



CINDERS

October 1984



IN THIS ISSUE

Extra List.....	2
ON THE SCENE, by El Simon.....	4
National Directors to Meet Here in November.....	6
PHILADELPHIA EXPRESS, by Frank Tatnall.....	7
Chapter Plans Vintage Bus Tour to Steamtown.....	9
Philadelphia Chapter News & Meeting Notice.....	10
Chapter Excursion Order Forms.....	11

Volume 45 Newsletter of the Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

"Last Train from Terminal" Set for November 6 Downtown Tunnel to Open Four Days Later

Philadelphia Chapter NRHS, in cooperation with SEPTA, will operate the "last train from Reading Terminal" just before that historic structure is permanently closed as a railroad station on Election Day, Tuesday, November 6.



Reading Terminal, Philadelphia

Bound for Lansdale, the special train will consist of matched "Blueliner" MU cars which, in their original green, helped inaugurate the Reading Company's electrified passenger service on July 26, 1931. It will depart from beneath the terminal's vast--and nearly empty--trainshed about 7:50 PM, a few minutes after the last regularly scheduled train leaves for West Trenton at 7:40. Blue cars still lettered "READING" will be used if available; otherwise cars repainted in the SEPTA scheme will be assigned to the train.

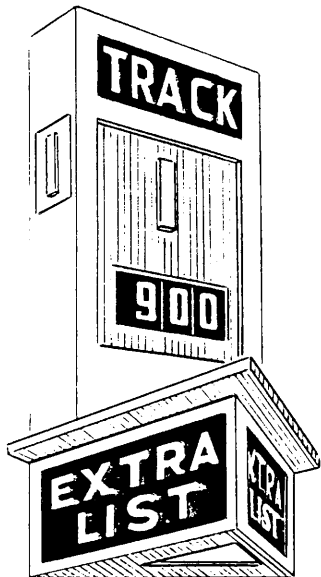
A brief ceremony beginning about 7:30 PM will be held in the station concourse under a black-on-white "last train" destination sign displayed for the occasion. Both SEPTA General Manager Joseph T. Mack and NRHS National President Nelson W. Bowers are expected to deliver appropriate remarks at the ceremony. Preparation of a commemorative badge has also been undertaken by Member Joe Mannix.

Specially designed souvenir tickets will be presented to all passengers riding the last train, which will make intermediate stops at Wayne Junction, Jenkintown and Ambler. It will return immediately to Ambler, Jenkintown, Logan (convenient transfer to the Broad Street subway) and North Broad Street, arriving there by 9:30 PM. The train will be open to the general public. Round-trip fares have been set at \$5 for adults and \$3 for children, regardless of destination.

SEPTA is expected to announce the following timetable for the long-awaited opening of the \$338-million center city rail tunnel, which has been under construction for five years. Closure of Reading Terminal is a necessary prelude to this event.

- | | |
|-----------------------|--|
| Friday, November 2 | - Last day of full service on Reading District. |
| Saturday, November 3 | - Cutover of two tracks to the tunnel route at "Brown" (north of Spring Garden Street). Service continues to Reading Terminal. |
| Monday, November 5 | - Saturday schedule operates on all Reading lines through Friday, November 9. |
| Tuesday, November 6 | - Reading Terminal closes following departure of last train. Power to be shut off about 8 PM and cutover of remaining two tracks at "Brown" begins. All trains terminate at North Broad Street through November 9. |
| Wednesday, November 7 | - Conversion work progresses. |
| Saturday, November 10 | - First day of revenue operation through the tunnel, using new Saturday schedules. |
| Sunday, November 11 | - Full weekday service is operated. |
| Monday, November 12 | - Veterans Day observance. Regular weekday service through tunnel. Official opening ceremony. |

(Continued on Page 3)



OCTOBER 20, 1984: Fall foliage doodlebug ramble on Octoraro Railway, using Wilmington & Western's restored ex-PRR railcar #4662, sponsored by West Jersey Chapter, NRHS. Trip leaves Greenville, DE at 9 AM for Sylmar, MD and return, a round-trip distance of 80 miles. Photo stops and runbys are planned. Fare: \$16 per person. THIS TRIP SOLD OUT.

OCTOBER 20: Strasburg Special from Washington, DC to Leaman Place, PA via Philadelphia, sponsored by Washington Chapter NRHS. Train will consist of Amtrak AEM-7 electric locomotive and Amfleet cars, with double-headed steam train on Strasburg Rail Road to Strasburg, PA. Train leaves Washington Union Station at 7:40 AM, Baltimore 8:30 AM, arriving Leaman Place 11:20 AM and Strasburg 12:30 PM. Returning, Amtrak special leaves Leaman Place 6:30 PM, arriving Baltimore 9:10 PM and Washington 10 PM. Fares: \$49 adults, \$45 children (5-11). Order tickets from: Strasburg Special, P. O. Box 456, Laurel, MD 20707, making checks payable to "Strasburg Special" and enclosing stamped, self-addressed envelope.

OCTOBER 20: Autumn foliage excursion from New Haven, CT to Beacon, NY via South Norwalk and Danbury, CT, Brewster and Hopewell Junction, NY, returning via Croton-Harmon and New York, sponsored by New Haven Railroad Historical & Technical Association. Trackage will include Metro-North's former New Haven and New York Central routes and Conrail freight-only lines. Train will consist of Metro-North commuter equipment powered by FL9 diesel locomotives. Fare: \$39 per person. Order tickets from: NHRRH&T, 5 Cannondale Drive, Danbury, CT 06810, enclosing stamped, self-addressed envelope.

OCTOBER 20-21: Autumn leaf specials from Jim Thorpe to Haucks, PA and return, sponsored by Rail Tours, Inc., using ex-Canadian Pacific 4-6-0 #972 and former Reading passenger cars. Thirty-five-mile round trip over one-time Jersey Central Nesquehoning branch, leaving Jim Thorpe depot 1:30 PM both days, returning 4:30 PM. Tickets may be purchased at trainside subject to available capacity. Fares: \$10 adults, \$7.50 children (5-11). Information from Rail Tours, Inc., P. O. Box 285, Jim Thorpe, PA 18229-0285 (telephone 717-325-4606).

OCTOBER 21: Special Amtrak train from Lancaster to Altoona, PA and return, including trip around Conrail's famed Horse Shoe Curve, sponsored by Lancaster Chapter NRHS. Train leaves Lancaster 7 AM, returning 9:45 PM. Fare: \$42 per person. THIS TRIP SOLD OUT.

OCTOBER 27: York Extra special train from Baltimore, MD to York, PA and return via Chessie System's ex-Western Maryland freight-only lines, sponsored by Baltimore Chapter NRHS. Train consisting of Budd RDC cars will leave Baltimore (Camden Station) at 8:30 AM, arriving York at 12:05 PM and Hanover, PA at 2 PM. Returning, train will arrive Baltimore at 5 PM. Fares: \$33 adults, \$30 children (4-11). Order tickets from: Baltimore Chapter NRHS, P. O. Box 10233, Baltimore, MD 21234-0233, enclosing stamped, self-addressed envelope.

OCTOBER 28: Bus excursion to Scranton, PA to ride Steamtown rail line and visit model train show in former Lackawanna station, sponsored by Philadelphia Chapter NRHS. Tour will originate at SEPTA Warminster station parking lot, using restored 1947-vintage GM PDA-3703 motor coach owned by Sandhill Coach Lines. Leave Warminster 9:15 AM following arrival of SEPTA train departing Reading Terminal 8:20 AM. Return to Warminster about 7 PM. All-inclusive fare: \$27 adults, \$24.50 children under 12. Order tickets from: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope. For further information, telephone 215-947-5769.

NOVEMBER 3: Brandywine Valley fall rail trip with Wilmington & Western's ex-PRR doodlebug # 4662, from Greenville, DE to Pocopson and Oxford, PA and return via Octoraro Railway, sponsored by Wilmington Chapter NRHS. Trip leaves Greenville 8:30 AM, returning about 5 PM. Fare: \$21.50 per person. Order tickets from: Wilmington Chapter NRHS, P. O. Box 1261, Wilmington, DE 19899, enclosing stamped, self-addressed envelope.

NOVEMBER 4: Second Brandywine Valley trip using railcar #4662, from Greenville, DE to South Modena, PA and return, with side trip to Elsmere Junction, DE via Octoraro Railway's ex-Reading Wilmington & Northern branch. Trip is sponsored by Wilmington Chapter NRHS, leaving Greenville 8:30 AM, returning about 5 PM. Fare: \$19.50 per person (\$40 package for both days). Order tickets from: Wilmington Chapter NRHS, P. O. Box 1261, Wilmington, DE 19899, enclosing stamped, self-addressed envelope. For further information, telephone 302-798-8431 evenings.

NOVEMBER 6: "Last train from Reading Terminal" to be operated by Philadelphia Chapter NRHS prior to closure of historic 91-year-old station at 12th & Market Streets, Philadelphia. Following departure of last regularly scheduled SEPTA train, NRHS special will leave at 7:50 PM for Lansdale as last revenue train before power is shut down about 8 PM. Closing ceremony is expected to begin in main concourse at 7:30 PM. Special train, to consist of 1931-vintage "Blueliner" MU cars, will make intermediate stops at Wayne Junction, Jenkintown and Ambler, returning from Lansdale with stops at Ambler, Jenkintown, Logan, Wayne Junction and terminating at North Broad Street about 9:30 PM. Fare: \$5 adults, \$3 children under 12. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope. For further information, telephone 215-828-0706 evenings.

NOVEMBER 10: Special "Blueliner" excursion on SEPTA's former Reading commuter rail lines, sponsored by Philadelphia Chapter NRHS in connection with fall national directors meeting at Philadelphia Centre Hotel. Buses leave hotel at 10 AM for Wayne Junction, where special train will begin tour of West Trenton, Lansdale and Norristown Lines before returning to Wayne Junction and North Broad Street. If new center city rail tunnel is in oper-

(Continued on Page 3)

EXTRA LIST *(Continued from Page 2)*

ation as expected, train may terminate at Suburban Station about 4 PM. Fare: \$16 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope. Seats will be reserved for national directors and space will be limited. For information, telephone 215-828-0706 evenings.

NOVEMBER 17: 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 GGL", a brand new film effort. Information and tickets from: Delaware Valley Chapter NRHS, c/o Charles J. Benz, 85 Brook Dr., 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.

DECEMBER 1: Annual Army-Navy football game at Veterans Stadium, Philadelphia. Amtrak will operate two special trains from West Point, NY and two trains from Washington, DC to Conrail South Philadelphia yard. Further information in November Cinders.

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.

"LAST TRAIN FROM READING TERMINAL" SET FOR NOVEMBER 6 *(Continued from Page 1)*

Opened by the Philadelphia & Reading Railroad on January 29, 1893, Reading Terminal has served the traveling public well for nearly 92 years. But unlike its contemporary depot, the Pennsylvania Railroad's old Broad Street Station which was demolished in 1953, the famed terminal at 12th & Market Streets will remain a downtown landmark for many years to come. Its eight-story head house will be converted into modern offices and the massive clear-span trainshed will be incorporated into a proposed \$400-million Convention Center. All tracks, wires and other vestiges of rail operation will, of course, be removed.

Those who wish to ride the farewell special are urged to complete the reservation form on page 11, mailing it to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS." Tickets will be available for pickup at Reading Terminal on the night of the trip. Further information may be obtained by telephoning President Tatnall at 215-828-0706 evenings.



Don't Forget!

**Philadelphia Chapter's
ANNUAL RAILROADIANA AUCTION**

Friday, November 16, 1984



Amtrak has arranged to trade 18 SDP40F's to the Santa Fe in exchange for 25 CF7's and 18 SSB1200's. Unless you are Santa Fe mavens, you may find these models unfamiliar. Both are rebuilds — the CF7 is basically a GP7 hood on an F unit underframe with a unique cab and low nose. All were rebuilt at Santa Fe's Cleburne, TX shops. The SSB1200 is basically an upgraded EMD 1200 hp switcher, rebuilt at the San Bernardino shops (SSB means switcher-San Bernardino). Details of the heritage of the CF7's are as follows:

<u>AMTRAK #</u>	<u>Ex-SANTA FE #</u>	<u>Rebuilt</u>	<u>Original SANTA FE #</u>	<u>Originally Built</u>
575	2418	3-78	260C	8-51
576	2430	12-77	227C	4-50
577	2433	11-77	263C	9-51
578	2437	10-77	275C	12-53
579	2438	9-77	237L	3-50
580	2439	9-77	258L	5-51
581	2440	9-77	269C	11-53
582	2445	8-77	208L	9-49
583	2453	6-77	237C	5-50
584	2454	6-77	210C	9-49
585	2456	5-77	215C	11-49
586	2457	5-77	246L	1-51
587	2459	5-77	288C (ex-F9)	7-56
588	2460	5-77	283C (ex-F9)	6-56
589	2461	4-77	232C	4-50
590	2462	4-77	340L	5-53
591	2463	4-77	338L	4-53
592	2513	7-74	218L	12-49
593	2562	7-73	280C	12-53
594	2584	1-73	277C	12-53
595	2587	1-73	241C	5-50
596	2588	12-72	273C	12-53
597	2592	11-72	231C	4-50
598	2595	11-72	211C	9-49
599	2645	10-70	217L	12-49

Details on the SSB1200's are as follows:

<u>AMTRAK #</u>	<u>Ex-SANTA FE #</u>	<u>Rebuilt</u>	<u>Original SANTA FE #</u>	<u>Originally Built</u>
550	1215	8-75	2415	9-39(1)
551	1216	12-78	2416	4-43(2)
552	1217	1-75	2405	8-39(3)
553	1220	2-78	2420	5-53
554	1221	2-79	2421	5-53
555	1222	1-74	2422	5-53
556	1223	3-74	2423	5-53
557	1224	4-78	2424	5-53
558	1225	10-78	2425	5-53
559	1226	5-78	2426	5-53
560	1228	7-78	2428	5-53
561	1230	3-78	2430	5-53
562	1231	6-78	2431	5-53
563	1232	4-74	2432	5-53
564	1233	11-78	2433	5-53
565	1239	2-73	2439	6-59(4)
566	1240	12-73	2440	6-59(4)
567	1241	12-79	2441	6-59(4)

- (1) - Rebuilt from NW2 - built as 2365
 (2) - Rebuilt from NW2 - built as 2366
 (3) - Rebuilt from NW2 - built as 2355
 (4) - Rebuilt from model SW1200

(Continued on Page 5)

ON THE SCENE (Continued from Page 4)

This adds to 43 units. To date, we know of 33 existing units which are identified for replacement: 13 RS3's: 100, 114, 117, 120, 131, 133-134, 136-138, 140, 142, 144; eight SW1's: 730, 731, 738-741, 744-745; five RS1's: Washington Terminal 44, 46-47, 59, 62; one S2: 746; five GP7/9's: 761-762, 776, 782-783; and one SW9 (9279) will be returned to Conrail, terminating a lease. Another ten units are expected to be retired as well: these may be seven SW1's: 732, 734-737, 742-743 and possibly the shop switchers.

Obviously, no more "pure" Alcos will remain, so load the cameras and get those shots now! The 18 SDP40F's traded to Santa Fe are: 511, 526, 615, 622, 628-630, 632-635, 638-640, 643-645 and 649. There still remain 19 SDP's in storage, and there are reports that these may become candidates for trade on a possible order for new motive power, but that remains unconfirmed for now.

Elsewhere in Amtrak happenings, the Auto Train will operate daily from October 15, and sleepers 2233-2235 and Amcoaches 25117-25119 have been to Beech Grove for conversion to freight schedule braking. On September 5, diner 8522 was released from Beech Grove as the first "new" Heritage car in many months (six are being added to the fleet). Also, Heritage baggage-dormitory 1450 has been renumbered 1631.

Amtrak ridership was up 2.1% in July over the prior year, led by the Northeast Corridor.

Here are some expected Corridor train changes effective October 28. The overnight mail trains we've previously noted will stop at 30th Street at 8:29-8:49 AM (#13 to Washington) and at 4:10 AM (#12 to Boston). Neither train will operate on Monday mornings, and train #13 will not carry passengers south of New York. Because the *Crescent* will continue to carry through passengers only, local passengers will ride trains 85 and 86, which will continue on to or from Richmond as the *Virginian*. The southbound *Colonial* to Newport News runs an hour earlier to provide better spacing below Washington.

The ill-fated *New England Zip* becomes the *Narragansett* (The "Zipper" is now the *Fast Mail*, you see!). Train 252 will deadhead down to Wilmington and originate there at 6:30 AM. The train is named the *First State*. A second Washington-Springfield round trip is added, called the *Connecticut Yankee* (southbound weekends it is the *Charter Oak*). The New Haven-Boston round trip via Springfield will be called the *Bay State*, running west in the morning and connecting eastbound off Train 94 in the late afternoon. Passengers for the *Adirondaack* to Montreal should note that it will run about three hours later each way to accommodate skiers.

Meanwhile, north of the border, VIA Rail Canada made it through another summer season and now can breathe easy for a while. There were only a handful of cars I did not see—VIA seems to keep their conventional cars out on the road more effectively than Amtrak. This fall will see the introduction of additional LRC equipment on corridor trains. Midday trains 64-65 between Montreal and Toronto have been re-equipped recently, except on peak travel days (Fridays and Sundays).

VIA used 13 of its 18 ex-CN "blue" diners and 10 of its ex-CP Budd diners. In the peak summer season, the *Canadian's* diner is staffed out of Vancouver with a chef, chef assistant, pantryman (to Calgary), three waiters (and a fourth to Calgary) and a cook to Calgary. The Skyline dome actually serves full meals between Vancouver and Calgary in the summers with a chef, his assistant and two waiters. In its heaviest segment, the flagship of VIA's fleet carried over 400 passengers. The *Ocean*, however, could go over 600 at its peak.

Ontario Northland has retired and scrapped the European power units it purchased with the TEE train-sets. Four rebuilt FP7's have long-since handled the *Northlander* consists, whose three cars are a compartment coach, a diner-coach and a control coach (no longer actually used as such).

NJ Transit sold 76 cars and four locomotives on October 9. Still to be sold are 178 former Lackawanna MU cars and 40 pre-war Budd coaches which NJT is holding for some future purpose. Elsewhere, extensive changes were instituted on the former Erie Lackawanna electric line (now known as the Morris & Essex Line) on September 16. One-hundred-forty cars were to have been refurbished for this route, but initially 125 cars were used. However, eight more cars have been assigned since that date. The initial allocation of Arrow III cars consisted of 56 paired and 13 single cars, according to my information.

Because the Long Island Rail Road presently has excess shop capacity, it is performing heavy repairs on Metro-North M-1's. As many as seven pairs at a time are being given a much needed overhaul. New Haven Line cars, meanwhile, have been noted at Morrison-Knudsen, especially Metro-North cafe cars, which are being rebuilt as coaches.

Metro-North has received 76 new M-3 electric cars from Budd. The deliveries have been halted for the moment, possible because of faulty brackets. The fleet is 8000-8079 (except 8066-8069). Three Brewster trains are still equipped with diesel locomotives and "steam" coaches as autumn unfolds. There are about 50 active Metro-North steam coaches plus the 22 leased SEMTA cars still considered active.

Elsewhere on Metro-North, 20 2100-series coaches are to be refurbished to continue in service on the New Haven Line. That route has been suffering from overcrowding since New York and Connecticut have not been able to agree on an order for additional MU's. December will see the return of the first Connecticut-owned rebuilt FL9. It has been seen, however, and as promised, the unit has been repainted in the McGinnis-style New Haven black, orange and white. The 5043 will be the first of seven FL9's to be rebuilt with HEP by a firm near Norfolk, VA. The units to be converted are the seven locomotives rebuilt several years ago by GE at Hornell, NY.

(Continued on Page 6)

"Blueliner" Trip, Dinner to Highlight Directors Meeting Next Month

After operating the "last train from Reading Terminal" on November 6 (see page 1), Philadelphia Chapter will follow that memorable event with a "Blueliner" MU excursion on Saturday, November 10.

The train will be made up of two or three of the 1931-vintage Bethlehem-built cars, now the oldest electric railway cars in regular service anywhere in the United States or Canada—and definitely an endangered species. Cars repainted in SEPTA colors will most likely be used because of their superior condition, having been refurbished within the past few years.



The excursion has been arranged primarily as an inspection trip for visiting NRHS directors, whom the Chapter is hosting at the Society's annual fall meeting on Sunday the 11th. Though planned for some time, it now appears that the trip will coincidentally occur on the first day of revenue service through the new center city rail tunnel. The special train will leave from SEPTA's Wayne Junction yard, with connecting buses scheduled to depart from the Philadelphia Centre Hotel, 17th Street & Kennedy Boulevard downtown, at 10 AM.

After touring the West Trenton, Lansdale and Norristown Regional High Speed Lines, the train will run through the tunnel and terminate at Suburban Station about 4 PM. (Operating conditions, however, may require that the trip be ended at North Broad Street station instead). A lunch stop at Lansdale and a photo runby are planned. The fare is \$16 per person and the excursion is open to members and friends of Philadelphia Chapter as well as national directors.

At 6 PM on Saturday, a reception will be held with cash bar at the Philadelphia Centre Hotel, and at 7 PM dinner will be served to be followed by an entertainment program. Again, local members are invited to attend. Dinner tickets are \$18.50 per person, which includes an entree of braised eye of the round with wine sauce, potato and vegetables, salad, fruit cup, ice cream and beverage.

The next day, November 11, the directors meeting will take place at the hotel, beginning at 9 AM. At 12 noon, those interested will leave the hotel for a visit to the Penn's Landing Trolley Line, including special rides on Brill-built ex-Red Arrow cars #26 and 80. Transportation will be via Market Street subway and total price for the event is \$4 per person.

Those wishing to participate in any or all of the above activities should fill out the reservation form on page 11, mailing it to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS." Tickets will be sent by mail if a stamped, self-addressed envelope is enclosed, otherwise they may be picked up at the Chapter registration desk at the hotel on Saturday, November 10.

ON THE SCENE *(Continued from Page 5)*

A contract to rebuild 42 Metro-North MU cars in the 1100-series is nearing completion, but a new contract covering the remaining 30 active 1100's has apparently been negotiated and the first group of five cars has been sent out. As a matter of interest, car 1547 was the last SEPTA coach to run—it came in on train 944 on July 23 with a defective generator. The last Amtrak coaches ran August 6 (5649, 5670 and 5675) and the last "Shoreliner" coaches operated on August 13.

Washington's Red Line was extended August 24 to Grosvenor, adding five stops. The real benefit will come at year's end, when the important extension to Rockville is set to open.

In Chicago, the line to O'Hare airport finally opened on Labor Day, although early reports indicate it's a long walk from platform to terminal.

Pittsburgh's one active trolley line is the 47 line with alternate cars to Drake or South Hills Village, or Library. The Drake service ends at 6:15 PM.

San Francisco is moving ahead with an extension of the J-Church line to Balboa Park BART station.

Production of SEPTA's GOH cars at Courtland Street shop appears to have ended at 78 cars. The last scheduled car (2163) was to be outshopped on October 19 and enter service October 26. There were 53 Westinghouse cars (2091, 2105, 2107, 2109-2111, 2113, 2114, 2116-2124, 2126, 2129, 2131, 2133, 2134, 2138, 2701, 2703, 2704, 2706, 2709-2713, 2716, 2717 and 2720-2725) and 25 General Electric cars (2141, 2147, 2150, 2159, 2163, 2166, 2171, 2183, 2185, 2186, 2190, 2737, 2739-2741, 2743, 2749, 2751, 2760, 2761, 2779, 2780, 2788, 2791 and 2796). Thirty-four cars remain to be done at Woodland shop (2142, 2143, 2156, 2158, 2160, 2170, 2172, 2175, 2181, 2182, 2187, 2191, 2194, 2196, 2197, 2726, 2728, 2730, 2732, 2733, 2738, 2746-2748, 2750, 2753, 2758, 2770, 2777, 2783, 2790, 2793, 2798 and 2799). As information, 2142 is expected to be outshopped November 9 and placed in service November 16, the 2790 outshopped November 20, in service November 27, and the 2746 outshopped December 20 and placed in service December 27. There are eight other cars which may be used as spares if needed: 2165, 2168, 2184, 2744, 2756, 2773, 2785 and 2797.

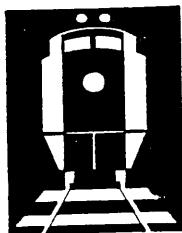
PHILADELPHIA



FRANK G. TATNALL, JR.

As opening day of the center city tunnel looms on the horizon (see page 1), SEPTA is beefing up its managerial staff to help cope with one of the great challenges in the agency's history. Hired last month as general superintendent of the Regional High Speed Lines was Joseph Heilman, a former Reading Company, CONRAIL and METRO-NORTH supervisor whose roots go back to the smooth-running days of Reading's commuter operations. Heilman, who replaces the resigned John Canfield, reports to Director of Operations John F. Tucker, who in turn reports to Assistant General Manager Frank Wilson.

SEPTA is preparing to evict the last of the RDC's still stored at Wayne Junction. In addition to SEPTA-owned #9170 and 9171 sold to an Ohio rail equipment dealer (see September Cinders), the City's #9151 and 9152 are expected to join their brethren in storage at the Philadelphia Naval Base while PennDOT #9166 to 9169 move to the BLUE MOUNTAIN & READING at Shoemakersville, PA.



As work on SEPTA's new Roberts yard MU terminal neared completion south of Wayne Junction, a new interlocking known as "Hunt" was placed in service to connect the yard with the Ninth Street Line at Hunting Park Avenue.....A test run on the Airport High Speed Line was operated September 20 with Silverliners 270 and 274, but a special trip for Mayor Goode scheduled for the next day was cancelled at the last minute.

NEW HOPE & IVYLAND U30B locomotive #401 (ex-CONRAIL #2880), resplendent in fresh green paint, has been leased by SEPTA for work train service.....According to newspaper reports, the City now estimates the cost of the proposed Convention Center north of Reading Terminal has escalated to \$441 million, a \$61 million increase over the original pricetag. The terminal's famed trainshed area is to be included in the center, which is being promoted by the Reading Company in its new role as real estate developer.....A disabled CONRAIL local freight train near 49th Street station on the Media-West Chester Line caused extensive delays to rush hour commuter trains on the morning of September 25.



Secretary of Transportation Elizabeth Dole visited Philadelphia on October 1, announcing that her department had released \$21 million in grants to SEPTA for capital improvements. The money, which was included in SEPTA's budget for the fiscal year ended June 30, will be spent as follows: \$11.25 million for reconstructing the Allegheny bus depot in North Philadelphia; \$6 million for upgrading the 30th, 34th and 40th Street subway stations; and \$3.75 million for rebuilding track on the Media-Sharon Hill trolley lines and the Norristown High Speed Line. The grant brings to \$112 million the funding received from Uncle Sam for Fiscal Year 1984, still \$30 million short of SEPTA's requests and \$48 million less than received during the previous year.

SEPTA's board last month approved a \$215.6-million capital budget for Fiscal Year 1985 (which began July 1) for construction and other physical improvements to the system. This is in addition to the \$455 million operating budget. Major uses for the capital money will be rebuilding of the Frankford elevated, purchase of 120 new buses and partial funding for rail vehicles.....Mellon and Provident National Banks have extended SEPTA a \$20-million line of credit to help keep the system going in crisis periods when State and Federal subsidies fail to arrive on time. A few years ago, as Chairman Lewis F. Gould, Jr. pointed out, SEPTA found it impossible to get any bank credit.

As of August, SEPTA had completed general overhaul work on 76 out of 112 PCC's slated to be rebuilt at Courtland and now Woodland shops.....The new Woodland heavy repair facility was operating at about two-thirds of its anticipated capacity last month, following its partial opening in June. The wheel truing machine, however, was working around the clock in an effort to catch up on the backlog of Kawasaki streetcars in need of wheel work.

Trolleys finally returned to the north end of Route 23-Germantown Avenue on September 28. Buses continue to work the south end pending completion of street repairs.....Trackwork on Elmwood Avenue was finished in August, eliminating the single-track operation for Route 36 trolleys.....SEPTA dedicated its new Frontier District bus garage last month on Ridge Avenue, Plymouth Township.....SEPTA Bus Driver Robert O'Connor, a 14-year veteran assigned to Comly Depot, was declared the winner of last month's "Bus Roadeo" held in North Philadelphia. The contest measured driving skills and was part of a nationwide series of events which led to the finals held this month at the American Public Transit Association convention in Washington.....The first of 50 new articulated SEPTA buses built by Volvo arrived in Philadelphia last month. The 7002 was later displayed at the APTA convention in Washington.....A lengthy article on Roger Tauss, the fiery president of Local 234 of the Transport Workers Union, appeared in the Inquirer Magazine on September 23.

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

SEPTA reports that ridership increased by four percent on its City Transit Division in Fiscal Year 1984 versus the previous year, and by nearly 20 percent on its Frontier District. But ridership dropped by about 2.5 percent on Red Arrow Lines and by 26 percent on its Regional High Speed commuter rail system..... Chapter Member Charles Campbell has been vocal in his defense of the trolley lines of North Philadelphia, in the face of considerable opposition by some local residents. He was quoted extensively in the September 19 edition of the Times Newspapers, a local publication in the area.....Striking workers at the Neoplan Corp. shop in Montgomeryville, PA picketed SEPTA's Germantown Depot on October 3, disrupting service on several bus lines. Neoplan has built several hundred buses for SEPTA over the past two years.



Transportation Secretary Elizabeth Dole announced on September 11 that she had narrowed the list of bidders for CONRAIL to three finalists: Alleghany Corp., NORFOLK SOUTHERN CORP. and an investor group led by Hotel Magnate J. Willard Marriott, Jr. She then said that she was referring the NS offer to the Justice Department to determine its competitive impact and all three bids to the Treasury Department for a review of tax and financial questions. Meanwhile, Congress prepared to adjourn for the year on October 4 without receiving any recommendation from DOT for the sale of the now-profitable railroad, assuring that no final action can be taken until sometime in 1985. "There is no artificial deadline," Dole insisted. "I will make a recommendation to Congress as soon as I am satisfied that the criteria for a successful sale have been met." Meanwhile, Pennsylvania Senators John Heinz and Arlen Specter called for rejection of all three offers for Conrail, opting instead for a public sale of the government's 85-percent share of the railroad's stock. Secretary Dole later said that she still opposed a public sale and would push for a negotiated buyout.

CONRAIL said last month that its piggyback perishables business--moving fresh fruits and vegetables to eastern markets--increased by 36 percent in the first half of 1984 versus the year-ago period. The total moved was 20,114 loaded trailers.....The Philadelphia Port Corp. reported that it is negotiating with CONRAIL for construction of a new terminal in South Philadelphia that could handle unit trainloads of export and import containers.....CONRAIL has removed the #1 (westbound) track between Nicetown and Newtown Junction along its ex-Reading "low grade" freight line near Wayne Junction.....CONRAIL is dismantling the old Trenton Avenue elevated branch in the Kensington section of Philadelphia.



AMTRAK will run four special trains to the Army-Navy football game in Philadelphia on December 1, two from West Point, NY and two from Washington. The West Point trains will carry the Army Corps of Cadets, the first time in many years that the Corps has traveled by train to the annual classic.....Privately-owned ex-MILWAUKEE cars Cedar Rapids and Minnesota River arrived at 30th Street September 29 on the rear of Train 40 from Chicago. Painted Milwaukee orange, the Skytop obs and sleeper were enroute to the October 14-16 convention of the Private Car Owners Association in Washington.....Other private cars scheduled to pass through Philadelphia enroute to the same meeting are the Texas Cannonball on Train 183 October 12, and Lehigh Valley 353 and the Pride of Genesee riding the Night Owl the previous two days.....Sperry rail detector car #123 was seen in the 30th Street area last month.

This fall, AMTRAK will link its Arrow computerized reservation system with American Airlines' SABRE, the nation's largest transportation reservation system with over 8,200 subscribers. Earlier this year, Amtrak tied in with TWA's PARS, which has 3,000 subscribers (many of them travel agents). Both SABRE and PARS will gain automatic ticketing ability for Amtrak trains by early next year (NARP News).....AMTRAK will begin special fare promotions October 1 on selected trains, to be sold through next May 1 and honored through June 20. The Cardinal, Silver Meteor, Silver Star and Montrealer are among trains serving Philadelphia which will get lower ticket prices or round-trip deals to make them more competitive with deregulated airlines (Rail Travel News).

NATIONAL MOVES OFFICES TO SUBURBAN STATION BUILDING

The national headquarters of NRHS is scheduled to move this month from the Empire Building, 13th & Walnut Streets, to the tenth floor of Suburban Station Building at 16th & Kennedy Boulevard.

The newly-occupied suite of offices will include work space for the National Railway Bulletin staff, headed by Member Bill Wagner, and for much historical material previously stored in the Empire Building and elsewhere. Eventually, it is planned to move the Library of American Transportation, managed by NRHS, into the same location.

BULLETIN SEEKS BACK ISSUES SALES DIRECTOR - CAN YOU HELP?

The Society needs an individual to handle back issue sales of the National Railway Bulletin, as Chapter Member Paul Hee, who currently handles this important function, has requested to be relieved of these duties because of career obligations.

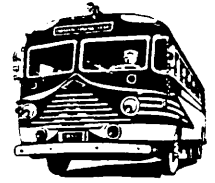
This position does require that the individual assuming it be able to provide some space for storage of the extra copies of the Bulletin, as well as being able to fill orders from members in a timely manner.

Anyone in the Eastern Region area who may be able to assist the Society is asked to contact Bulletin Editor William C. Wagner, 271 Norfolk Road, Warminster, PA 18974-3725.

CHAPTER PLANS VINTAGE BUS TOUR TO STEAMTOWN, RAIL SHOW



On Sunday, October 28, Philadelphia Chapter will operate a special motor coach excursion from Warminster to Scranton, PA, which will include a ride on Steamtown's new line and admission to a model train show.



The trip will leave SEPTA's Warminster station parking lot at 9:15 AM, following arrival of SEPTA train #2224 out of Reading Terminal at 8:20 AM. The bus is a beautifully restored 1947 Model PDA-3703 built by General Motors, owned originally by Red Star Bus Lines and now operated by Sandhill Tours of Chalfont, PA. A stop will be made at a restaurant on the Pennsylvania Turnpike and arrival is planned in Scranton at about 12:30 PM. Passengers will have an opportunity to visit a model train show at the Hilton at Lackawanna Station, and later to ride the 2:35 PM trip behind Steamtown's ex-Canadian Pacific 4-6-2 #2317 upgrade for ten miles to Elmhurst, PA and return.

At 4 PM the bus will head homeward, with arrival in Warminster planned in time for the departure of SEPTA train #2261 at 7:35 PM.

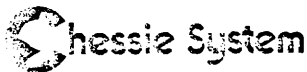
Fare for this unusual tour is \$27 for adults and \$24.50 for children under 12, which includes bus transportation, Steamtown ticket and admission to the train show. A minimum of 22 persons is needed to operate the excursion. Please fill out the reservation form shown on page 11 and return to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS." Tickets may be picked up at Warminster on the morning of departure.

"HARPERS FERRY SPECIAL" PROVES POPULAR WITH RIDERS

Philadelphia Chapter's Harpers Ferry Special on Sunday, September 30, received nearly universal praise from the 700-plus revenue passengers on board the train.



The Special operated from 30th Street Station, Philadelphia, to Harpers Ferry and Martinsburg, VA via Amtrak's Northeast Corridor and Chessie System's Old Main Line, returning via Washington, DC. Transfer between the two railroads was accomplished by means of a back-up move at Bay View yard, Baltimore, both in the morning and evening.



The 12-car train consisted of ten Amfleet coaches and two Amcafes hauled by Amtrak F40PH diesels #275 and 266. On-time operation was the rule most of the day and fast running (together with a somewhat padded schedule) on the return trip resulted in an 8:48 PM arrival at 30th Street, more than 50 minutes ahead of time.

Few problems were encountered on board, with the public address system functioning adequately and most everything else running smoothly. The Amtrak and Chessie on-board crews were especially cooperative and both railroads staffed the train with operating and mechanical supervision. Crews changed at Bay View and at Brunswick, MD in both directions.

In spite of a foreboding weather forecast, the morning of the trip dawned bright and mild in a week marked by substantial amounts of rain. During the more than three-hour stopover at Harpers Ferry, where most passengers detrained, the National Park Service provided a series of interesting live commentaries on the Civil War and its effects on the area. Otherwise, passengers roamed the small town, enjoying the restored buildings and exhibits, sampling some of the local food and visiting the many shops along narrow High Street. The skies clouded up during the afternoon but only a few drops of rain fell as the crowd gathered at the wooden depot for the train to return from Martinsburg at 4:15 PM.

Financial results of the Special are not yet known, but will be reported to the membership at an upcoming Chapter meeting.

Larry Eastwood again served as train director, with Frank Tatnall and Mike Burshtin as assistant train directors. Car hosts included Lynn Burshtin, Robin Dickerson, Bill Donnelly, Marie Eastwood, Steve Fuguet, Bob McAnally, El Simon, Wally Tulk, Doug Watts, Bill White, Jerry Wilson and Fred Wuestner. Harvey and Katie Seligsohn operated the very active railroadiana sales concession. Larry Eastwood and Frank Tatnall prepared the nine-page trip brochure for distribution to passengers, and the National Park Service furnished a colorful pamphlet on the history of Harpers Ferry which was given to those detraining at that point.

The officers wish to thank the car hosts and hostesses for their contributions to this outstanding effort, as well as those members who purchased tickets or helped spread the word about the Harpers Ferry Special.

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

CHAPTER OFFICERS:

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

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

Annual membership dues: \$18.00 per person, which includes Chapter and National dues. Chapter-only dues \$9.00 per person per year. Membership applications should be forwarded to: Douglas W. Watts, 504 S. Lansdowne Ave., Apt. B-11, Yeadon, PA 19050-2416.

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

CINDERS is published monthly except July by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be directed to the President at P. O. Box 7302, Philadelphia, PA 19101-7302.

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

Our Meeting:

Philadelphia Chapter will hold its October, 1984 meeting on Friday evening, October 19, 1984 at 7:30 PM at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

Our program will feature a narrated slide program on the railroads of South Jersey, with particular emphasis on the Pennsylvania-Reading Seashore Lines, presented by well-known rail photographer Anthony C. Macrie, a life-long resident of Hammon-ton, and member of West Jersey Chapter. Tony has a fine collection of slides on the PRSL and this is sure to be an interesting program.

Our usual sit-down dinner (\$9.00 per person) will be served in the Club Dining Room, beginning at 6 PM, BY ADVANCE RESERVATION, PLEASE! Reservations should be made to President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, OCTOBER 17, 1984.

Come out and join your fellow members, and bring a friend to see South Jersey railroading on October 19.

As a reminder, begin combing through your attics for material for our annual auction, to be held on Friday evening, November 16, 1984. Complete details in November Cinders.

THOMAS F. FLANAGAN**October 1, 1984**

It is with profound sorrow that we inform you of the passing of Chapter Member Thomas F. Flanagan, of Scranton, PA, on Monday, October 1. Tom, a former resident of the Philadelphia area, moved to Scranton following his retirement. Tom originally joined the Chapter in 1958, and served as Chapter President from April, 1961 through April, 1963. Tom will also be well remembered serving as the Chapter auctioneer for a number of years at this popular event. We are grateful for Tom's contributions to Philadelphia Chapter for the past 26 years — we extend our condolences to his family on their loss.

The following membership roster changes have taken place since our listing was issued in the Summer issue of Cinders. Those changes not listed here will appear in the November issue.

NEW MEMBERS:

BOSCOE, William F., 602 Beechwood Road, Willow Grove, PA 19090

RICH, James G., 170 Wildflower Drive, Plymouth Meeting, PA 19462-1522 215-825-7677

ADDRESS CHANGES:

ANGIER, Gilman, 69 Brentwood Road, Cape Elizabeth, ME 04107-2224

CROSSMAN, Joel, P. O. Box 96, Montoursville, PA 17754-0096

LANE, Richard T., Jr., 15 Woodside Dr., Kennebunk, ME 04043-2128

MISCELLANEOUS CORRECTIONS:

Kirkland, John F. - add telephone number 415-854-6418

McCloskey, Jack - correct telephone number 215-673-3753

We neglected to list a number of members on the roster, and we will show them in November.