 10 minutes after each hour (not 40 minutes) to connect with re-scheduled Raritan Valley Line trains. These trains were retimed so they won't pass on Conrail-controlled ex-Lehigh Valley trackage. Conrail had been blamed by NJT for delaying passenger trains with freight movements and trackwork.

A midday High Bridge round trip has been cut back to Raritan and High Bridge trains are thus now limited to rush hours only.

The North Jersey Coast Line has received extensive adjustments, with midday service provided by Matawan-Bay Head shuttles and rush-hour trains speeded up by elimination of little-used stops. Only two rush-hour trains are still assigned steam-heated cars, usually powered by pairs of GP40P's.

In equipment items, reports indicate that refurbished lounge car 5450 will be renumbered as NJT #2 (car #1 was the rebuilt open-platform observation 1178, of course). Also, 178 of the old MU cars are to be sold very soon, leaving only seven or eight cars to be preserved in NJT's historical collection. The program to rebuild GP40P's with head-end power has not gotten under way yet. It's needed, as present schedules require 16 of 17 F40's every weekday.

Across the Hudson River, a six-car train on Train #946 closed out diesel service on Metro-North's Brewster line on November 2. Equipment freed up has been assigned to two New Haven line trains with FL9's to alleviate overcrowding while plans for an order of new M-4 MU cars are finalized. Delivery, however, will be two years away and thus these trains may survive into late 1986.

While the Philadelphia scene will be extensively covered in other parts of this issue, it is interesting to note that local stops between Temple U and Jenkintown have been allocated among each branch. Therefore, West Trenton trains stop at Temple U and Elkins Park, Warminster (R2) trains at Tabor and Fern Rock, Lansdale (R5) trains at Melrose Park, and Fox Chase (R8) trains at Nicetown, Tioga (alternate trains) and Logan.

Prior to the emergency closing of the tunnel because of the Columbia Avenue bridge, one surprise was the retention of 9100-series "Blueliners" on one West Trenton and one Media rush-hour trip; these 53-year-old veterans continue to soldier on.

In transit items, MBTA is expected to open two new stations on the Red Line, extending westward to Porter Square and Davis Square from Harvard. In April, the final segment to Alewife Brook will be completed. Passengers on "Fitchburg Line" trains will be able to transfer at Davis Square, avoiding the temporary Cambridge shelter and bus connection.

In Portland, OR, the LRV route construction is moving along, with the eastern section of the line in Rockwood and Gresham open for testing of the new cars. The Banfield Expressway recently has been relocated to accommodate the rail line, but no trackwork has been started. Downtown, street utility reconstruction has begun, but again, no trackwork yet.

 NRHS DIRECTORS MEET IN PHILADELPHIA

Philadelphia Chapter hosted the annual fall meeting of NRHS directors on Sunday, November 11 at the Philadelphia Centre Hotel. The treasurer's report showed \$71,000 on hand in the national account as of the end of Fiscal Year 1984 on October 31. The Cincinnati Chapter reported a profit of \$19,000 on the 1984 Convention.

Other events of the November 10-11 weekend included an inspection trip on SEPTA's ex-Reading Lines and a banquet on Saturday, and a tour of the Penn's Landing Trolley Line on Sunday.

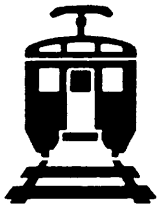
PHILADELPHIA



FRANK G. TATNALL, JR.

Closure last month of the dangerously deteriorated bridge at Ninth & Columbia Avenue (see page 2) has drawn public attention to all 435 bridges in SEPTA's commuter rail system. The average age of these spans is 75 years, according to SEPTA officials, who have identified 24 as being in immediate need of major structural repairs or replacement. Included in the list are three high steel viaducts on the Elwyn-West Chester Line--Cobbs Creek, Darby Creek and Ridley Creek--as well as the spindly trestle over Cresheim Creek Valley on the Chestnut Hill West Line.

The only bridge which needs outright replacement, however, is the 3,300-foot long steel structure between Oxford and Poplar Streets in Philadelphia, on the ex-Reading Ninth Street Line south of Columbia Avenue. It too is in a strategic location, as it will carry all seven of the routes running through the new center city tunnel. Although the estimated cost of restoring the 24 worst bridges is \$50 million and more than double that amount is needed to put all 435 in sound condition, SEPTA can spare only \$3.9 million for such repairs in its budget for the current fiscal year.



SEPTA issued a brand-new employees' timetable coincident with the opening of the commuter rail tunnel on November 10. It generally follows the same format as the CONRAIL timetable it replaces, but one major change is redesignation of the Suburban, Center City, Ninth Street and Lansdale Lines as SEPTA's Mainline between "Zoo" Tower and Lansdale via the tunnel.....SEPTA is proceeding with its new "Silverliner V" design which may lead to an order for at least 50 new commuter rail cars.....SEPTA is also studying a plan to acquire several British-designed BRE-Leyland railbuses for use on such non-rail-served routes as Pottstown and Newtown.....AMTRAK's TLS machines have been working steadily on the West Trenton Line (known to SEPTA as the New York Line), laying new ties and welded rail between Bethayres and Neshaminy Falls. The job is due to be completed early this month, ending the widespread train delays caused by single-track operation. The TLS will be back next spring to work in the Lansdale area.

During the seven days that the tunnel was in operation last month, SEPTA's fleet of 53-year-old Blue-liners saw frequent service to Market East and Suburban Station. This included several round trips to Elwyn on the West Chester Line. About 18 of 33 remaining Blue-liners are considered to be in operating condition..... SEPTA leased 24 Silverliner IV's and six St. Louis-built cars to AMTRAK over the Thanksgiving weekend for operation to and from Harrisburg. In turn, Amtrak transferred its fleet of rebuilt 800-series Metroliner MU's to express service on the New York-Washington Corridor.....AMTRAK has formally turned down SEPTA's request to temporarily operate the new Airport High Speed Line (see September Cinders), according to a Philadelphia Inquirer report.

Chapter Members Larry DeYoung and Dick Reuss were aboard the ill-fated SEPTA trains which collided at Narberth station on November 21 (see page 2).....SEPTA has rescinded its order against the mixing of Silver-liner IV's with Budd and St. Louis-built cars (see November Cinders). As a result, mixed consists are now common on all lines.....SEPTA is installing new sealed beam markers on its Silverliners, which may allow discontinuance of the current practice of illuminating the rear headlights.....SEPTA is considering a total ban on smoking on all commuter trains, a practice already followed on subway-elevated trains and other vehicles.

The City has placed ads in national trade magazines advertising its 12 Budd RDC cars for sale. Three are under lease to BRITISH COLUMBIA RAILWAY and the others are stored in Philadelphia.....Hearings on SEPTA's proposal to abandon the Norristown and Ivy Ridge commuter rail lines were to be held December 4-6..... SEPTA instituted special evening bus service December 3 between the Gallery shopping complex in center city and the Logan and North Broad Street rail stations. The service is designed to boost store patronage while rail service to downtown is disrupted by the bridge replacement at Columbia Avenue.....Consultants to the City Planning Commission have recommended against a plan to begin commuter rail service on CONRAIL's New York Short Line between Cheltenham and Woodhaven Road in Northeast Philadelphia.

An early-morning fire in the unused Melrose Park station November 28 gutted the building, which had been closed since another fire in April 1979.....Chapter Members Ron DeGraw, Harry Garforth and Barbara Hanson, all SEPTA employees, are among those named on a brass plaque installed at the 12th Street entrance to Market East Station. They were cited for their work in helping to plan operations through the new center city tunnel.....A group of residents in Chalfont, Bucks County, is trying to restore a part of the old Forest Park amusement pavilion along SEPTA's Doylestown Line. The park, which once drew thousands of people by train each summer, was closed in 1958 following a race riot that year.....A study by American Demographics Magazine shows that Philadelphia is in the bottom ten among U.S. urban areas in terms of automobiles per 1,000 people. Last year there were 458 autos for every 1,000 residents, versus 729 in Casper, WY which is the national "champion." Chicago has 459 and New York only 376.

PHILADELPHIA EXPRESS (Continued from Page 11)



NJ TRANSIT suffered a major loss November 28 when a two-block-long warehouse adjacent to its passenger terminal in Hoboken was destroyed by fire. About \$5 million worth of maintenance equipment was stored in the building.....Eight passengers were injured just after midnight on November 16 when an NJ TRANSIT train enroute from Trenton to New York struck a freight car drawbar lying on the track near Princeton Junction. The lead truck on the first Jersey Arrow car derailed when it ran over the drawbar, which apparently had fallen from a passing CONRAIL freight train.

According to Jersey Central Chapter's News, NJT has sold eight ex-Pennsy MP54 MU cars to Naporano Iron & Metal Company for scrap. Two others will be held for historical preservation, out of the group of ten cars stored for several years in Wilmington, DE. Four of the Naporano cars, however, have apparently been re-sold, as green #418, 428, 430 and 435 were spotted last month on an OCTORARO RAILWAY siding in West Grove, PA.



The SEPTA board on November 28 took the first step in a plan to reduce the agency's operating deficit for Fiscal Year 1985: it voted to abandon 11 lightly-used bus routes early next year. Included are the nine Shoppers' Specials, the center city Penn's Loop and Route F between West Philadelphia and Manayunk. The deficit, originally projected as \$20 million for the year, has been revised downward to \$11 million due to higher than expected revenues.

SEPTA found itself embroiled in another controversy late last month when Roger Tauss, head of Transport Workers Union Local 234, complained to the board about a phony memo written by SEPTA Chief Mechanical Officer Jonathan Klein, and "deliberately" leaked to workers at the 69th Street shop "to panic (them) into an illegal wildcat strike." The memo, apparently written to trap employees suspected of pilfering confidential documents, spoke of a "lethal chemical compound" in scientific terms. The compound turned out to be plain water. SEPTA General Manager Joseph T. Mack was quoted as saying that the tactic was "stupid" and was not condoned by top management.

SEPTA will not issue a trolley calendar for 1985 but promises a brand new edition in 1986. It will be available next July.....The first PCC car to be overhauled at the new Woodland Heavy Repair Shop was #2722, released on November 1. It was assigned to Route 15.....SEPTA has advertised for sale "surplus PCC-type streetcars," presumably out-of-service cars to be scrapped.....City Councilman Ed Schwartz was robbed November 26 near Germantown Avenue and Logan Street, soon after getting off a Route 23 bus. He said he had been riding SEPTA to see what an average patron experiences.

The City has issued an informative brochure describing its Allegheny Avenue Light Rail Project, which would upgrade Route 60 trolley service in North Philadelphia. Copies may be secured by calling Christopher Zearfoss at the Department of Public Property (214-686-4581).....On November 15 contractors began setting the first prestressed concrete beams for the new Island Avenue bridge over the Airport High Speed Line. Work has not yet begun on replacing the Route 36 tracks south of Lindbergh Avenue, where the trolleys formerly operated in a center strip right-of-way.



AMTRAK last month issued its annual report for Fiscal Year 1983, which ended September 30 a year ago. This time the publication contains only text and black-and-white photos--no color. On the cover is a photo of F40PH locomotive #341, beneath a heading "Amtrak is America's Railroad".....AMTRAK reports that the Florida Auto Train took in more than \$1 million above its operating costs in the first 11 months of service since start-up on October 30, 1983. During the period Auto Train carried 55,272 passengers and 29,028 automobiles between Lorton, VA and Sanford, FL (AAR Rail News Update).

AMTRAK operated two special trains from Washington, DC to the annual Army-Navy football game in Philadelphia on December 1. The public train had F40PH diesels #276 and 274 hauling 15 Amfleet cars, and the later "VIP" train had #279 and 275 with 14 Amfleet cars, including rebuilt open-platform inspection car #10001 Beech Grove on the rear.....AMTRAK has ordered ten more F40PH diesels from Electro-Motive, to be converted from SDP40F trade-ins (Harrisburg Chapter Rail Review).....AMTRAK plans to trade two of its soon-to-be-retired RS3's to a Florida museum group in exchange for a lightweight baggage car needed for mail service.

AMTRAK late last month said it would again begin evicting homeless people who have been using Philadelphia's 30th Street Station as an all-night shelter. Earlier attempts to bar the "street people" had led to protests from a local charitable group and to a promise from City agencies to find other shelter for the indigents.....The final phase of the Harrisburg station rebuilding project is out for bid. Originally pegged at \$5 million, the cost of restoring the dilapidated station has now ballooned to \$14 million to be financed by the Harrisburg Redevelopment Authority (Harrisburg Rail Review).

The last two public highway crossings on AMTRAK's Northeast Corridor between Washington and New Haven were closed October 19. They were located in Prince Georges County, Maryland and train speeds were increased from 80 to 110 mph in the vicinity (Rail Travel News).....A familiar landmark along the Corridor in South-west Philadelphia is being torn down. One large building in the General Electric switchgear plant along Elmwood Avenue was razed last month, but its heavy concrete construction made this a slow job.....AMTRAK has begun a "teletrak" telephone marketing program to assist its travel agents. Thomas F. Sabo, former district sales manager here, directs the Philadelphia-based teletrak staff of 12 (Amtrak News).

PHILADELPHIA EXPRESS (Continued from Page 12)



The dispute between CONRAIL management and the U. S. Department of Transportation over the proposed sale of the railroad heated up last month. Chairman L. Stanley Crane wrote to 19,000 shippers asking them to support Conrail's proposal for a broadly-based public sale of the company's stock now held by the Federal government, rather than the negotiated sale to one of three private bidders now being pursued by Transportation Secretary Elizabeth Dole. Meanwhile, Philadelphia Mayor Goode endorsed the bids of Alleghany Corp. and an investor group headed by Hotelier J. Willard Marriott. He said he preferred them to a third bid by NORFOLK SOUTHERN CORP. because Alleghany and Marriott gave stronger assurances of keeping Conrail's executive and operating headquarters here.

CONRAIL said last month that it has ordered 50 new diesel locomotives for delivery in 1985. Twenty-five of them will be 3,750-hp C36-7 units from General Electric at Erie, PA, and the others will be 3,600-hp SD50's from General Motors. Total value of the 50 locomotives was placed at \$65 million.....CONRAIL is also acquiring 650 new 45-foot-long, 102-inch wide piggyback trailers valued at more than \$9 million. These new extra-wide trailers supplement CR's present fleet of 4,800 40 and 45-foot units, all of them 96 inches wide.

CONRAIL is wrapping up a \$4.5-million track rebuilding project on the Delmarva peninsula, which includes installation of 21.8 miles of welded rail and 4,200 new crossties on three branch lines. This project completes the placing of welded rail on all principal CR lines in the State of Delaware.....CONRAIL has signed an agreement with Rochester Telephone Corp. of New York which allows that company to install up to 3,250 miles of fiber optic cable along CR lines in the Northeast and Midwest.....CONRAIL and BURLINGTON NORTHERN have agreed on a plan for quoting deregulated rates on westbound boxcar traffic.....CONRAIL has abandoned one-half mile of its Pottsville branch leading to the former passenger station in Pottsville (Hawk Mountain Chapter Hostler).

THE PHILADELPHIA BELT LINE RAILROAD is reportedly up for sale, and has dropped any plans to begin its own operations.....OCTORARO RAILWAY wants to sell its two ex-CHESSIE Alco S2 switchers, now that the ex-TP&W RS2's are in service. OCTR is still storing several ex-AMTRAK sleepers at Chadds Ford, Pocopson and Kennett Square. They were originally headed for Texas to be rebuilt.....DELAWARE OTSEGO may soon begin operating the 31-mile STATEN ISLAND RAILROAD in New York and New Jersey, which it has agreed to purchase from CHESSIE.

SHORTLINE NEWS: BLACK RIVER & WESTERN was the subject of a favorable article in the October Railway Age, which stressed the shortline's aggressive program to attract bulk commodity business in partnership with CONRAIL.....BR&W's two ex-SANTA FE CF7 diesels #2419 and 2421 have been renumbered #41 and 42 respectively. The 41 has been repainted in BR&W green but the other has not. The railroad plans to retain only two of its Alcos--T6 #56 and RS1 #57. (Jersey Central Chapter News).....Hawk Mountain Chapter NRHS has purchased RS3 #1554 from BR&W. The unit moved December 1 from Ringoes, NJ to the PANTHER VALLEY interchange at Palmerton, PA enroute to a storage site at Jim Thorpe, PA (Hostler).....POCONO NORTHEAST RAILROAD has taken over a portion of the former Lehigh Valley's Hazleton branch from CONRAIL (Hostler).

WINCHESTER & WESTERN has sold its SW1 #8411 to a private firm in North Carolina. All-Alco W&W is also rebuilding two ex-MILWAUKEE ROAD FP7's for service on the MARYLAND MIDLAND (Winchester Chapter High Iron).....Ex-CONRAIL U30B #2888, now stored on the MORRISTOWN & ERIE in New Jersey, will go to a new shortline near Scranton, PA to be called the Lackawanna Valley (Hostler).....A Federal court has approved an interim plan for York (PA)-based Emons Industries to emerge from bankruptcy. Emons owns the MARYLAND & PENNSYLVANIA RAILROAD.



CHESSIE SYSTEM will operate 4-8-4 #614 in a series of freight service tests between Huntington and Hinton, WV beginning next month, according to information from American Coal Enterprises, Inc. ACI will use the tests to gather data for its project to build a modern steam locomotive.....CSX CORP. can proceed with its plan to acquire American Commercial Barge Line Company, following a Federal appeals court decision in October.....CHESSIE has increased the clearances in its 88-year-old Howard Street tunnel in Baltimore, in order to move 19-foot-high automobile rack cars to General Motors plants in Baltimore and Wilmington, DE. Cost of the project was \$4.3 million.....CHESSIE has conducted a systemwide check of all its passenger train routes, using its computerized TGC-2 track geometry car.

PATCO will spend \$384,000 to expand its Lindenwold parking lot from 2,890 to 3,290 spaces.....PATCO issued a new timetable in September showing ten inbound morning expresses and three outbound expresses in the afternoon (West Jersey Chapter Crew Caller).....An entirely new plan for a combined convention center and rail terminal at the end of the expressway in Atlantic City was recently announced (Crew Caller).....Ex-UNION PACIFIC 4-8-8-4 Big Boy #4012 arrived November 17 at Steamtown, Scranton, PA, after a cautious trip behind GUILFORD diesels from its former home at Bellows Falls, VT. The giant locomotive was posed for photos on famed Tunkhannock viaduct, Nicholson, PA.

CHESSIE and SEABOARD resumed operation of their hotshot piggyback train, the "Orange Blossom Special" on November 9. The train carries citrus products from Orlando, FL to Wilmington, DE.....Parent CSX CORP. reported earnings of \$386.6 million during the first nine months of 1984, versus \$167.6 million in the year-ago period.....The wooden doodlebug built for the long-abandoned Lancaster, Oxford & Southern Railroad came home to the STRASBURG RAIL ROAD on November 1. It arrived from Lowell, MA on a Pennsy flatcar (Lancaster Chapter Dispatcher).....Budd Company is considering a plan to spin off its Red Lion railcar assembly plant as a separate subsidiary of Budd's parent company, Thyssen A.G. of Germany.....A ship struck the Ben Franklin bridge on November 28, knocking PATCO's eastbound rails about one inch out of line and forcing speed reductions.

PHILADELPHIA CHAPTER, NRHS, Inc.
Post Office Box 7302, Philadelphia, PA 19101-7302

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Vice President & Treasurer.....Douglas W. Watts
Secretary.....Marie K. Eastwood
National Director.....James S. Myers
Membership Chairman.....Samuel L. James
Editor.....R. L. Eastwood, Jr.

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 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. Membership applications should be forwarded to: Douglas W. Watts, 504 S. Lansdowne Ave., Apt. B-11, Yeadon, PA 19050-2416.

Address changes should be sent to the Editor at: P. O. Box 41, Huntingdon Valley, PA 19006-0041.

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EXCHANGE COPIES SHOULD BE SENT TO: Wm. P. MacIver, Jr., Exchange Editor, 150 N. Bethlehem Pike, Apartment D-11, Ambler, PA 19002-4343.

CHAPTER BOOSTS MEMBERSHIP BUT DROPS TO FIFTH PLACE

Philadelphia Chapter since April has increased its membership from 292 to 308 but dropped from third to fifth in size among the 140 active chapters in NRHS. Official figures compiled last month by Chairman V. Allan Vaughn show Philadelphia behind fourth-ranking Bluewater Michigan by just two members.

These figures reflect only full memberships in which national dues are paid through the local chapter, and do not include family members. Total NRHS membership has risen this year from 10,024 in April to 11,578 regular member and associate members, with an additional 1,787 family members on the rolls.

The top ten chapters and their membership figures as of November 2, 1984 are:

- 1 - Washington, DC.....402
- 2 - Pacific Northwest (Portland, OR).....360
- 3 - Intermountain (Denver, CO).....318
- 4 - Bluewater Michigan (Royal Oak, MI).....310
- 5 - PHILADELPHIA.....308
- 6 - Mohawk & Hudson (Albany, NY).....263
- 7 - Atlanta and Baltimore (tie).....243
- 9 - Old Dominion (Richmond, VA).....233
- 10 - Lancaster.....211

SANTA CLAUS TO CLIMB ABOARD PENN'S LANDING TROLLEY

The Penn's Landing trolley will be back in business for the Christmas season when St. Nicholas visits Delaware Avenue on Saturday and Sunday, December 15 and 16. Cars will leave the Dock Street boarding area on Philadelphia's waterfront every hour from 11 AM to 4 PM.

Santa Claus, of course, will be on board to visit with the children and give them candy canes, while the trolley in its festive decorations clangs along the avenue between the Benjamin Franklin bridge and Fitzwater Street.

All tickets will be \$1 per person and advance reservations are advised. For information and reservations, write: Penn's Landing Trolley, P. O. Box 7285, Philadelphia, PA 19101-7285 (telephone 215-627-0807).

AMTRAK, CHESSIE OFFER 1985 CALENDARS FOR SALE

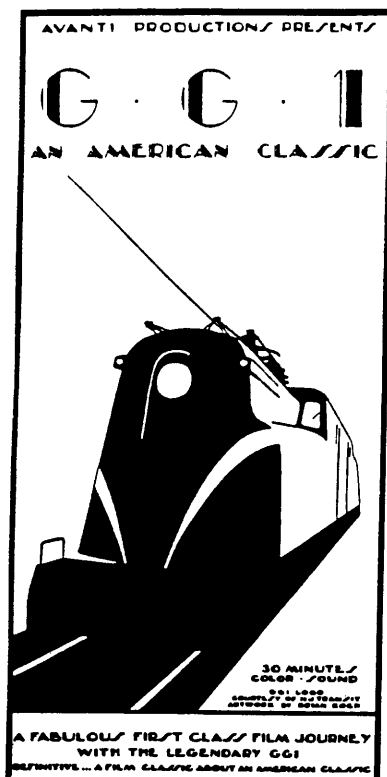
Amtrak once again is offering a full-color painting by Artist Gil Reid as the attraction on its year-at-a-glance wall calendar. For 1985 the calendar features a scenic location in the Colorado Rockies with the California Zephyr curving through a rocky tunnel near Pinecliffe. The 33x23 inch calendar may be ordered for \$3.50 each (two for \$6, three for \$8) by addressing: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143, making checks payable to "Amtrak Calendar." Shipment is postpaid.

For cat lovers, Chessie System has issued another in its series of cat-theme calendars, with a feline train conductor as its "cover girl." The 1985 calendar is available at \$5.95 each (postpaid) from: Chessie Calendar, P. O. Box 6419, Cleveland, OH 44101.



Season's Greetings





Our Meeting:

"GG1: An American Classic" is the title of a newly-filmed tribute to the great Pennsy electric locomotives. Starring tuscan red #4977, which was retired last year by NJ Transit, this 30-minute color-sound movie will be presented in person by filmmakers Mike and Marianne Autorino of Avanti Productions at our December 14 meeting. Featured in the production is an original song "Old Big Red" composed by a GG1 engineer for the last run of #4877. The film is narrated by Philadelphia radio personality and railfan Tom Moran. Preceding the main feature will be a 1950's-vintage PRR film entitled "Wheels of Steel" which includes many scenes of GG1's in action along what is now known as the Northeast Corridor.

We encourage you to come out and enjoy this exciting program of electric railroading as we round out our 1984 program year. Come early and get a good seat--better yet, come at 6 PM and join our guests for dinner at the Engineers' Club.

It all takes place Friday evening, December 14, 1984, with our meeting at 7:30 PM. Our usual sit-down dinner (\$9.00 per person) will be served, BY ADVANCE RESERVATION, PLEASE, in the Dining Room of the Engineers' Club, 1317 Spruce St., downtown Philadelphia, beginning at 6 PM. DINNER RESERVATIONS MUST BE MADE TO President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, DECEMBER 12, 1984.

Notch out the throttle for "GG1: An American Classic" - December 14!

INDIA TOUR, AUCTION BRING FUNDS TO CHAPTER

Philadelphia Chapter's international rail tour to India September 21-October 13 resulted in a commission of \$700 for the Chapter, Tour Director Larry Steingarten has announced. The itinerary, including train rides on three different gauges, was highlighted by a full-week trip on the Palace on Wheels, one of the world's most luxurious trains. A total of 16 members and non-members made the tour.

Larry will attend the December 14 monthly meeting to present a check to President Frank Tatnall. The officers wish to thank Larry for his successful efforts in arranging a series of high-quality overseas rail tours to such far-ranging locations as China, Europe and now India.

The next Chapter tour is planned for the spring of 1985 to the steam bastion of South Africa. Details will be shown in the January issue of Cinders and may also be obtained by writing to: Challenger Tours, P. O. Box 8965, Trenton, NJ 08650.

The Chapter's annual auction held at the November 16 meeting in the Engineers' Club netted a total of \$204.00 for the Chapter treasury, as more than 60 lots changed hands. The officers thank everyone who bought or sold railroading at this ever-popular affair.

CHAPTER SALES TABLE OFFERS LAST MINUTE GIFT IDEAS

Chapter members looking for a last-minute gift for a rail friend can visit the Chapter's sales table, which will be open for business at the December 14 meeting.

Two new items which make nice gifts are:

1985 POTOMAC CHAPTER CALENDAR - in full color, as always, only \$5 each.

"DIESELS FROM EDDYSTONE: THE STORY OF BALDWIN DIESEL LOCOMOTIVES", Kalmbach Publishing Company's new 152-page, 90,000-word, 316-photo soft-cover book by Gary W. and Stephen F. Dolzall. A limited number of these books are available at \$18.95 per copy.

Two other attractive gift items are the new NRHS baseball cap at \$5.50 or the standard NRHS necktie, at \$9 each. Do your Holiday gift shopping with Philadelphia Chapter on Friday, December 14.

Christmas Greetings

AND BEST WISHES FOR THE NEW YEAR

This year it is my pleasure to assume a special duty as your new president: To wish you the happiest of holidays.

The last few months have seemed unusually busy for railfans and rail observers in our area, with the closure of Reading Terminal, the opening of the new center city tunnel and its unfortunate shutdown a few days later, the tension surrounding the proposed sale of Con-rail, and the myriad of rail excursions operated by Philadelphia Chapter and other enthusiast groups.

Now it's time to enjoy the blessings of the Christmas and Hanukkah seasons, not the least of which is the opportunity to take stock of what has happened and how far we have come during the past year. At the same time we should think about how we can better ourselves and the world around us in the next 12 months. Certainly the improved performance of most of the companies in our favorite industry should inspire us to increase our own efforts in preserving the heritage of that industry, which is our true role as rail historians.

The associations that we experience in NRHS and elsewhere help us focus on the need to work together rather than separately. Let this happy time remind us all of the joys of fellowship in our daily lives, and how much more can be accomplished through united effort, regardless of the goal.

The officers of Philadelphia Chapter join in extending to you our very best wishes for health and happiness in the New Year.


F. G. TATNALL
President

PHILADELPHIA CHAPTER
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