



CINDERS

November 1984



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PHILADELPHIA CHAPTER

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Tunnel to Debut as Reading Terminal Closes

The long-awaited opening of Philadelphia's center city rail tunnel was at hand in early November as SEPTA completed the massive job of shifting from the present stub-end terminals to a run-through operation. After almost six years of construction costing well in excess of \$300 million, the former Pennsylvania and Reading commuter systems will be joined in what one SEPTA official called "the first totally unified regional rail system in North America."



One sad but necessary step in this process was the closure of Reading Terminal, a National Historic Landmark, on Tuesday evening, November 6, after 91 years of continuous service. Highlight of the occasion was the "Last Train from Reading Terminal" sponsored by Philadelphia Chapter NRHS, which was to depart from the vast and now-empty trainshed at 7:50 PM after farewell ceremonies were concluded. The last regularly scheduled train to arrive in the Terminal was to be #1255 from Warminster at 7:09 PM and the last to leave was #1566 to West Trenton at 7:40 PM.

SEPTA tried to ease the transition for thousands of affected commuters by issuing a special folder entitled "Tunnel Ride Guide" which attempts to answer almost every conceivable question about the new operation, scheduled to begin on Saturday, November 10. In addition, SEPTA prepared a folder describing the interim train service to be provided on the Reading District during the changeover week of November 5-9, when final track and wire connections to the tunnel were being made at "Brown" near Spring Garden Street.

Color-coded timetables for each of the seven tunnel routes were released a week in advance to allow riders to familiarize themselves with the dramatic change in commuting patterns in store for them. The new run-through lines are:

- R1 (yellow) - 30th Street Station/West Trenton
- R2 (maroon) - Marcus Hook/Warminster
- R3 (orange) - West Chester-Elwyn/North Broad Street
- R5 (blue) - Paoli/Lansdale-Doylestown
- R6 (green) - Ivy Ridge/Norristown
- R7 (red) - Trenton/Chestnut Hill East
- R8 (brown) - Chestnut Hill West/Fox Chase

Appropriately-colored route and destination signs will be displayed on all trains, to help reduce confusion at Market East, Suburban and 30th Street Stations where all lines converge. "Local," "Express" or "Limited" signs will also be displayed in special brackets on the front and sides of trains.

Route R1 is to be extended to International Airport when the much-delayed Airport High Speed Line is opened for service, now estimated to be in April 1985. Meanwhile, some West Trenton and West Chester/Elwyn trains will be through-routed, with inbound trains from West Trenton carrying "R3" signs and inbound West Chester/Elwyn/Media trains marked "R1." Thus, temporarily at least, the longest through run on the system will be 60.4 miles between West Trenton and West Chester, eclipsing the longest "official" route of 54.7 miles between Doylestown and Paoli.

The Route R4 designation is being held for future use and will not be assigned to Bryn Mawr locals as originally proposed. Several Bryn Mawr/Paoli trains will originate and terminate on the remaining stub tracks in Suburban Station, while others will run as far as North Broad Street or Jenkintown. Amtrak's Harrisburg "600" trains will continue to arrive and depart from Suburban Station, and will not use the tunnel.

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First, a couple of corrections to last month's list of new Amtrak SSB-1200 locomotives. For the record, 550 was rebuilt in 8-1976, the 551 was built 3-1943, and 565 was rebuilt 2-1975.

More changes of interest in Amtrak's new fall schedule, effective October 28: Tray meals are now available on the *Colonial* and *Palmetto*. Both trains lose their baggage service. The *Colonial* drops its club cars, but the new *Bay State* (to Boston via Springfield) gains them. The only Corridor baggage service now is on the *Night Owl*, *Montrealer* and the long-haul overnight trains to Florida, Chicago and New Orleans. The *Silver Star* gets a Slumbercoach to Miami from November 12 (it comes off the *Panama Limited*). The *Star* also will carry a through Chicago-Tampa coach via Washington and the *Capitol Limited*. The *River Cities* discontinues its Kansas City-New Orleans sleeper effective November 11 (the date the New Orleans Fair ends). Also, sleeping car passengers may now select free morning milk or orange juice (as well as coffee or tea). The *Night Owl* sleeper also includes a complimentary Continental breakfast.

The new Richmond-Greensboro train, the *Carolinian*, connects with the *Palmetto* at Richmond in each direction, then operates over the *Silver Star* route to Raleigh, continuing over the Southern Railway through Durham and Burlington to Greensboro, and the *Crescent's* Southern mainline route to Charlotte.

Amtrak's E60 electric's will be diagrammed for the *Silver Meteor*, two clocker round trains (trains 200, 254, 223 and 225), and the three MARC commuter trains on Amtrak's Washington-Baltimore route. Elsewhere, E60's 950 and 955 were damaged considerably in a rear-end collision with a Conrail freight train east of Stamford, CT on October 17, in which the ballast train apparently ran a red signal. Conrail cabin 18502 was an apparent write-off as a result of the collision.

In passenger equipment items, 11 35000-series coach-snack Superliners were rebuilt from coaches 34003 to 34025 (odd numbers only excepting 34005). Amtrak moved coach lounges 3850 and 3853-3855 to Beech Grove in late August. These former Southern coach-lounges were to be assigned to Atlantic City service, but that program is on hold at present, of course. The former Great Northern "Big Domes" will be out soon and will be assigned to the Auto Train. Beech Grove is rebuilding three cars to HEP and they will replace 3100-series galley-lounges on that run.

British Rail has received permission to electrify about 350 miles from Hitchin (suburban London) to Edinburgh, plus a 30-mile branch from Doncaster to Leeds. The route will open in four stages between January 1987 and May 1991. While previous experiments included an electric Advanced Passenger Train, present plans envision 31 electric locomotives, 310 cars and 16 MU's for long-distance commuter service.

Mexico seems to be moving ahead again on the rail scene. By year's end, the new line between Mexico City and Queretaro (if not its electrification) should be ready. Between now and late 1988, Mexico will build 638 coaches to a Canadian design, cleaning out all of the exotic equipment remaining down there.

In commuter rail news, NJ Transit issued new schedules October 28, with major changes on the North Jersey Coast line. In addition, the Raritan Valley line has been retimed to allow trains to pass on NJ Transit (rather than Conrail) track. Apparently, Conrail operations were fouling passenger trains.

NJ Transit's initial allocation of cars to the new "Morris & Essex Line" was 13 single units (1305-1317) and 112 paired cars (1334-1461 [less eight pairs— 1340-41, 1390-91, 1398-99, 1404-05, 1410-11, 1430-31, 1434-35 and 1448-49]). Later, eight more single Arrow III cars (1304, 1318-1324) were transferred to Hoboken. The Northeast Corridor Line is experiencing many more standees and one South Amboy train has been assigned an E60 and Comet II coaches as a stopgap measure.

Passengers on Philadelphia Chapter's Harpers Ferry trip noticed the MARC (Maryland Rail Commuter Service) Budd RDC's at Brunswick and Martinsburg. The five trains on this line are formed of a 1400-series coach train and a series of leased GO Transit coaches pulled by an F7u, or (in two cases) RDC trains. The Baltimore-Washington trains on the B&O route include a coach train and two RDC's. The three trains to Baltimore on the Amtrak line use the rebuilt coaches and Amtrak E60's.

Metro-North, meanwhile, has been installing welded rail on the two local tracks between New Rochelle and the Connecticut border. Piggyback flat cars are used to allow commuters to cross to the trains on express tracks! Metro-North hopes to buy 54 to 75 new M-4 electric cars for the New Haven line, with the order to include some blind "D" motors to run in three-car sets between two cab cars.

(Continued on Page 3)

ON THE SCENE (Continued from Page 2)

Elsewhere on Metro-North, contracts have been let to rebuild 18 more 1100-series MU's for a grand total of 60 cars. Eleven cars will be finished in 1984 and seven more in 1985. The 39 new Bombardier-built coaches on order for Grand Central service will completely replace all locomotive-hauled cars. Eleven FL9's will be equipped with HEP— the four Connecticut units and the seven MTA units being rebuilt in Virginia. Presumably, additional FL9's will remain, with trains from time to time drawing a "plain" FL9 and an HEP unit.

Here at home, the number of active "Blueliners" in service stood at about 30, but with the cessation of service out of Reading Terminal on November 6, their future is uncertain. The only remaining open-window coaches (if you can get them open) in regular service are the SP "Harriman" cars at San Francisco, whose days are also numbered.

In transit items, Washington Metro's extension to Grosvenor is via subway tunnels except for the last mile or so, which is elevated in the area of the Beltway. You may have noticed the line paralleling the B&O right-of-way in the Rockville area on our Harpers Ferry trip. As I understand it, construction is still being deferred on the following segments of Washington's lines:

RED LINE - Forest Grove - Glenmont, MD
 BLUE LINE - King Street - Springfield, VA
 GREEN LINE - Shaw - Greenbelt, MD and Waterfront - Branch Avenue, MD

New Breda-built subway cars in Metro service bear only Breda builder's plates (no reference to Amtrak assembly). Breda claims 40 significant changes since the first Breda-built cars. The most obvious differences are 12 less seats and greater air-conditioning space. The roofs are also fluted, now.

On a historical note, the interurban operation of parlor and dining cars was in twilight by the summer of 1930. However, a few systems still survived. The North Shore Line had three trains each way between Chicago and Milwaukee with a diner and three others with a parlor. From 1932 to 1940, the trains which had been assigned the parlors received diner-parlors and, after arrival of the Electroliners, the trains continued through 1946 but were identified as having diner-lounges.

The South Shore Line to South Bend ran five parlors and three diners through 1931, and in the final season (1932) only three trains offered parlor cars (but no diners).

The Illinois Terminal, meanwhile, had three St. Louis-Peoria trains in 1930-32 with diner-parlor-observation cars. One train came off in 1932, but ran again in the mid-1940's. Of the remaining two trains, one car became a reserved seat coach-observation, and in 1939 both were redesignated as reserved seat diner-observations. In 1949, the three new streamliners (two to East Peoria and one to Danville) continued the tradition, but Danville lasted about a year and dining service only a year later.

Sacramento Northern in 1930-31 ran two parlor observations each way Chico-Sacramento and Sacramento-Oakland. In 1932, it was down to one Sacramento-Oakland train.

On the mainline railroads, there were all-parlor trains, and in the summer of 1930, even with the Great Depression, there were a number of these trains in the Official Guide. The Long Island had the weekend Sunrise Special — out Friday afternoon to Montauk and back Sundays. On Monday mornings, there was the Bankers. New York Central's Chicago-Detroit Twilight Limited included a club car, three or four parlors and an observation plus a diner.

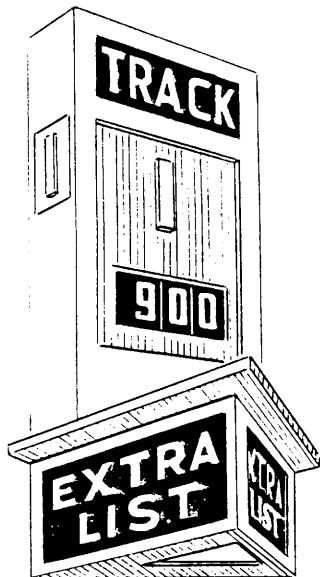
The New Haven was the most famous parlor operation, and the longest-lived. The Knickerbocker lasted until 1932, the Yankee Clipper 'til 1940 and the Merchants Limited through June 1949, the last full-time train of its kind. Meanwhile, the Pennsylvania had the new Senator (all parlor Washington-Boston until 1932) and the Congressional Limited (Washington-New York). In addition, the summers of 1930 and 1931 saw the extra-fare all-parlor Manhattan Limited and Atlantic City Limited between New York and Atlantic City, with a diner, parlor-buffet and an observation or club car.

"LOUISIANA DAYLIGHT" CREW SHIRTS OFFERED BY PNW CHAPTER

Authentic crew shirts designed for the famed Louisiana World's Fair Daylight train of last spring are being offered for sale by Pacific Northwest Chapter NRHS, sponsor of the now-famous excursion behind ex-Southern Pacific Daylight 4-8-4 #4449.

The shirts are high-quality Hanes golf shirts, available in several colors including red, white, navy blue, khaki and light blue with the four-color Daylight logo, in men's sizes of extra large, large, medium and small. The price is \$14 each plus \$2 for shipping and handling. The same colors are also available in tee shirts at \$7.50 each plus \$1.50 for shipping.

Orders should be sent to: Zack's, 20845 N. W. Lapine Way, Portland, OR 97229, enclosing check or money order payable to "Zack's" and allowing six weeks for delivery. Order forms will be available at the November 16 Chapter meeting.



NOVEMBER 17, 1984: Delaware Valley Chapter NRHS will hold its annual banquet at the Cock 'n Bull Restaurant, Lahaska, PA. Featured guests will be Mike and Marianne Autorino, with a special "Tribute to the GGI", a brand new film effort. Information and tickets from: Delaware Valley Chapter NRHS, c/o Charles J. Benz, 85 Brook Drive, Holland, PA 18966. Tickets are \$17.75 each, with choice of roast sirloin of beef or flounder stuffed with crab meat. Make checks payable to "Delaware Valley Chapter NRHS". Tickets will be held for pickup at the door.

NOVEMBER 18: Delaware Valley Chapter NRHS will sponsor steam-powered mixed freight and passenger train in cooperation with New Hope Steam Railway. Train will operate New Hope to Ivyland, PA and return, leaving New Hope 11:30 AM, returning by 5 PM including runbys. Tickets are \$15 adults, \$9 children, and should be ordered from: Delaware Valley Chapter NRHS, P. O. Box 1179, Morrisville, PA 19067-0313.

NOVEMBER 18: Fall Railroad Extravaganza, sponsored by Tri-State Chapter NRHS at Boy's & Girl's Club of Union, 1050 Jeanette Avenue, Union, NJ, 10 AM to 4 PM. Over 100 tables of railroad memorabilia and model trains. Admission: \$2 adults, \$1 children under 12 and senior citizens. Club is located off Morris Avenue, one mile west of Garden State Parkway and U.S. Route 22. For information, contact: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015 (telephone 201-857-2987).

DECEMBER 1: Annual Army-Navy football game at Veterans Stadium, Philadelphia. Amtrak will operate two special diesel-hauled trains from Washington, DC direct to Conrail's South Philadelphia yard, due to arrive about 9:45 and 10 AM.

DECEMBER 1-2: Greenberg's Great Train, Doll House and Toy Show at Philadelphia Civic Center, 34th below Spruce Street, Philadelphia, 11 AM to 5 PM. Admission: \$4 per person (children under 12 admitted free with adult). For information, telephone 301-795-7447. Philadelphia Chapter is expected to have a table for sale of railroadiana and distribution of membership information.

FEBRUARY 8-17, 1985: "Winter Rails '85" tour of Scandinavia, sponsored by Overland Chapter NRHS. Trip departs New York Kennedy Airport aboard SAS wide-body jet, features mountain railroading in Norway and Sweden plus visit to Copenhagen. Fare: \$1,257 per person, including air fares, first class rail transportation where available, hotels (twin rooms) and most meals. Add \$180 for single hotel rooms. Escort from Overland Chapter provided in Europe. Deposit of \$400 per person will hold reservation until January 3, 1985. Valid passport required. For reservations, write: Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265, making checks payable to "Overland Chapter NRHS". For information, telephone 309-764-1834.

CHAPTER'S VINTAGE BUS TOUR TO SCRANTON IS SUCCESS



Philadelphia Chapter's bus trip to Steamtown, U.S.A. on Sunday, October 28 attracted a group of 31 members and friends, nearly filling the 1947 Model PDA-3703 General Motors coach which operated from Warminster to Scranton, PA and return. This was nine more passengers than required for a financial breakeven on the charter, according to Trip Chairman Larry Eastwood.

Owner-Driver Earl A. Johnston, Jr., who operates the GM as well as a 1946-vintage Flixible coach under the name of Sandhill Tours, handled the 37-year-old vehicle flawlessly. Leaving SEPTA's Warminster station at 9:20 AM, the group arrived in Scranton at 12:30 PM after a short stop at the Hardee's Restaurant on the Pennsylvania Turnpike south of the Pocono exit. The beautifully-repainted blue-and-white coach was posed in the morning sun near the restaurant for the benefit of photographers.

In Scranton, passengers had ample time to visit a railroadiana and model train show in the Hilton at Lackawanna Station, and to stroll through that elegant showplace, reopened earlier this year as a hotel after a \$14-million restoration. Later, they boarded the 2:35 PM Steamtown train for a 13-mile trip upgrade to Elmhurst on the former Lackawanna mainline, returning 1-1/2 hours later. The train, Steamtown's last of the season except for a Santa Claus special in December, was made up of ex-Canadian Pacific 4-6-2's #2317 and 1246, leased Pocono Northeast GP9 diesel #1751 and 17 coaches! Several members of the Lackawanna & Wyoming Valley Chapter served as crewmen aboard the train, which departed from a temporary loading area near the Hilton at Lackawanna Station.

It was learned that Steamtown has carried over 45,000 passengers since operating its first revenue trip out of Scranton on September 1 of this year, compared with 60,000 for its best six-month season before moving from Vermont.

On the return trip, Philadelphia Chapter's bus left Scranton at 4:45 PM, arriving at Warminster station at 7:32 PM, just in time for several riders to board SEPTA's 7:35 train for Reading Terminal. While sunshine and unusually warm temperatures prevailed for most of the day, a heavy rain was encountered southbound on the turnpike but it failed to slow the progress of the veteran motor coach.

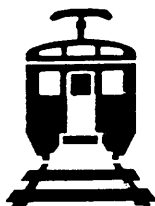
Chapter officers wish to thank everyone who contributed to the success of the trip, including all those members who participated.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA lost about 12 of its engineers on November 1 during the twice-yearly "flowback" of personnel to CONRAIL, which pays higher wages. The flowback procedure is incorporated in labor agreements covering workers who were employed by Conrail when it operated SEPTA's commuter service prior to January 1, 1983. Other employees have also resigned in recent months to take higher-paying jobs at AMTRAK, NJ TRANSIT and elsewhere. As a result, SEPTA now has a bare minimum of engineers, estimated at about 137, needed to operate full service through the center city tunnel which opens November 10 (see page 1). Newly-minted engineers graduating from SEPTA's training classes, however, are beginning to take the places of some departing personnel.



Philadelphia Chapter NRHS expects to run the first excursion train through the new tunnel on November 10, when a three-car special of SEPTA's 1931-vintage "Blue liners" carries a group of visiting NRHS directors and Chapter members on an outing to West Trenton, Lansdale and Norristown. Originating at SEPTA's new Roberts yard near Wayne Junction, the train will terminate at 30th Street Station after making a stop at Suburban Station to discharge passengers. The annual fall meeting of NRHS just happens to coincide with one of the most significant events in the City's history--joining of the former Pennsy and Reading commuter rail systems. Also on the weekend program are a Saturday banquet at the Philadelphia Centre Hotel and a Sunday trip on the Penn's Landing Trolley.

The Track Laying System which SEPTA hired from AMTRAK has completed the laying of welded rail between Tabor Junction and Jenkintown. Last month the TLS machine began work on rebuilding the #1 (inbound) track between Jenkintown and Neshaminy. Similar work on the Doylestown Line, however, will be deferred until next spring.....SEPTA is negotiating to take over the operation of AMTRAK's "Arsenal" tower in West Philadelphia, which now controls only commuter trains on the Marcus Hook and West Chester lines and CONRAIL freight movements.....SEPTA has issued an order to stop the mixing of General Electric Silverliner IV's with other types of cars in the same trains. This MU'ing of dissimilar Silverliners has long been common practice on the ex-Reading lines but until recently was not practiced on the Penn Center lines.

PennDOT last month shipped its four remaining RDC's, #9166-9169, from Wayne Junction to the BLUE MOUNTAIN & READING for storage at Shoemakersville, PA. PennDOT has announced its intention to sell the cars.SEPTA has leased three diesel locomotives from CONRAIL for use in sanding rails during the fall leaf season. They are GP9's #7567 and 7576 and SW9 #9123.....The Reading Company has announced a plan to rebuild the Reading Terminal headhouse into a modern office building, at a cost of \$23 million. First to be done will be reconstruction of the main entrance with its six brick and stone arches.

SEPTA has begun work on the new "Walnut" interlocking to be located between 30th Street and "Arsenal" tower in West Philadelphia. The crossover is needed to smooth the flow of traffic to the station after the Airport Line is opened next year.....SEPTA has replaced nearly six miles of signal cable on the Media-West Chester Line, deterioration of which has caused serious delays to outbound trains over the past several months. An entirely new signal system is being designed, but will not be installed until 1986 at the earliest, SEPTA said.....Late in October SEPTA was running its Media-Elwyn trains out of the lower level of 30th Street on Saturday nights to allow for construction of the new "Walnut" interlocking.

NJ TRANSIT has received the Outstanding Achievement Award for large transit systems in 1984-85. The award was presented at last month's convention of the American Public Transit Association in Washington.....NJ Transit has renewed its lease with CHICAGO & NORTH WESTERN for four of six F7 diesel units assigned to Hoboken commuter service....
NJ TRANSITNJ Transit is referring to its re-electrified commuter operation by a traditional name: the new Morris & Essex Lines. Timetables bearing this name were issued September 16.....NJ Transit is seeking a Federal grant to design the "Kearny Connection," which would allow electrified trains on the M&E to divert from Hoboken and operate directly into AMTRAK's Penn Station in New York.

NJ TRANSIT is still running steam-heated cars on three of four rush-hour trains from Newark to Bay Head, hauling them with GP40P's and often E8's. F40PH's and Comet II coaches normally operate on the other train (Jersey Central Chapter News).....The Indiana Transportation Museum of Noblesville, IN has purchased 22 steam coaches from NJT, including eight ex-Santa Fe cars (20th Century Railroad Club Fast Mail).....NJT has announced that it will purchase 100 articulated 60-foot buses from Volvo.....NJT's fourth annual Hoboken Terminal Festival on September 29 broke all records with an estimated 50,000 persons attending.

SEPTA removed trolleys from Route 23 after a car derailed at Germantown Avenue & Price Streets on October 16, striking an automobile and killing the motorist. It was the third derailment at the same location in 13 days and occurred on a stretch of track recently upgraded with new rail. SEPTA said it was investigating the mishaps, amid charges by the Transport Workers Union that the rails were out of gauge at the point of the derailments. Trolley service was restored to the north end of Route 23 on September 28 after having been suspended for construction work during the summer.

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)



The City announced last month that it will seek a Federal grant to begin work on the long-discussed Allegheny Avenue Light Rail Project. This project would transform trolley Route 60--now operating with buses--into a reserved right-of-way LRV line between Richmond and 32nd Streets at the same time that Allegheny Avenue itself is rebuilt. A hearing on the project will be held November 27 at the Conwell Middle School, Jasper & Clearfield Streets, beginning at 7 PM.

Last month SEPTA Chairman Lewis F. Gould, Jr. acted to postpone 18 public hearings on proposed cuts in bus and train service until after the November 6 elections. He cited the "rhetoric and emotionalism" of local political campaigns as obscuring the complex nature of SEPTA's funding problems, which have resulted in a projected deficit of \$20 million for the current fiscal year.....SEPTA has issued a comprehensive "Fare Guide" which, in handy folder form, details all of the current fares on City and Suburban Transit Division routes as well as on the commuter rail lines.....James Corbin, SEPTA's assistant general manager for administration, resigned last month to take a job as vice president-administration at NEW YORK CITY TRANSIT AUTHORITY. He will report there to his old SEPTA boss, David Gunn.....SEPTA says that it will assign its 50 new Volvo articulated buses to Routes 9, 27 and 48. To be numbered in the 7000 series, none of the 60-footers is yet in service.



AMTRAK issued a new system timetable effective October 28. It is distinctive for its green cover. In addition, operating timetable #2 covering the Northeast Corridor took effect on the same date....."Nassau" tower at Princeton Junction has been taken out of service and most of its levers disconnected. It is on standby and will be placed in service only in emergencies. NJ TRANSIT's Princeton branch is now controlled by "Midway" tower at Monmouth Junction.

A trespasser was killed October 22 when he was struck by AMTRAK Train #121 at Croydon, Bucks County. His body was dragged for more than eight miles until spotted by the tower operator at "Holmes" in Northeast Philadelphia. A week later another trespasser was killed by a Metroliner at Moore station, Delaware County, and on November 1 a SEPTA train struck and killed a man on the bridge near Wissahickon station in Philadelphia.Four passengers suffered minor injuries when AMTRAK Train 175 sideswiped a car door on a passing CONRAIL freight train at Princeton Junction October 4. The door was ripped from its hinges and then struck Metroliner #123, severely damaging its AEM-7 locomotive.

State of New Jersey officials are trying to structure a new proposal to save the Atlantic City high speed rail project, after the collapse of an earlier deal with Resorts International to build a new station in the gambling resort. The revised proposal apparently suggests use of funds from Atlantic City's 12-percent hotel room tax to provide New Jersey's share of the \$52-million project for passenger rail service between Philadelphia's 30th Street Station and the shore. Congress has already appropriated \$30 million but matching funds from state and local sources must be forthcoming (RRE Journal).

A total of 41 private rail cars were assembled at the annual meeting of the Private Car Owners Association in Washington's Union Station October 12-14. It was the largest gathering in the history of the private varnish group.....AMTRAK's board has voted to spend \$3.5 million to modernize Sunnyside passenger yard in New York (Rail Travel News).....AMTRAK is working on plans to put more of its own operating crews on trains now staffed by employees of the railroads themselves. Now only the Auto Train uses Amtrak train crews off the Northeast Corridor.....Those two special trains from West Point, NY to the Army-Navy football game on December 1 have apparently been cancelled.



CONRAIL management last month went public with what had been reported for some time: it prefers a public stock offering to the negotiated sale of the railroad now being pursued by the U.S. Department of Transportation. Robert H. Platt, Conrail executive vice president, made known the position of management at a public hearing called by U. S. Senator Arlen Specter of Pennsylvania on October 24 in Harrisburg.....CONRAIL has reported net income of \$140.8 million for the third quarter of 1984 and \$410.6 million for the first nine months of the year, the best results for both periods in the railroad's eight-year history. For the third quarter, operating profits rose 64 percent from the year earlier period to \$133.1 million, and revenues climbed 11 percent to \$843.7 million.

CONRAIL has now taken delivery of all ten new C32-8 diesel locomotives from General Electric, numbered 6610-6619. Plans for locomotive purchases in 1985 have not yet been revealed.....CONRAIL has announced a new "three-point site selection guarantee" as part of a program to lure new industry to its rails.....Last month CONRAIL consolidated its Southern Region based in Indianapolis into the Central Region headquartered in Pittsburgh. The railroad now has five operating regions.....The ex-Pennsy, ex-CONRAIL "Lemo" tower has been moved from Lemoyne, PA to the STRASBURG RAIL ROAD and will soon be assembled at its new home. Philadelphia Chapter loaned \$5,000 to this project, which will preserve the historic tower.

CONRAIL Train PXCA derailed seven of its 133 cars at 52nd Street in West Philadelphia on October 31. No injuries were reported.....The bill for removing some 400,000 gallons of corn syrup which spilled from 28 railroad tank cars in Phoenixville on September 3 will exceed \$500,000, and will be paid by American Sweeteners Company, which was storing the cars on a leased CONRAIL track. The sticky material saturated the ground in the area after vandals opened valves on the cars (P&R Chapter Colebrookdale Local).

TUNNEL TO DEBUT AS READING TERMINAL CLOSES *(Continued from Page 1)*

One other timetable entitled "Local Stations" has also been issued. Printed in black, it lists all trains operating through the tunnel between 30th Street and Glenside and replaces Reading Form RR-5 which showed trains operating between Reading Terminal and Glenside.

An ironic sidelight is that SEPTA is proposing the complete abandonment of Route R6, which is laid out in a loop between Ivy Ridge station, center city and Norristown. The least patronized of the seven tunnel routes, R6 may become a victim of SEPTA's predicted deficit of \$20 million for the current fiscal year. A hearing on the discontinuance, originally scheduled for October 29, was postponed by SEPTA last month until after the political campaigns end.

Another useful publication is SEPTA's recently-issued "Fare Guide," which explains the new Regional High Speed Line commuter fares as well as city and suburban transit fares. The commuter system is divided into five fare zones (plus Center City Philadelphia which includes 30th Street, Suburban, Market East, Temple University, North Broad Street and North Philadelphia stations). One-way fares range from \$1 between 30th Street and Market East to a maximum of \$5.50 peak-hour from Zone 5 to Zone 5 (example: West Trenton to West Chester). A special off-peak "anywhere fare" will also be available for \$2.50 maximum.

Special "modified" Saturday schedules were being operated on the Reading District during the November 5-9 transition period, with all trains originating and terminating at North Broad Street after the closure of Reading Terminal. Passengers were asked to transfer to the Broad Street subway at either Logan station or North Broad, or to find alternate means. Commencing with R6 Train #1408 from 30th Street to Norristown, leaving Suburban Station at 6 AM on Saturday, November 10, revenue service is to begin through the tunnel. Saturday schedules will be operated on that day and on Sunday the 11th a full-scale revenue test of the new weekday schedules will be conducted. The first actual weekday loads will be carried on Monday, November 12.

On that Monday a special opening ceremony will be held in Market East Station at 11 AM, with Governor Thornburgh, Mayor Goode, Secretary of Transportation Dole and other governmental figures as well as SEPTA officials in attendance. The most dramatic feature of the ceremony will be the arrival of trains from both the "Penny" and "Reading" sides of the tunnel carrying a number of dignitaries, with coupling of the trains to occur in the station. At that point, specially prepared PRR keystone and Reading diamond logos will be peeled off the two trains to reveal SEPTA insignia beneath. The public is invited.

PHILADELPHIA EXPRESS *(Continued from Page 6)*

The old and respected Official Guide of the Railways has taken on a new, contemporary look with its September-October 1984 edition. Expanded to 8-1/2 x 11 size and filled with new graphics and new sections, the Official Guide's "North American Freight Service Edition" is a major departure for the tradition-minded publication.....Tri-State Chapter's Lehigh River Express on October 14 featured three Morristown & Erie red Alcos on the point--ex-CONRAIL C430's #16 and 17 and ex-Toledo, Peoria & Western C424 #18. The excursion ran from Hoboken, NJ to Haucks, PA via Allentown, utilizing rails of four former railroads now operated by NJ TRANSIT and CONRAIL.....CHESSIE SYSTEM has opened a new bulk transfer terminal at Chester, PA.

EVE WALKER

October 28, 1984

It is with great loss that we inform you of the passing of Eve Walker, of Passaic, NJ, on Sunday, October 28, 1984. This quiet, pleasant lady had dedicated her life to NRHS and its goals since the passing of her husband, Sydney S., in 1965. Sydney had been emblem sales director prior to his passing, and Eve assumed these duties, carrying them on until turning them over to David Short in November, 1982 at the fall directors' meeting here in Philadelphia.

Eve was born in 1916 in Easton, PA, later living in West Philadelphia, Crum Lynne and Elizabethtown before moving to live in Passaic in the same apartment complex as her sister. Services were held on Tuesday, October 30 at Har Jehuda Cemetery in Havertown.

We shall miss this smiling lady who gave so much of herself to our organization. Her efforts in our behalf will not be soon forgotten.

MICHAEL MASTRANGELO

August 27, 1984

It is with sadness that we belatedly report to you the passing of Michael Mastrangelo, of Germantown, on August 27, 1984. Michael had been a member of the Chapter since 1969, and was a retired SEPTA operator. We extend our sympathy to his family.

Our Meeting: ANNUAL RAILROADIANA AUCTION

Our November 16, 1984 meeting features our Annual Railroadiana Auction. The evening begins with our usual sit-down dinner in the Engineers' Club Dining Room, 1317 Spruce St., downtown Philadelphia, beginning at 6 PM (\$9 per person). MANDATORY ADVANCE RESERVATIONS MUST BE MADE to President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, NOVEMBER 14, 1983.

The auctioneer's gavel will sound at 7:00 PM SHARP in the Conference Room of the Club. Auction will continue until 9:30 PM, at which time all unsold material will be returned to sellers. Registration begins at 6:30 PM. No business meeting will be conducted. RULES FOR THE AUCTION ARE AS FOLLOWS:

1. Minimum bid price on any one lot is \$2.00; increments in bidding must be in multiples of 50¢.
2. Each seller is limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify and number each lot to be sold. Each item must be listed separately on the registration form. EVERY EFFORT WILL BE MADE TO ROTATE THE LOTS, GIVING EQUAL EXPOSURE.
3. The Chapter retains 20% of the proceeds from each sale. PAYMENT FOR ALL ITEMS MUST BE MADE AT THE TIME OF THE SUCCESSFUL BID, and settlement for items sold will be made at the end of the evening or at such time as all your items have been sold. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders.
4. HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS NOT WELCOME. Dig through your attics and come up with a full box of items for sale, and a full wallet to buy. FRIDAY, NOVEMBER 16, 1984.

PLEASE MAKE A NOTE ON YOUR CALENDARS OF OUR DECEMBER MEETING DATE: *Friday, December 14, 1984.*



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