



CINDERS



March 1984

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Volume 45 Newsletter of the Number 3

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

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

CHAPTER OFFICERS:

President/Editor.....R. L. Eastwood, Jr.
 First Vice President.....P. G. Tatnall, Jr.
 Second Vice President.....Michael L. Burshtin
 Secretary.....Marie K. Eastwood
 Treasurer.....Earle P. Finkbiner
 National Director.....James S. Myers
 Membership Chairman.....Samuel L. James

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

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

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

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

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

Our Meeting:

Our Friday, March 9, 1984 meeting will feature the Premiere Showing of the slide show, "Who Says Steam Is Dead?", which celebrates the 10th anniversary of Railfan & Railroad Magazine. This brand new slide show, for which the accompanying sound tape hopefully will be completed by our meeting, has been prepared by R&R Editor Jim Boyd, and highlights the steam locomotives covered in Railfan & Railroad during its first ten years of publication.

It all takes place at the Engineers' Club, 1317 Spruce St., downtown Philadelphia, beginning at 7:30 PM. The usual sit-down dinner will be served in the Club Dining Room (\$8.50 per person), at 6 PM. RESERVATIONS, WHICH ARE MANDATORY, MUST BE MADE to Vice President Tatnall at 215-828-0706 ON OR BEFORE WED., MARCH 7.

Please note the change in our meeting week — come out, bring a friend, and enjoy Jim Boyd's newest slide presentation...don't forget the famed CNJ publicity film, The Big Little Railroad, the feature of our Friday, April 13, 1984 meeting, too.

Chapter to Co-Sponsor NH&I Trip

A special steam-powered train will operate over the entire 17.5-mile length of the New Hope & Ivyland Railroad on Sunday, April 29, jointly sponsored by the Philadelphia and Delaware Valley Chapters.



Departing from historic New Hope station at 10:30 AM behind newly-rebuilt 2-8-0 #40 (Baldwin 1925), the train will journey over NH&I's meandering line through rural Bucks County, passing through Buckingham Valley, Wycombe, Rushland and Ivyland before arriving at SEPTA's modern Warminster station about 1 PM. At least two photo runbys will be staged at scenic locations enroute.

After lunch at Warminster, the train will return to New Hope with an NH&I diesel locomotive, most likely ex-Conrail U30B #2880 built by General Electric in 1967. Arrival in New Hope is expected about 5 PM.

The train will consist of several former Reading coaches now operated by the New Hope Steam Railway on its seasonal excursions.

Tickets for this enjoyable spring rail trip are priced at \$15 for adults and \$12 for children under 12. Children not occupying a seat will be carried free. Orders may be sent to :

Delaware Valley Chapter, NRHS
P. O. Box 1179
Morrisville, PA 19067-0313

Orders should be accompanied by a stamped, self-addressed envelope, with remittances made payable to "Delaware Valley Chapter, NRHS". Tickets are expected to be available for sale at the March 9 Chapter meeting. Further information is available by telephoning 215-947-5769 evenings.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

Former Lehigh Valley-Reading-SEPTA RDC-1 #9163 was set to move from Wayne Junction to Strasburg, PA on Saturday, March 3--under its own power! SEPTA planned to run the car to the AMTRAK connection near North Philadelphia station, where an Amtrak crew would take over for the 58-mile trip to Leaman Place via the Harrisburg mainline. This is possibly the first time that an RDC has operated over the ex-Pennsy line through Paoli.

Built in 1951 at the Budd Company's Red Lion (Philadelphia) plant as LV #40, the car was sold to the Reading Company in 1962, becoming #9163. SEPTA acquired the RDC in 1976 but recently traded it to the Pennsylvania Department of Transportation, along with #9166, for inoperable State-owned cars #9170 and 9171, rather than face the expense of rebuilding the latter cars. SEPTA discontinued all diesel passenger operations last year, and no longer has need for this equipment.



PennDOT, with encouragement from the Philadelphia and Lancaster Chapters of NRHS, has now donated #9163 to the State Railroad Museum at Strasburg as a fitting example of this uniquely Pennsylvania product--and the first RDC to be preserved in a U.S. museum. The two chapters shared the cost of moving the car to Strasburg.

It's not expected, however, that #9163 will remain a static display. The STRASBURG RAIL ROAD has expressed interest in operating the car under lease on special occasions--it planned to give its board of directors a ride on the day #9163 arrived at Strasburg. Mainline excursions are also possible after cab signal equipment is restored to the car. Philadelphia Chapter salutes PennDOT and the Historical & Museum Commission for their timely action in saving this notable example of modern carbuilding.

Here's an update on the 21-car fleet of Budd-built RDC's which once operated on Reading Company, CONRAIL and SEPTA lines in this area:

CAR #	YEAR BUILT	ORIGINAL OWNER AND NUMBER	PRESENT OWNER AND LOCATION
9151	1962	City of Philadelphia	Same, stored Wayne Junction
9152	"	" " "	Same " " "
9153	"	" " "	Same, stored South Philadelphia
9154	"	" " "	Same " " "
9155	"	" " "	Same, leased to BCR, N. Vancouver, BC
9156	"	" " "	Same " " " " " "
9157	"	" " "	Same, stored South Philadelphia
9158	"	" " "	Same " " "
9159	"	" " "	Same " " "
9160	"	" " "	Same, leased to BCR, N. Vancouver, BC
9161	"	" " "	Same, stored South Philadelphia
9162	"	" " "	Same " " "
9163	1951	LV 40	PH&MC, Strasburg, PA (a)
9164	1955	B&M 6109	SEPTA, Wilmington, DE (b)
9165	1955	B&M 6205 (c) (d)	MBTA, Boston, MA (e)
9166	1958	B&M 6305 (c) (f)	PDOT, stored Wayne Junction
9167	1953	NH 40	PDOT " " "
9168	1951	NYC M-499 (f)	PDOT " " "
9169	1950	C&NW 9933 (f)	PDOT " " "
9170	1953	NH 129 (f) (g)	SEPTA, stored Wayne Junction
9171	1953	NH 126 (f) (g)	SEPTA " " "

ABBREVIATIONS:

B&M - Boston & Maine RR
 BCR - British Columbia Ry.
 C&NW - Chicago & North Western Ry.
 LV - Lehigh Valley RR
 MBTA - Mass. Bay Trans. Authority
 NH - New Haven RR
 NYC - New York Central System
 PH&MC - PA Historical & Museum Comm.
 PDOT - PA Dept. of Trans.
 SEPTA - Southeastern PA Trans. Auth.

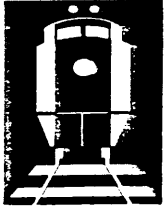
NOTES: (All cars built as RDC-1 except as noted)

- (a) - Donated to State Museum by PDOT
- (b) - Damaged in collision January 1982
- (c) - Buffet-coach (RDC-1B)
- (d) - Built as RDC-2
- (e) - Fire damaged, sold by SEPTA to MBTA
- (f) - Built as RDC-3
- (g) - Traded by PDOT to SEPTA for 9163, 9166

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PHILADELPHIA EXPRESS (Continued from Page 2)

PennDOT is planning to move its four remaining RDC's, #9166, 9167, 9168 and 9169, to Shoemakersville, PA for storage on the shortline BLUE MOUNTAIN & READING. Reports are heard that Blue Mountain may operate one of the cars on excursions this summer over its 14-mile ex-Pennsy branch out of Reading.....Ex-CANADIAN PACIFIC Royal Hudson #2839 will be relocated from its home on the WILMINGTON & WESTERN, Marshallton, DE, to Leesport, PA on the BLUE MOUNTAIN, possibly as early as this month. Still the property of Atlantic Central Steam and Royal Hudson Locomotive Company, the red and gold-trimmed steamer may be restored for operation. The move will be made dead-in-train via CHESSIE and CONRAIL.



Unusually mild weather arrived in Philadelphia last month--in the 60's on some days-- providing welcome relief from the bitter cold temperatures of late January. SEPTA's commuter rail operations also benefited from the warmer weather, with few serious problems reported. During the evening rush hour of February 7, however, a power failure at 30th Street Station delayed many trains for an hour or more....."Broad" tower at Suburban Station was taken over by SEPTA personnel on February 5. It was the last tower on SEPTA-owned lines still operated by another carrier, in this case AMTRAK.....SEPTA is advertising its "family fares" on the commuter rail lines. Good on all but peak-period trains, the special tickets allow up to five persons making a round trip together to save more than 50 percent compared with regular one-way tickets.

SEPTA will reissue all of its timetables on the Suburban Station lines effective April 29. Adjustments will be made in many schedules but little additional service will be provided. Off-peak trains on the Chestnut Hill East and West lines will finally be staggered, instead of leaving their terminals at virtually the same times. A new brochure for the Fox Chase line has been prepared, and it includes bus schedules between Fox Chase and Newtown.....A former official of the Brotherhood of Railway & Airline Clerks pleaded guilty last month to stealing more than \$121,000 in union funds and failing to pay Federal taxes on part of that amount. Al Archual, 57, who headed a group of locals with 38,000 members in the East and Midwest, said that he had gotten the money by forcing contractors to submit inflated bills to the union, then demanding kickbacks. Archual gained prominence in Philadelphia last year when he acted as spokesman for 13 unions during their 108-day strike against SEPTA.



In his first "Message to Riders" last month, SEPTA's newly-installed general manager, Joseph T. Mack, assured the public that he will maintain the momentum created by his predecessor, David L. Gunn. "I intend to keep service reliability as SEPTA's number one priority," Mack said. "Our good maintenance and quality control programs will continue, as will our rebuilding of Market-Frankford Line cars and streetcars. We will keep on schedule with our vehicle replacement efforts to reduce the average age of our fleets and increase reliability. The all-important capital improvement programs will move forward to make the commuter rail lines operate properly and to replace antiquated equipment and facilities throughout the transit system. And we will use all our ability to provide the smoothest train operation possible when the Center City Commuter Connection tunnel opens."

The City task force studying the fate of seven SEPTA trolley lines in North Philadelphia (see February Cinders) will delay submitting its final report until Mayor Goode's administration finds time to discuss the issue, Committee Chairman John Bailey said last month. The future of the North Philadelphia lines, which carry 100,000 riders a day, has been in doubt since the SEPTA staff recommended last year that Routes 6, 50 and 60 be permanently converted to bus operation.....SEPTA and Roy Rogers Restaurants are running a "Lucky Pass to Barbados" contest for purchasers of TransPasses or TrailPasses. See posters for details.....The Inquirer reports that Mayor Goode has abandoned his campaign promise to appoint a cabinet-level transportation director, and instead will rely on Managing Director Leo A. Brooks and department heads to deal with transportation issues. During the administration of former Mayor William J. Green, David Williamson served as the City's transportation director.....Franklin Wood has been appointed to one of Bucks County's two positions on the SEPTA board, replacing Elaine Zettick who was fired (see February Cinders).


In a well-publicized complaint several months ago, the Transport Workers Union charged that insulation panels on SEPTA's older trolleys were releasing asbestos fibers into the ventilation systems and posing a threat to the health of passengers and employees. However, tests conducted last month for SEPTA by an outside consultant, using six old cars selected at random, showed no trace of airborne asbestos fibers.....In another joust with the union last month, SEPTA was hauled back into court on the issue of whether or not a second crewman is needed on Broad Street subway express trains (see February Cinders). A revised agreement was then signed assuring that SEPTA would postpone the change until an arbitrator rules on the union's contention that such a plan is unsafe. SEPTA, however, is permitted to continue training crewmen in the art of one-man operation.


In the history corner, we note that SEPTA's new bus routes to Roxborough (see February Cinders) carry some very old route numbers. Route 9 (Andorra-downtown) used to be a trolley route running from 31st & York to 4th & Ritner, discontinued January 29, 1956. Route 27 (Barren Hill-downtown) was a streetcar line to Kensington, replaced by the brand-new Frankford E1 on November 4, 1922. And Route 32 (Andorra-downtown local service) was formerly the Market-17th & 18th Street car line which quit on December 28, 1957, the last day of trolley service on Market Street. This information comes from Harold Cox's book Philadelphia Car Routes.

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PHILADELPHIA EXPRESS (Continued from Page 3)

The Kiplinger Washington Letter, an authoritative business publication, says that there will be no phaseout of mass transit operating subsidies in the next fiscal year, as proposed by the Reagan Administration. They are simply "too popular".....KYW Newsradio last month began a new series of reports on area transit, entitled "SEPTA: The Crisis Continues." Just ten years ago, KYW did another in-depth report on the serious problems facing SEPTA at that time.....One of former SEPTA General Manager David Gunn's first acts as head of the NEW YORK CITY TRANSIT AUTHORITY was to pull the City's 851 Grumman Flexible buses off the streets permanently because of their well-documented safety hazards. While the Grummans represent more than 20 percent of the TA's bus fleet, New York's indomitable transit riders still managed to get where they were going, helped along by a reserve fleet of 274 old buses pressed into service during rush hours.

 Last month AMTRAK was preparing to place its new "54th Street" interlocking plant in service, eliminating many crossover moves required at "Brill" tower which will be closed. The "54th Street" plant, which is controlled by "Arsenal," is located in southwest Philadelphia at the point where the new Airport High Speed Line diverges from the Northeast Corridor..... Meanwhile, it appears that the startup of AMTRAK's sophisticated new Centralized Electrification & Traffic Control System (CETC), designed to control the 110 miles of Corridor mainline south of Wilmington, has been delayed. The space-age electronic system will be operated from a 60-foot-wide video display panel installed at 30th Street Station.....Last month the New Jersey Pinelands Commission approved New Jersey DOT's plans for upgrading the old PRSL mainline to Atlantic City, which will carry AMTRAK expresses and NJ TRANSIT commuter trains. The commission's action allows NJDOT to begin improvements on 28.7 miles of track between Winslow Junction and Atlantic City, including the rebuilding of grade crossings, installation of fencing at certain locations and construction of a two-mile controlled siding.

 CONRAIL had its best financial year ever in 1983, earning net income of \$313 million on revenues of \$3.08 billion for the year and \$117.5 million on revenues of \$808 million in the fourth quarter. The quarterly and annual net income figures are the highest in Conrail's eight-year history. In 1982, Conrail earned \$174.2 million on revenues of \$3.6 billion, which included passenger services formerly operated by the company. Chairman L. Stanley Crane attributed the 1983 results in part to "a resurgent economy and increasing freight traffic as well as continuing wage concessions made by all Conrail employees." Volume improvement in the latter part of the year resulted in a 1.5-percent increase in carloadings for the year over 1982.

The press reported last month that Alleghany Corp., a New York-based holding company, is considering the possible purchase of CONRAIL. The first non-railroad company to express interest in buying the Northeast giant, Alleghany recently sold its Investors Diversified Services subsidiary to American Express for \$827 million. Prior to the Penn Central merger in 1968, Alleghany was a major shareholder in the New York Central and at one time held controlling interests in the CHESAPEAKE & OHIO and MISSOURI PACIFIC Railroads. The CHICAGO & NORTH WESTERN RAILWAY was also reported as expressing an interest in Conrail, but its relatively small size appeared to make it a long-shot bidder. In January, both NORFOLK SOUTHERN and rival CSX CORP. had announced that they would begin studies of a possible Conrail takeover, and last year SANTA FE had undertaken a similar study which was later put on hold while it progressed its merger with SOUTHERN PACIFIC. Thus far, the only firm bid for CONRAIL has come from a group of the carrier's unionized employees.

Thrall Manufacturing of Chicago Heights, IL has concluded an agreement with American President Lines to build 63 Budd-built "Lo-Pac 2000" container flatcars for use in transcontinental service between Los Angeles and North Jersey. The low-profile, lightweight cars consist of five well-type platforms capable of carrying two full-size steamship containers stacked on top of one another. The order will give APL three 20-car trains with a capacity of 200 loaded containers each. Delivery is to be completed in April (Traffic World)..... CONRAIL has signed a contract with Distribution Services, Inc. of Des Plaines, IL to develop a computerized freight rate system to help manage the expanding scope of rail pricing activity brought on by deregulation (Traffic World).....CONRAIL's Flexi-Flo bulk commodity transfer business increased by 20 percent in 1983 over 1982, reaching 1,021,000 tons of dry and liquid commodities. This was the first time that Flexi-Flo has topped one million tons in a single year.....CONRAIL has announced that it will not increase its export rate of \$13.40 per ton for West Virginia and Pennsylvania bituminous coal moving over Pier 124 in Philadelphia, in spite of government permission for a general rate increase of 4.1 percent this year. The special rate, in effect since August 5, 1983, is \$1 to \$2 per ton lower than other railroads' rates to East Coast ports, Conrail said.

CONRAIL has retired at least 150 diesels since the first of the year, following acquisition of 100 new high-horsepower units in the last quarter of 1983. Fifteen of the retirees were GP40's returned to the lessor who in turn sent them to the BOSTON & MAINE last month via its sister GTI road the DELAWARE & HUDSON. Narragansett Newsletter reports that they are leased to B&M for five years and will be renumbered as follows: CR 3227, 3229, 3231, 3233, 3234, 3235, 3237, 3239, 3241, 3245, 3247, 3248, 3253, 3254, 3257 to B&M 320-334. This source also says that B&M is leasing a number of Conrail U23B's in the 2700 series.....In other interesting dispositions, CONRAIL's first (ex-Penn Central) SD35 #6000 has gone to scrap and SD7 #6999 has been picked up by the MADISON RAILROAD in Indiana, operator of the fearsome 5.9-percent Madison grade. Originally Pennsy 8589, #6999 was one of two SD7's built for service on that grade and equipped with extra ballast and special rail cleaning devices.

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PHILADELPHIA EXPRESS (Continued from Page 4)

CONRAIL was featured on the National Geographic TV special "Love Those Trains" aired February 8 on Channel 12. There were several scenes of the "Salad Bowl Express" (actually Conrail Train PXSE) rolling along the Water Level Route with carloads of fresh vegetables for Hunts Point Market in New York City, and its late-night arrival.....The derailment of empty hopper train WPCA-30 February 12 at Richland, NJ brought Chapter VP Mike Burshtin and other members of the local fire company to the scene. They quickly extinguished a blaze in GP38 #7668 (ex-PRSL 2008) caused by a ruptured fuel tank, but all five units and ten derailed cars stayed upright.....The 43-car Ringling Bros. "Blue Unit" circus train will pass through Philadelphia April 2 enroute from Baltimore to New York. It may come in via the CHESSIE and depart on CONRAIL.

One Reading Center, the 32-story, art-deco-style office building next to Reading Terminal, is nearing completion and will open on schedule June 15, according to its developers. The \$76-million building is owned jointly by the Reading Company and Toombs Development Company.

Federal Railroad Administrator John H. Riley will be the principal speaker at the first annual International High Speed Rail Convention, to be held May 16-18 at the Franklin Plaza Hotel in Philadelphia. The convention is being hosted by the Pennsylvania High Speed Intercity Rail Passenger Commission and information may be obtained from Mrs. Dorothy Ketner of that organization at House Box 240, Main Capitol Building, Harrisburg, PA 17120.....The commission last December released a consultant's report which said that construction of a proposed high speed railroad between Philadelphia and Pittsburgh could create as many as 45,000 construction jobs and 9,800 permanent jobs, as well as pumping \$2.9 billion into the State's economy. Costing at least \$2.4 billion, the projected line would carry passengers across the State in 2-1/4 hours at speeds up to 185 mph, using advanced technology.



PATCO will receive about \$3 million of a \$52.2-million Federal mass transit grant awarded to New Jersey last year. PATCO will use the money to: replace automatic train control equipment on the 75 Budd-built cars with the state-of-the-art type used on the newer Vickers cars, install reverse signalling between Camden's Broadway station and 11th Street in Philadelphia, and change track fasteners on the Westmont-Collingswood trestle.....Several PATCO cars have been equipped with two-tone Grover or WABCO air horns, which are louder than the original single-tone horns and can be heard by track workers at greater distances.....Last summer PATCO completed a general overhaul of car #120 at Lindenwold shop. It was the first of the 1968 Budd cars to be completely rebuilt (West Jersey Chapter Crew Caller).

Channel 12 in Philadelphia will present a seven-part series entitled "Great Little Railways," featuring narrow-gauge railways in North America, Europe and elsewhere. We don't have the starting date yet.....C. Bruce Sterzing, former president of the D&H and onetime general manager of the Rock Island, is back in the railroad business. He has been hired by former employer NORFOLK & WESTERN as a manager of transportation studies.....The American Association of Private Railroad Car Owners is planning to hold its 1984 convention in Washington, DC on October 12-15 (Gulf Coast Chapter Gulf Coast Railroading).

Buckingham Valley Trolley Association has suffered a number of thefts from its historic streetcar collection on Pier 5, Philadelphia. Among the items taken are leaded glass panels from ex-Philadelphia & Western car #46. Members should be on the lookout for suspicious trolley hardware at railroadians sales and flea markets.....OCTORARO RAILWAY has renumbered ex-Toledo, Peoria & Western RS2's #202 and 205 to #2 and 5, respectively (Kermit Geary).....Don Ball, Jr., the director of Steamtown, U.S.A., said last month that no date has been set for movement of a "show train" of Steamtown locomotives from Bellows Falls, VT to the museum's new home in Scranton, PA. He declined to speculate on when the move might occur, though he did say that Steamtown hopes to begin running steam excursions by late June between Scranton and Moscow, PA, 13 miles south. Pacific #2317 and six cars arrived in Scranton January 31 (see February Cinders).

Charles R. McKenna, former CONRAIL official and president of the D&H, was named last month as president of Guilford Transportation Industries, which now owns D&H, B&M and MAINE CENTRAL. Alan G. Dustin, former B&M president, has resigned.....Class I railroads showed a 3.5-percent increase in ton miles last year over 1982 levels, according to figures from the Association of American Railroads. Carloadings rose 1.6 percent to 18.8 million.....William Polk, manager of intercity rail service for PennDOT, retired on December 31. He was largely responsible for starting AMTRAK's Pennsylvanian between Philly and Pittsburgh.

Orders for new freight cars in the U.S. declined to 6,064 in 1983 from 7,671 the previous year, according to AAR statistics released in January. Also, 318 new and rebuilt locomotives were placed in service in 1983, compared with 520 in 1982. Taking retirements into account, the fleet of owned and leased diesel locomotives on January 1 was 25,787, versus 27,136 on January 1, 1982, the AAR said.....To show how freight cars have grown, Progressive Railroading reports that in 1929 U.S. railroads had 2,610,662 freight cars with an average capacity of 46.3 tons and total capacity of 120.8 million tons, while in 1982 there were 1,587,537 cars with an average capacity of 81.7 tons and total capacity of 129.7 million tons. PR says that CSX is the largest owner with 223,217 cars, NORFOLK SOUTHERN has 169,266, UNION PACIFIC 117,139 and CONRAIL 103,824.

President Reagan has sent to Congress a transportation budget of \$29.5 billion for fiscal year 1985 beginning October 1, of which \$28.6 billion is for the DOT. Only 2.6 percent of the department's budget is slated for the Federal Railroad Administration (\$757 million) including \$680 million for AMTRAK. The Urban Mass Transportation Administration would get \$4.06 billion and the Federal Highway Administration \$14.8 billion. Secretary Elizabeth Dole said that overall the proposal requests \$1.2 billion more than the FY '84 budget, but with less dependence on general tax revenues. A total of 72 percent of the FY '85 budget will come from user fees, she said (Traffic World).



Amtrak's Auto Train will continue to operate on a tri-weekly basis after March, instead of moving to a daily operation. Cars which would have been assigned to the second trainset will be spread among other trains instead. In fact, however, Beech Grove has not been concentrating on additional Heritage cars since January 1, anyway. Only four cars have been released—dome coaches 9409 (January 6) and 9410 (February 3), sleeper 2232 (February 14) and buffet car 8704 (February 17). This is not to say the shops have been idle, since they have been doing overhauls on many types of cars and assembling the Washington subway cars.

Amtrak issued a new Northeast Corridor employees' timetable (Number 1) on February 5. The old station at Capital Beltway has been torn down and with it the gauntlet interlocking called LANHAM. Replacing it is a new location, CARROLL at the New Carrollton station. Because freight trains might foul high-level platforms, these stations have always had an extra rail to move them a foot or so away from the platforms.

Elsewhere in the Corridor, PELHAM BAY interlocking on the Hell Gate route has been rearranged to include new crossovers west of the drawbridge. In a number of locations, dwarf home signals are being replaced by high home signals, in some instances on new signal masts, as at Trenton westbound on Track 1. Also, the new track layout between BRILL and ARSENAL is now in place, allowing Amtrak trains from 30th Street to run straight through to the two center tracks on toward Wilmington, thus saving them a little time.

On February 1, Amtrak replaced rail service between Tampa and St. Petersburg with dedicated bus service, saving 30 minutes to Clearwater and an hour to St. Pete. Extra service is now available to Clearwater Beach and Treasure Island and a third bus now operates to Bradenton and Sarasota. The buses offer through checked baggage service and use the existing Amtrak stations, which remain open and staffed.

In Canada, Transport 2000 has issued a report on bi-level equipment which would be needed to re-equip Canada's two long-distance trains, the *Canadian* and the *Ocean*. From a careful review of the data presented, the consists of the two trains would appear to have to be made up thus:

The *Ocean* (Montreal-Halifax)

baggage-coach	Montreal-Halifax
cafe-coach	Montreal-Moncton (to Halifax in peak season)
coach	Montreal-Halifax (peak only)
Dayniter	Montreal-Halifax
coach	Montreal-Moncton (peak only)
coach-Dayniter	Montreal-Moncton (peak only)
lounge	Montreal-Halifax
dining car	Montreal-Halifax
sleeping car	Montreal-Halifax
sleeping car	Montreal-Moncton (peak to Halifax)

The *Canadian* (Montreal-Vancouver)

baggage-coach	Montreal-Vancouver
cafe-coach	Montreal-Vancouver (peak period)
coach-Dayniter	Montreal-Vancouver (off-peak)
Dayniter	Montreal-Vancouver (peak period)
coach	Toronto-Winnipeg (peak period)
dining car	Montreal-Vancouver
lounge	Montreal-Vancouver
sleeping car	Montreal-Vancouver
sleeping car	Montreal-Vancouver (peak period)
sleeping car	Toronto-Vancouver
sleeping car	Toronto-Vancouver (peak period)
sleeping car	Calgary-Vancouver (peak period)

The study noted that 112 cars would be needed, but I believe that a total of 117 is more correct—broken down as follows: 12 baggage-coach, 12 cafe-coach, 11 coach, 2 coach-Dayniter, 12 Dayniter, 12 lounge cars, 12 diners and 44 sleepers.

British Columbia Railway has renumbered its three leased City of Philadelphia Budd RDC's BC-20 to BC-22, and has been using them as trailing units, still in their original livery.

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ON THE SCENE (Continued from Page 6)

NJ Transit currently has six of its E8's in service on the New York & Long Branch. It seems the GE U34CH's at Hoboken have had some electrical problems (reportedly induced by the new Bombardier coaches) and GP40P's from the NY&LB have been moved over to help out. The E units, all Paducah rebuilds, are: 4251, 4253, 4267, 4272, 4285 and 4305. Four other Paducah units are still in storage (4258, 4324, 4325 and 4327). Three Elizabethport rebuilds remain in service, with 4323 at Dover, NJ to provide "hotel" power for Comet coaches in overnight storage. The 4248 and 4326, of course, are still leased to Metro-North Commuter Rail.

Metro-North has commissioned all 22 leased SEMTA coaches, with 21 of the cars in service on any day. Several additional coaches have been refurbished for continued service to Poughkeepsie and Danbury. Sixteen coaches have been placed in storage since the SEMTA cars arrived — seven Amtrak, six ex-New Haven Shoreliners, one MBTA car and two prewar D&H cars.

Also on Metro-North, Morrison-Knudsen has received another four 1100-series MU's; this makes 38 out of either 40 or 42 (reports vary) which are being refurbished out in Idaho. As of mid-February, the status of Metro-North's Budd RDC fleet is as follows:

11 - Harmon shop	47 - in service
*14 - At New Haven, CT (stored)	53 - in service
*15 - In service	54 - repairs - Brewster
*18 - At New Haven, CT (stored)	56 - in Harmon shop
19 - Port Jervis shuttle	60 - in Harmon shop
28 - Set aside	61 - Port Jervis shuttle
43 - Set aside	63 - in service
(*) - Amtrak units	65 - in Harmon shop

Former Long Island C420's 222 to 225 are assigned to Metro-North work train service. The seven General Electric B23-7's may be seen either in this service or running with FL9's in passenger service.

Looking back into history, the nine "Club" series parlor-buffet-lounges, to my mind, symbolized the "clockers" between Philadelphia and New York on the Pennsy. Seven of these cars were completed in December, 1929 and two (Mask & Wig Club and Poor Richard Club) came in June, 1930, toward the end of standard-weight parlor car construction. Six of the first group (Friars Club, Lambs Club, Lawyers Club, Kiwanis Club, Professional Club and Rotary Club) lasted, along with the two later cars, through 1964-1968. The first two to go, Kiwanis and Mask & Wig, retained their ice-activated air-conditioning throughout; the other six had received new electro-mechanical air-conditioning in 1956. Friars Club was the last car to be removed from service—it ran on train 200 into the early Penn Central era and, while the car was allocated a PC number, it was retired without being renumbered. Oh, yes—the ninth car was destroyed by fire at Broad Street Station in November, 1943. It had a name which may sound familiar - Engineers Club!

The streetcar situation in early 1984 at least, seems to be holding its own, with SEPTA perhaps the greatest question mark. System-by-system, we note:

BOSTON: The chronic LRV problems should finally be eased by the delivery of 50 new LRV's ordered in 1983. This may revive agitation to restore service to Watertown and will likely cause the end of further PCC rebuilding. Presently, there are five routes, all at least partially operated in the subway or private right-of-way.

NEWARK: New rail is well along in a program to completely replace existing rail — and other programs will improve stations as well. PCC's, which have received excellent maintenance, are not slated for replacement soon.

PHILADELPHIA: Perhaps the greatest question mark. New management, both at SEPTA and the City may reverse an attitude which has seemed to be hostile to the street-running routes in North Philadelphia. A slow program to rehabilitate 112 PCC's continues, but Routes 50 and 60 remain bus operations and an earlier proposal to officially replace three lines (the third being Route 6) has been tabled but not dropped. Suburban lines have all new LRV's and have a secure future.

PITTSBURGH: A period of transition, with subway work downtown, the new car shops well along, and the Drake line well along under conversion to an upgraded line with massive poles which any railroad would envy. Several PCC's have been rebuilt and 55 new LRV's are on order which should start arriving this year. By late 1985, this should be an impressive operation.

SHAKER HEIGHTS: Major track rebuilding has been completed, new LRV's have replaced PCC's in regular service (although some earlier cars remain in storage).

NEW ORLEANS: Cars continue to receive the tender loving care needed to keep them in service under City ownership. The single St. Charles line is regarded as a civic treasure, used by regular riders and tourists alike.

SAN FRANCISCO: Additional LRV's from a cancelled Boston order have eased a capacity shortage. A recommendation to extend the J-Church line down to Balboa Park has received a high priority. Fifty PCC's have been stored to provide some breathing room. Also, a new carhouse is replacing ancient Geneva carhouse.

Change in By-Laws to be Considered at March Meeting

As noted in January Cinders, a change in the By-Laws of Philadelphia Chapter will be proposed at the March 9 meeting. Under the amendment, the position of "first vice president" would be changed to "senior vice president" and the positions of "second vice president" and "treasurer" would be combined as "vice president and treasurer."

Following are the details of the proposal:

ARTICLE VI would be changed to read: "The administration of the Chapter shall be vested in the following officers: President, Senior Vice President, Vice President and Treasurer, Secretary and National Director.

ARTICLE VII would be changed to read:

Section 1 - No change

Section 2 - The Senior Vice President. He shall be responsible for provision of programs at general meetings. He shall assume the duties of the President in his absence. He shall also be empowered to co-sign checks in the absence of the President. In the event the President should withdraw from office before his term expires, the Senior Vice President shall assume the duties of the President.

Section 3 - The Vice President and Treasurer shall...collect all monies and dues and administer all funds of the Chapter. He will issue all checks for the Chapter and will co-sign same with either the President or Senior Vice President.

Section 5 - Retitled as Section 4.

Section 6 - Retitled as Section 5.

ARTICLE X would have a new Section 6 added, to read: The Membership Committee is responsible for seeking new members for the Chapter and for processing all membership applications.

ARTICLE XIII would be changed to read: The amount of the Chapter dues shall be set by the Board of Directors with the approval of a majority of the membership present at a general membership meeting. Dues shall be collected by the Vice President and Treasurer, in conjunction with the National dues when possible.

(Underscored portions indicate change.)

The above amendment was approved by the Chapter's board of directors on February 17, and will be offered for a vote of the membership at the March 9 general meeting. A simple majority of members present at the meeting is required for adoption of the By-Laws change, which can be implemented immediately. Copies of the Chapter By-Laws will be available at the meeting for inspection by those interested.

In addition, as President Eastwood announced at the February meeting, it is the intention of the officers to secure bonding protection for the vice president and treasurer.

Harpers Ferry Special Proposed for October 7

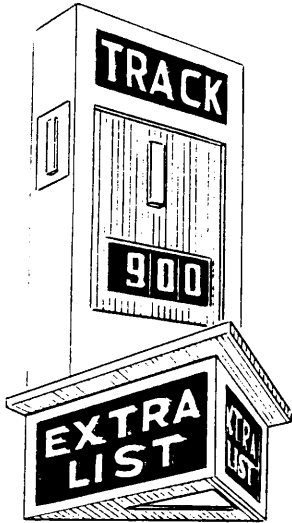
Philadelphia Chapter has filed a proposal with Amtrak to operate an excursion to Harpers Ferry and Martinsburg, WV on Sunday, October 7.



The special train will run via the Northeast Corridor to Baltimore, then switch to the Chessie System for the balance of the trip to Martinsburg. The train will pass through Chessie's freight-only Howard Street tunnel in downtown Baltimore and proceed west over the Old Main Line to Point of Rocks, MD. After arrival at Harpers Ferry passengers will have three hours to tour that famous old town and its national historical park, while the train is turned and serviced in Martinsburg. Eastbound, the special will operate via Washington, DC.

Departure from 30th Street Station is planned for 8:30 AM with return at 9:15 PM. The requested consist is two F40PH diesel locomotives, ten 84-seat Amcoaches and two Amcafes with food service. Total round-trip mileage is 402.3, of which 73.1 is on freight-only trackage.

Full details of the trip and ticket information will not be available until June, but members should mark October 7 on their calendars now.



MARCH 11, 1984: "Train Bazaar '84" at Mother Seton High School, Garden State Parkway Exit 135, Clark, NJ, 9 AM to 4 PM, sponsored by Jersey Central Chapter NRHS. Railroadians, models, photos, books, movies and slide shows, operating layouts, circus train exhibit. Admission: \$2.50 adults, children under 12 free. For information, contact: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700.

MARCH 21: Jenkintown, PA Kiwanis Club Lecturama Series, "The Great Trans-Canada Train Ride", from British Columbia to Newfoundland, will be presented at 8:15 PM at Cheltenham High School, Panther Road off Church Road (Route 73), Wyncote, PA. Further information on ticket availability at March 9 meeting.

MARCH 24: 40th anniversary banquet of West Jersey Chapter NRHS, Cherry Hill Inn, Route 38 and Haddonfield Road, Cherry Hill, NJ. Cocktail hour 6 PM, dinner 7 PM. Price of dinner: \$15 for one-half chicken, \$20 for strip sirloin steak. Send reservation requests to: Bob Cooper, 733 Highland Avenue, Palmyra, NJ 08065 (telephone 609-829-6249), making checks payable to: "West Jersey Chapter NRHS".

APRIL 7: Long Island Rail Road special train to Montauk, NY and return, sponsored by Electric Railroaders' Association. Consist will include Alco C420 locomotive, F-unit cab, coaches and LIRR business car #2000. Photo runbys will be made and freight-only Mitchell Field branch included. Train leaves Jamaica 7:35 AM, returning about 5:30 PM. Connecting train leaves Penn Station, New York 7:08 AM. Fares: \$25 adults, \$15 children under 12, \$43.50 for parlor car (with continental breakfast). Order tickets from: Electric Railroaders' Association, c/o William J. Madden, 28-53 Utopia Parkway, Flushing, NY 11358, enclosing stamped, self-addressed envelope.

APRIL 8: SEPTA Broad Street subway excursion using train of three old cars, sponsored by Buckingham Valley Trolley Association. Two round trips will be made on mainline and Ridge Avenue spur. Train leaves Fern Rock station at 1 PM. Fares: \$10 for BVRTA members, \$12 for non-members, \$15 on day of trip (if available). Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "BVRTA" and enclosing stamped, self-addressed envelope.

APRIL 12: Lackawanna & Wyoming Valley Chapter NRHS spring dinner meeting at the Hilton at Lackawanna Station, Scranton, PA. Buffet-style dinner 7 PM. Cost: \$9.95 per person. Program will feature "Steamtown Preview" presented by well-known traction historian Edward Miller. Deadline for reservations is March 31, and tickets should be ordered from: Lackawanna & Wyoming Valley Chapter NRHS, P. O. Box 1152, Scranton, PA 18501, making checks payable to "Lackawanna & Wyoming Valley Chapter NRHS."

APRIL 28: Spring steam-up and open house at Wilmington & Western Railroad, Marshallton, DE. Special steam trains departing Greenbank station for W&W enginehouse facility from 11 AM to 3 PM. Large collection of locomotives and cars will be on display. Regular fares apply: \$3 adults, \$2 children 5-12.

APRIL 28: Rumford Rocket excursion on Maine Central Railroad from Portland to Rumford, ME and return over freight-only trackage, using Guilford Transportation Industries inspection train powered by GTI GP9 locomotives. First passenger train to Rumford in nearly 30 years. Seating capacity is extremely limited and passengers are encouraged to ride accompanying buses one way. Fares: \$110 per person round-trip rail, train/bus combination \$55, train/photo chase bus \$63. For information and reservations, write: Massachusetts Bay RRE, P. O. Box 136, Ward Hill, MA 01830-0136, enclosing large stamped, self-addressed envelope.

APRIL 29: Steam-diesel excursion over entire New Hope & Ivyland Railroad, jointly sponsored by Delaware Valley and Philadelphia Chapters NRHS. Train will leave New Hope station at 10 AM headed by 2-8-0 #40, returning behind NH&I diesel. Lunch stop will be made at Warminster station. Photo runbys are scheduled. Fares: \$15 adults, \$12 children under 12. For information and reservations, write: Delaware Valley Chapter, NRHS, P. O. Box 1179, Morrisville, PA 19067-0313, enclosing stamped, self-addressed envelope. Checks should be made payable to "Delaware Valley Chapter NRHS."

MAY 5: Annual railroadians auction sponsored by Pottstown-Reading Chapter NRHS, in the Old St. Luke Gallery, 45 Wilson Avenue, Gilbertsville, PA, beginning at 10 AM. Professional auctioneers will be Chapter Members Ted Maurer and Robert Hartman.

MAY 12: North Jersey Chapter NRHS will operate a motor coach excursion to the Valley Railroad, Essex, CT, with opportunity to ride steam-powered train along the Connecticut River and to take a boat cruise. Fare for round-trip bus: \$25 per person. Steam train-river boat combination: \$7.25 for adults, to be paid on day of trip. Deluxe coach leaves Amtrak Metropark, NJ station 8 AM, Newark Penn Station 8:45 AM and Newark Broad Street Station 9 AM. Return between 10 and 11 PM. For bus tickets and information, contact: Bruce Russell, 240 Mt. Vernon Place, 11-E, Newark, NJ 07106, enclosing stamped, self-addressed envelope (telephone 201-372-5995).

MAY 12: The Apple Blossom Special, Budd RDC excursion from Winchester, VA to Baltimore, MD and return via Chessie System, sponsored by Winchester Chapter NRHS. Train departs Baltimore & Ohio station, Piccadilly and Kent Sts., Winchester, at 8 AM, covering 32 miles of freight-only Shenandoah subdivision, thence B&O mainline via Washington, DC. Ticket price includes visit to B&O Railroad Museum during three-hour layover in Baltimore. Fares: \$45 adults, \$40 children 5-11, optional box lunch \$4. Tickets may be ordered from: Winchester Chapter NRHS, P. O. Box 282, Winchester, VA 22601, enclosing stamped, self-addressed envelope. For information, telephone 703-662-7130.

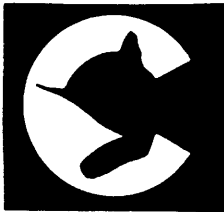
(Continued on Page 10)

EXTRA LIST (Continued from Page 9)

MAY 20, 1984: Special train from Harrisburg and Lancaster, PA to West Point, NY and return via Amtrak and Conrail, sponsored by Lancaster Chapter NRHS. Train leaves Harrisburg 5:30 AM, Lancaster 7:15 AM, Paoli 7:55 AM, returning to Paoli at 10 PM, Lancaster 10:45 PM and Harrisburg 12 Midnight. Trip will operate via Amtrak Northeast Corridor to Newark, NJ, then via Conrail freight-only lines through Jersey City, Weehawken and along Hudson River. Bus tour of U. S. Military Academy included. Fare: \$47 per person. Order tickets from: Lancaster Chapter NRHS, 342 Fritz Avenue, Quarryville, PA 17566, making checks payable to "Lancaster Chapter NRHS" and enclosing stamped, self-addressed envelope.

JUNE 14-30: "Scandinavian Rails '84," 17 days of rail travel through Denmark, Sweden, Finland and Norway, presented by Overland Chapter NRHS. Steam, diesel and electric operations will be included, plus trolley and interurban lines. For complete information, send a stamped, self-addressed envelope to: Richard Billings, Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265 (telephone 309-764-1834).

SEPTEMBER 21-OCTOBER 13: Philadelphia Chapter NRHS International Tour to India, fully deluxe tour of this country, including much interesting sightseeing, both rail and non-rail, including full-week trip on the Palace on Wheels, billed as the most luxurious train in the world. Price is \$3375 per person from New York, including air fare, deluxe hotels and all meals in India. Complete information may be obtained from: Challenger Tours, 3672 Nottingham Way, P. O. Box 8965, Trenton, NJ 08650 (telephone 609-586-4664).



Chessie System

MARYLAND DIVISION

THROUGH FREIGHT TRAIN SERVICE

(All Trains Operate Daily Except as Noted)

CORRECTED TO JANUARY 1, 1984

EASTBOUND TRAINS

TRAIN	BRUNSWICK (MD)	POTOMAC YARD	BALTIMORE (Bay View)	WILMINGTON (Wilmington)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)
CPTT	Lv 2250*		Ps 0140	Ps 0345	Ar 0400	
DH-84					Lv 0900	Ps 0930
OBSN(a)		Lv 1945*	Ps 2205	Ar 2330		
PHTT(b)	Lv 0220*		Ps 0620(d)	Ps 0815	Ar 0900	
88	Lv 2230*		Lv 0230	Lv 0530	Ar 0630	
396	Lv 1935*		Ps 0020	Ar 0250		
682		Lv 1500	Lv 2045	Lv 2315	Ar 0015	

NOTES TO SCHEDULES:

Ar - Arrive
Lv - Leave
Ps - Pass
* - Crew change

(a) - Except Monday
(b) - Except Tuesday
(c) - Except Sunday

WESTBOUND TRAINS

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	WILMINGTON (Wilmington)	BALTIMORE (Bay View)	POTOMAC YARD	BRUNSWICK (MD)
CHTT(c)		Lv 2300	Ps 2345	Ps 0135(e)		Ar 0515*
GW-97		Lv 2130	Lv 2315	Ps 0115		Ar 0430*
DH-87	Ps 1830	Ar 1900				
OBSN(a)			Lv 0700	Ps 0830	Ar 1045*	
SLTT(c)		Lv 2359	Ps 0045	Ps 0235(f)		Ar 0615*
85		Lv 1700	Lv 1900	Lv 2145	Ar 0245	

The following pickups and setoffs are made at Baltimore (Carroll):

(d) - Sets off at 0540
(e) - Picks up at 0205
(f) - Picks up at 0335

KEY TO TRAIN SYMBOLS:

CHTT - Philadelphia to Chicago (Trailer Train)
CPTT - Chicago to Philadelphia (Trailer Train)
DH-84 - Philadelphia to Binghamton (D&H train)
DH-87 - Binghamton to Philadelphia (D&H train)
GW-97 - Philadelphia to East St. Louis
OBSN - "Orange Blossom Special" Taft, FL to Wilmington (Trailer Train)
OBSS - "Orange Blossom Special" Wilmington to Taft, FL (Trailer Train)
PHTT - East St. Louis to Philadelphia (Trailer Train)
SLTT - Philadelphia to East St. Louis (Trailer Train)
85 - Philadelphia to Potomac Yard
88 - East St. Louis to Philadelphia
396 - Saginaw, MI to Wilmington
682 - Potomac Yard to Philadelphia

NOTE: All trains operate via Washington Subdivision

Slide Contest Winners

Nine members won a total of 18 prizes in Philadelphia Chapter's annual slide contest held at the February 17 meeting in the Engineers' Club. Fourteen persons entered the contest, the same number as in 1983.

Prize winners in the six categories were:

STEAM

- 1 - Chuck Leopold (Chessie 4-8-4 #614 at night)
- 2 - Phil Mulligan (UP 4-6-6-4 #3985 in fog)
- 3 - Ray Muller (Strasburg locomotives and GGI #4935)

DIESEL

- 1 - Larry Eastwood (D&H PA on MBTA commuter train)
- 2 - Ray Muller (SPV-2000 at Lansdale)
- 3 - Bill Volkmer (MILW commuter train in Chicago)

MAINLINE ELECTRIC

- 1 - Phil Mulligan (GGI #4877 on bridge)
- 2 - Gerry Williams (PC E44 at 30th Street)
- 3 - Ray Muller (Japanese bullet train)

TROLLEYS/RAPID TRANSIT/INTERURBANS

- 1 - Ray Muller (trolley in Barcelona, Spain)
- 2 - Dave Kopena (SEPTA 80 car on bridge)
- 3 - Bill Volkmer (South Shore car in Chicago)

GENERAL

- 1 - Chuck Leopold (30th Street yard at night)
- 2 - Bill Volkmer (person on Miami Metro)
- 3 - Doug Rowland (Algoma Central scene in Agawa Canyon)

OLDIES, BUT GOODIES

- 1 - Ray Muller (PTC snow sweeper in action)
- 2 - Larry Eastwood (D&H Laurentian)
- 3 - George Arnoux (Sand Springs trolley)

Judges for the contest were Frank Tatnall, Marie Eastwood, George Metz, Eric Dervinnis and Bill White. Prizes to be awarded are one 36-exposure roll of color film with processing for first place winners, one 36-exposure roll without processing for second place and one 20-exposure roll without processing for third place.

The Chapter wishes to thank everyone who participated in this successful annual event.

PROJECT IS LAUNCHED TO SAVE HISTORIC "LEMO" TOWER

Last year Conrail closed "Lemo" tower at Lemoyne, PA, believed to be the oldest surviving switch tower in its 14-state system. Built for the Cumberland Valley Railroad, a subsidiary of the mighty Pennsylvania, the building was opened for service on February 19, 1885. Then known as "J" tower, it protected the crossing of the CV and the Northern Central Railroad at the west end of a bridge spanning the Susquehanna River near Harrisburg. When telegraphic communication gave way to the telephone in the 1930's, "J" was renamed "Lemoyne" and in the '50's its name was shortened to "Lemo."



Following its closure, Conrail planned to tear down the historic wooden structure, but well-known Philadelphia Artist Ted Xaras--an enthusiastic Pennsy fan--succeeded in persuading the railroad to postpone the demolition. Soon after, the Friends of the Railroad Museum at Strasburg joined with Xaras in an attempt to have the State Historical & Museum Commission move "Lemo" to the museum for permanent preservation. The commission, however, decided that it did not wish to begin preserving structures as well as equipment, and declined to participate.

Now, both NRHS members and the Strasburg Rail Road have become involved in a last-ditch effort to save the tower, which is particularly notable for its original cupola above the roof. So far as is known, "Lemo" is the only former PRR tower still retaining this feature, although a number of towers were built with cupolas. A plan has been developed for disassembling the tower sometime this spring, moving it to Strasburg and remounting it on a site adjacent to the Strasburg's passenger station. An estimate has been obtained from a professional rigging firm to do this work.

Ultimately, "Lemo" would be restored to its original appearance and opened to the public as a working display, possibly with an admission fee charged. Strasburg Rail Road has expressed its willingness to build a concrete base for the tower at its own expense, although ownership would be vested in NRHS through a foundation created for that purpose.

(Continued on Page 12)

"LEMO" TOWER PROJECT STARTED *(Continued from Page 11)*

To raise funds for the relocation work, Ted Xaras has agreed to execute an original painting of "Lemo" with appropriate steam locomotives passing it, at no cost to NRHS. The painting will be reproduced and sold in a limited, signed edition, with all proceeds going to the tower project. However, to obtain the immediate funding needed for the actual move, several NRHS chapters as well as individuals have indicated that they will provide the money in the form of loans, to be repaid from sales of the painting.

Lancaster Chapter has already approved such a loan, and Philadelphia Chapter is being asked to consider a similar advance. Assuming its approval by the Chapter board of directors, the subject will be placed before the membership at the March 9 general meeting and a visual presentation made. If there is a favorable reaction, a vote will be taken on a loan to help preserve this rare artifact.

If the project is successfully completed, a special dedication ceremony is planned for February 19 of next year, the 100th anniversary of "Lemo" tower. A plaque will also be placed in the tower naming those groups and individuals who contributed to its preservation.

LAST CALL FOR 1984 CHAPTER DUES!

Members who have not paid their NRHS dues for this year are urged to do so immediately. If renewals are not received by Treasurer Finkbiner before the end of this month, the members' names will be struck from the roster and no further issues of *Cinders* will be mailed. The national organization will also delete these names from the computer and mailings of the National Railway Bulletin will be terminated.

Dues are only \$18 per person, \$20 for a family membership or \$9 for a Chapter-only membership. Checks payable to "Philadelphia Chapter NRHS" should be mailed immediately to:

Earle P. Finkbiner, Treasurer
Philadelphia Chapter, NRHS
1401 Riverton Road
Cinnaminson, NJ 08077-2318

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NATIONAL RAILWAY HISTORICAL SOCIETY
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