



CINDERS

September 1984



IN THIS ISSUE

Philadelphia Chapter News.....	1, 2
ON THE SCENE, by El Simon.....	3
PHILADELPHIA EXPRESS, by Frank Tatnall.....	5
Extra List.....	9
Strasburg Rail Road Roster.....	11
Philadelphia Chapter Meeting Notice.....	12

Volume 45 Newsletter of the Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

“Blueliner” Rail Trip Set for November 10

Philadelphia Chapter is planning an unusual excursion on SEPTA's commuter rail system, using two of the former Reading "Blueliner" 9101-series MU cars built by Bethlehem Steel in 1931-32. With last month's demise of the Lackawanna cars in North Jersey, the Blueliners are now the oldest electric railway cars in regular service in the United States or Canada.

Set for Saturday, November 10, the trip may well be the last chartered train to operate into or out of historic Reading Terminal, which will be closed when the new center city rail tunnel is placed in service. The date of that changeover is still unknown, but it appears increasingly unlikely that it will occur before November 10.



As plans now stand, the special train will depart Reading Terminal for a tour of the West Trenton, Lansdale and Norristown lines, returning to the terminal about 3:15 PM. However, the possibility exists that the train may also operate through the tunnel, in which case departure will be from Suburban Station at 10:30 AM to West Chester, thence to West Trenton and return to Reading Terminal.

Because of uncertainty surrounding the tunnel, no final schedule can be announced at this time. The event is primarily intended as an inspection trip for visiting NRHS directors, who will hold their fall meeting at the Philadelphia Centre Hotel on Sunday, November 11. However, Philadelphia Chapter members and their guests will also be welcome aboard the train. Ticket price is expected to be about \$16 per person.

Watch October Cinders for full details of this unusual excursion.

Last Call for "Harpers Ferry Special"

Tickets are going fast for Philadelphia Chapter's long-awaited "Harpers Ferry Special," which will operate from Philadelphia to Harpers Ferry/Martinsburg, WV and return on Sunday, September 30.

Departure time from 30th Street Station is 8:30 AM and from Wilmington's Amtrak station it's 8:55 AM. Tickets are priced at \$47 for adults and \$40 for children between five and 11 years old. Trip flyers were sent to all members and others on the Chapter's extensive mailing list, and ads have appeared in numerous railfan publications. In addition, an ad for the trip was placed in the "Weekend" section of the Philadelphia Inquirer on Friday, September 7.

The 12-car Amfleet train will feature two F40PH locomotives, ten air-conditioned coaches and two cafe cars serving snacks and refreshments. Total capacity of the train is over 800, and the Chapter must sell nearly that many tickets in order to produce a surplus.

In addition to having three hours to explore the historic Civil War village of Harpers Ferry, passengers will ride more than 75 miles of freight-only trackage on the Chessie System, including the scenic Old Main Line from Relay to Point of Rocks, MD via Ellicott City.

All members are urged to participate in this unusual event, and to invite their friends on board, too.

Tickets may be ordered by mail NOW from:

Philadelphia Chapter, NRHS
P. O. Box 7302
Philadelphia, PA 19101-7302

Checks should be made payable to "Philadelphia Chapter, NRHS" and a stamped, self-addressed envelope enclosed. For additional information, telephone Trip Chairman Larry Eastwood at 215-947-5769 evenings.

Steamtown Raises Curtain at New Scranton Home

Amid clouds of black smoke and furious whistle-blowing, ex-Canadian Pacific 4-6-2 #2317 stormed out of Scranton, PA for nearby Elmhurst on Saturday, September 1, signaling the debut of Steamtown U.S.A. in its new home.

The first run, carrying eight cars and more than 500 passengers, came nearly a year after Steamtown shut down its operations near Bellows Falls, VT and announced that it was moving lock, stock and water tank to Scranton. Leaders of the economically-depressed city in northeastern Pennsylvania had pledged to raise \$2 million to finance the move and help set up a new museum for Steamtown in the former Delaware, Lackawanna & Western yard near the downtown area. Steamtown management has been planning for some time to run a seasonal steam train up the steep grade from Scranton to Moscow, PA, 13 miles, on track recently purchased by the city from Conrail.

It is expected that additional steam locomotives to be used in the operation will be moved from Bellows Falls to Scranton this winter, along with many of the locomotives and other equipment formerly displayed in Vermont. An added attraction in Scranton is the Hilton Hotel in the beautifully-restored Lackawanna station, which is alongside the excursion tracks adjacent to the museum area.

The trains leave from a platform behind the station, located downtown about one mile from exits 52 and 53 on Interstate 81. Departures are scheduled for 10:35 AM, 12:35 and 2:35 PM daily (weekends only later this fall). Ticket prices are: \$6 adults, \$4.50 senior citizens and \$3.50 for children under 12. Reservations may be made by sending a check to Steamtown U.S.A., Room 230, Hilton at Lackawanna Station, Scranton, PA 18503, giving date and time desired. Reservations are recommended but not absolutely necessary. Further information may be obtained by telephoning 717-969-1982. (*--from Laurel Lines, Lackawanna & Wyoming Valley NRHS*)



THE RAILROADERS, by Stuart Leuthner. Published by Random House, 201 East 50th Street, New York, NY 10022, 1983. Hardbound, 160 pages. Price: \$19.95.

Not many railroad books intended for a popular audience contain more pictures of people than equipment. Maybe Stuart Leuthner's fascinating anthology will start a new trend. "It's about time," states the author in his opening manifesto, "we heard from the people who actually sat in the cabs, made up the berths, threw the switches, and spiked the rails."

Leuthner is an illustrator and graphic designer who for ten years criss-crossed North American interviewing railroaders active and retired and capturing on tape the memories of a generation. Here he presents 33 recollections that are more or less representative of occupations as a whole. Twenty-one of the respondents are engineers (although their careers touch on a variety of occupations), and the others include a Pullman porter, dispatcher, roundhouse foreman, chef, conductor, stationmaster, brakeman, redcap and track foreman. Two are women, and except for railroad president Jervis Langdon, Jr., all are unsung. The railroads represented range from the Lehigh Valley to the Western Pacific and the Canadian Pacific, with the New York Central predominating. In his presentation of their stories Leuthner utilizes a format similar to that of Studs Terkel's oral histories, Hard Times and Working. That is, in each chapter he briefly introduces a railroader who then proceeds to recall the meaningful details of his or her life on the job.

All of the accounts are poignant and vivid--especially when it comes to recalling the industry's transition from steam to diesel--and are occasionally laced with delightful bits of railroad humor. Reading The Railroaders was for me much like being transported back in time to a warm summer evening in Wilmington, NC, where on the front porch swing I listened to my grandfather recount his experiences on the wrecking crew of the Atlantic Coast Line. Always he ended the story session prematurely, or so it seemed to a young boy, with a heated damning of the mosquitoes that drove us indoors. With The Railroaders, there was nothing to prevent the storytellers from holding me entranced for several evenings until midnight and beyond. For anyone interested in the social history of transportation in North America, this is a must-read, will-enjoy book.

--Carlos A. Schwantes, in Lexington Newsletter

PHILIP ROSENAU

August 24, 1984

It is with deep sadness that we report the passing of long-time Chapter Member Philip Rosenau, of Elkins Park, PA, on Friday, August 24. Phil was an early member of our Chapter, having joined in 1948. During the 36 years he spent with us, he was a particularly avid supporter of our excursion programs, and had numerous friends in the Chapter. We extend our sincere sympathy to Phil's family -- we are a better organization today for his contributions over the years.



Station modernization continues apace on Amtrak's Northeast Corridor, with plans to restore Washington's Union Station, continuation of the Newark (NJ) station project, a new station at Stamford, restoration of the New Haven station and construction of a new Providence station. Finally, we note that the two-year program to rebuild Boston's South Station is under way. A new west wing will be constructed and the existing structure renovated. A series of high-level platforms will serve passengers and speed up servicing. Incidentally, the old Essex Hotel, across the street from South Station, has been closed for reconstruction into condominiums.

During the summer, Amtrak issued a schedule supplement dated August 5, covering improved Chicago-Milwaukee service, as well as the new *Pere Marquette* between Chicago and Grand Rapids, which operates on a four-hour schedule. As with the former C&O service along this route, the train operates to Chicago in the morning and returns to Grand Rapids after the normal workday ends.

Schedule changes affecting the Philadelphia area which look pretty definite to be effective October 28 are relatively routine, but some items are of interest. A new mail train, #12 and 13, will run overnight between Boston and Washington, operating with five baggage cars and a coach (which I believe passengers will be able to ride). Northbound, the *Fast Mail* will depart Washington 1:45 AM, arriving Boston by 11:15 AM. This train will stop at Philadelphia at 4:25 AM. Southbound, the *Mail Express* leaves Boston 2 AM, stops at Philadelphia 8:28 AM, and arrives Washington 11:25 AM. Stops will also be made at New York, and the train will operate Tuesday through Sunday, and carry First-Class, second-class and Express Mail for the Postal Service. The Postal Service announcement indicated that the train "may offer limited passenger service."

Other changes will find train #169 operating daily in place of train #161 (formerly Sundays only). It will also trade places in the timetable with Train #95, meaning that the *Colonial* southbound will operate about an hour earlier. A new Springfield-New York through train has been added in the morning. Train 143 will leave Springfield at 6:55 AM and arrive New York 10:18 AM, Monday-Friday. Weekends, train 149 will operate about an hour later. Eastbound, the new train leaves New York at 3:08 PM and arrives Springfield 6:33 PM (again, Monday-Friday, the train being designated #140). On weekends, new train #144 leaves New York 5:55 PM, arriving Springfield 9:16 PM. A new Boston-New Haven round trip via Springfield has been scheduled, and one other early morning Springfield-New Haven round-trip is discontinued.

Between New York and Washington, Train 183 is replaced by a through Springfield train #143 Monday-Friday, and New York train #133 Sundays. Likewise, train 185 is replaced weekends by new Springfield train #149. A new New York-Richmond train, #85, will work the 2:30 PM New York-Washington slot, and it appears the *Crescent* will handle through passengers only. Northbound, train 252 will originate Monday-Saturday at Wilmington, DE at 6:30 AM (Sundays, it starts at Philadelphia at train 256). Train 180 becomes new Springfield train 140 Monday-Friday, train 288 becomes train 296 on Sundays, train 184 becomes new Springfield train 144 weekends and train 290 becomes train 284 Sundays — all roughly on their current schedules. New Richmond-New York train 86 leaves Washington at 9:30 AM.

Amtrak has restructured its fares between New York and Boston. Now you can buy a \$25 one-way fare good Monday-Thursday and a \$19 ticket good Friday-Sunday. These are good on any trains with only holiday period blackouts. Excursion round-trip tickets are still available at \$45 for those travelling both ways on Mondays through Thursdays.

For evaluation, VIA has arranged to lease a four-car Superliner trainset for use this winter on the *Panorama* (it will be removed over the heavy Christmas travel period). VIA will eventually observe a set of cars being built for Ontario Northland service based on the distinctive GO Transit double deck commuter cars.

British Rail, long a bastion of on-board dining service, has reached the conclusion many another system met earlier: that the costs have to be brought down by whatever means are available. First, mini-buffets were installed in some second-class coaches. Next, as an experiment, two cars have been rebuilt to accept modules prepared at service areas and loaded ready for heating and serving. On Inter-City trains, meal service for first-class passengers will be served from a trolley at the seats. They'll use cutlery, glassware and china. Breakfasts will be cooked on board. Coach passengers will use a buffet with sandwiches microwave-heated on-board. If all of this sounds familiar like current VIA or Amtrak provisions for comparatively short runs; that's just the point — that things are the same all over.

(Continued on Page 4)

ON THE SCENE (Continued from Page 3)

Turning to commuter rail operations, by far the largest operator of Budd RDC's is VIA Rail Canada, with a peak requirement (summer weekends) of 60 cars (34 RDC-1, 19 RDC-2 and 7 RDC-5). Commuter operations in the United States require much less, with MBTA usually operating one self-propelled set on the Back Bay shuttle, Amtrak operating two cars in New Haven-Springfield service, and Metro-North using one car each (plus spares) between Suffern and Port Jervis and also between Brewster and Dover Plains. Otherwise, MARC may have perhaps 10 or 12 RDC's in Baltimore-Washington service and British Columbia Railway has a small group operating out of North Vancouver.

Metro-North converted another trainset on the Brewster line and with it, the last five New Haven "Shoreliner" coaches in this pool were withdrawn from service. Three trains with 21 coaches remain in service behind diesel power and will continue to do so after new improved schedules take effect September 10. Basically, several Brewster rush-hour trains will run out to northern segments of the line like Katonah or Chappaqua, then local beyond. Also, three new "short turns" will be added to Chappaqua only.

Over on the Long Island, sixty coaches have been re-equipped with new interiors similar to those on the Metropolitan MU cars. At the same time, exteriors receive the current livery. A number of coaches had been repainted before this program began, and they'll probably be the last to receive the new seats. The vast majority of Long Island's power cars are rebuilt with Cummins engines, but in mid-August, I noted units 602-604 still in service with their original Alco 244 engines.

In Boston, a much-needed refurbishing of North Station includes the interior as well as new ballast, rail and concrete pilings to replace the bridge destroyed by fire last year. New platforms and canopies will provide greater protection against New England weather.

NJ Transit has released "NJ Transit 1" from Elizabethport shops. It was a CNJ open-platform coach-observation, now rebuilt as an inspection car. It rides on outside swing-hanger trucks taken from fire-damaged coach 275.

Friday, August 24 was the final day for the old Lackawanna d.c. electrification. For the record, here were the last trains to Gladstone and Dover: Train 429 (7:20 pm Gladstone): 4310, 3590, 3222, 3514, 4302, 3549, 4307, 4628; Train 639 (7:30 pm Dover): 3454, 4615, 3234, 3547, 4347, 3596, 3210, 4602, 3243, 3513, 4330, and 3506. (*Editor's Note: There is a number duplication here which we'll verify next issue*) The lead car, 3454 on the last train was for politicians and invited guests — it was one of the Barney-Smith club cars built in 1913 (still exhibiting plated-over Gothic windows).

A limited schedule was to be operated from Monday, August 27, with some trains consisting of dead MU's hauled by NJT diesels. These trains would not run at night, and battery-powered emergency lights would have to suffice through the Bergen tunnels. By week's end, it was hoped that the new 25-kv a.c. system would be switched on and Arrow III MU trains placed in service.

Concurrently, NJT switched in a new signal system, with remote control of interlockings centralized in Hoboken. No track upgrading was presently scheduled, and rail is still largely jointed. New signs (white lettering on brown background with an NJT logo) has been placed on the former EL stations.

My records indicate that 62 old MU's were being hauled by diesels on Monday, August 27. NJT was able to operate a reduced schedule out of Hoboken using its own motive power sources, although the lease of some Morristown & Erie units had been contemplated. To help, GP40P's 4100, 4102-04, 4107-08 and 4110-12 were running out of Hoboken, while only 4105-06 and 4109 were running North Jersey Coast service. Five E8's were used to round out the North Jersey Coast service. The only GP40P out of service, by the way, is the 4101, for close to a year; this unit is expected to be the prototype HEP conversion.

Those members of long standing may remember that the Pennsylvania Railroad had a habit of designing "standard" passenger cars which they received by the hundreds, sometimes later rebuilding them to reflect subsequent changes in requirements or fashion. Nowhere was this concept carried further than in the case of their steel coaches (or "passenger" cars in "Pennspeak").

In 1907, the first "P70" was constructed at Altoona, one of a long line of almost 1,600 basically-similar cars (the last were built in early 1928). As it happens, 1652 was rebuilt into a streamlined "scheme six" coach (3205, I think) in July 1942. At the same time, a smaller car was designed for suburban service, the "P54". Since commuter service initially stayed at the Jersey City terminal, emphasis was placed on building P70's for through trains out of the new (1910) Pennsylvania Station in New York. Most P54's came between 1910 and 1915, but some cars were built in the 1920's (as motor cars and, in eight cases, Altoona built eight cars in aluminum — very revolutionary at that time). As an aside, PRR's Long Island RR affiliate got many P54's, but LIRR eventually switched to an arch roof instead of the standard clerestory roof. LI got some club or parlor cars built to the P70 design which apparently operated alongside standard Pullman parlors.

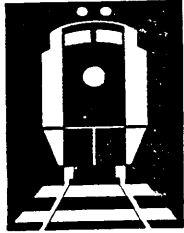
PHILADELPHIA



FRANK G. TATNALL, JR.

In our last episode, SEPTA had begun operating shuttle trains in the center city tunnel between Suburban and Market East Stations. Full service through the \$338-million tunnel was said to be unlikely before November at the earliest, but SEPTA was under heavy pressure to put more riders into Market East to help struggling merchants in the new Gallery II shopping complex above the station.

Then a new service plan was announced in mid-August. SEPTA would begin running all of its Paoli/Bryn Mawr trains into and out of Market East effective on Labor Day, September 3. A total of 89 trains on this line carry upwards of 17,000 passengers on a typical weekday. Later, on September 9, all Sunday-only trains on the Chestnut Hill West, Marcus Hook and Media lines would be extended the additional half-mile to Market East, making Suburban Station an intermediate stop. The existing shuttle trains would be discontinued September 1 but free rides would still be allowed between the two center-city stations.



To inaugurate the improved service, Mayor Goode stepped aboard Market-East-bound train #324 at Overbrook on Labor Day morning and, accompanied by a group of City and SEPTA officials, rode directly to the new station where he was greeted by Gallery executives. "Aesthetically," the Mayor said, Market East station "is outstanding. There's nowhere else like this in the whole country." Though the Labor Day holiday is characterized by low ridership, SEPTA decided to use it as a "dress rehearsal" for the new operation, offering full weekday service on all of its ex-Penn Central lines. To assuage employees who were called in to work on the holiday, SEPTA even threw a barbeque picnic in Market East Station for the workers and their families.

The next step in the tunnel-opening process has now been announced. Sometime in October all Chestnut Hill West trains will be extended to Market East. But the starting date of full service to link the two existing systems is still a matter of conjecture. While only minor construction work remains in the tunnel itself--most notably the relocation of several signals found to be improperly placed (see December 1983 Cinders)--delays in completing support facilities and a continuing shortage of engineers could force a postponement beyond November.

With the beginning of through service to Market East, the expected renumbering of tracks in Suburban Station occurred this month. Former tracks 6, 7, 9, 10, 11 and 12 are now 2-7 respectively, with 1-4 the through tracks and 0, 5, 6 and 7 stubs. Also at Suburban, the ancient electro-mechanical departure boards have finally breathed their last and SEPTA is preparing to install airport-style TV monitors.

Work has begun on placing destination sign brackets on MU cars, which will be used to help passengers at Suburban and Market East identify their trains. The plastic sign inserts will read as follows:

- R-1 AIRPORT-WEST TRENTON (yellow)
- R-2 MARCUS HOOK-WARMINSTER (maroon)
- R-3 WEST CHESTER-NORTH BROAD (orange)
- R-5 PAOLI-DOYLESTOWN or BRYN MAWR-PENN CENTER (blue)
- R-6 IVY RIDGE-NORRISTOWN (green)
- R-7 TRENTON-CHESTNUT HILL EAST (red)
- R-8 CHESTNUT HILL WEST-FOX CHASE (brown)

In addition, bottom sign brackets will read "LIMITED" in yellow, "EXPRESS" in red or "LOCAL" in black and white.

On September 1 SEPTA instituted lower fares for most of its commuter rail customers who buy monthly TrailPasses, and began offering a new weekly TrailPass, in an effort to draw more riders back to the under-utilized system. In so doing, the old inner-city Terminal Zone was redesignated as Zone 1 and other zones were renumbered upward by one, except for old Zone 5 (Yardley, West Trenton, Trenton) which was combined with new Zone 5 at a substantial fare saving.....Speaking of Yardley, vandals set fire to the ancient station on the morning of August 24 and it burned to the ground.....SEPTA has completed its program of erecting highly-visible red, white and blue signs at the entrances to all of its stations outside center city..... A Lawrenceville (NJ) businessman was killed attempting to jump aboard SEPTA train #503 as it pulled out of Trenton station on September 6.

No opening date has yet been firmed up for the long-delayed Airport High Speed Line, though reports have surfaced that AMTRAK officials hi-railed the line on August 23. It's not known whether Amtrak is considering operation of the line between 30th Street and the Airport, but SEPTA's new cash fare receipts contain a block for "Airport."

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

SEPTA issued a new Paoli line timetable effective September 3, showing times at Market East Station.SEPTA issued a "Message to Riders" in August reporting that it plans to replace all 7,600 Lexan windows in its MU car fleet with new, more rugged plastic. Many of the present windows are virtually opaque (or at best translucent) as the result of repeated contact with car-cleaning brushes and chemicals.AMTRAK's Track Laying System continued working through August and early September on SEPTA's main commuter line between Tabor Junction and Jenkintown. Track #2 (outbound) is getting new ties and welded rail, a program which will be extended to the West Trenton, Lansdale and Doylestown lines later this fall. SEPTA was able to rent the TLS for the work when proposed renewal of the Atlantic City mainline did not materialize.

Word has been received that SEPTA-owned RDC's #9170 and 9171 are being sold to Ohio used equipment dealer George R. Silcott. The cars were traded to SEPTA by PennDOT last winter and were originally New Haven #129 and 126 built by Budd in 1953.The last of five truckloads of RDC parts purchased from SEPTA by Philadelphia Chapter arrived at the State Museum in Strasburg August 4. It's hoped that the museum's ex-Reading, ex-Lehigh Valley RDC #9163 will run on the STRASBURG RAIL ROAD September 15 under its own power.

A six-alarm fire in a trackside warehouse near 16th & Indiana Avenue on Labor Day caused a shutdown of all Reading Terminal lines, but problems were minimal because of the holiday. Delays continued, however, for two more days because officials feared a wall might collapse onto the tracks.SEPTA suspended an operator at "Broad" tower in Suburban Station who had allegedly contributed to severe delays to some 20,000 commuters during the evening rush hour of August 9. The operator was said to have routed a draft of empty cars onto a de-energized track near Suburban Station, starting a tie-up which was compounded by a faulty power switch.

NJ TRANSIT's classic ex-Lackawanna electrics closed out their long careers on August 24 when 12-car train #639 arrived in Dover from Hoboken about 9 PM, and the 3,000-volt DC power was shut off forever. Some of the old cars continued in service the following week behind NJ TRANSIT diesel locomotives, while final preparations were made to start up the new 25,000-volt AC system. Full service was resumed on September 2 with stainless steel Arrow III MU's on the Morristown, Gladstone and Montclair lines. Formal rededication ceremonies were set for September 15, with a vastly revised schedule effective on September 16.NJT has been applying colorful new station signs on the former EL lines.



NJ TRANSIT assumed the management of Newark's Penn Station on August 1, under provisions of a long-term lease with the firm which recently purchased the facility from AMTRAK. The station is now undergoing a \$19.6-million renovation as part of the Northeast Corridor Improvement Project funded by Uncle Sam.Also being improved is NJT's 4.3-mile Newark City Subway, on which \$19.8 million is being spend to rebuild the line. The subway, opened in 1935, is operated with 24 all-electric PCC's purchased in 1952 from Minneapolis (Boston Chapter Steel Wheels).

SEPTA Chairman Lewis F. Gould, Jr. this month warned the Pennsylvania Public Utility Commission that proposed cuts in train and bus service "will point the way toward making SEPTA a six-day-a-week, day and early evening system." Gould is strongly opposing the \$20 million in budget cuts being pressed by Mayor Goode (see Summer Cinders), which include abandonment of two commuter rail lines, elimination of 12 bus routes and cutback of ten others, the end of owl service on ten routes and Sunday service on 23 others. At the same time, SEPTA and AMTRAK are appearing before the PUC to fight a proposal by Philadelphia Electric to increase its rates, which if approved will cost SEPTA about \$11 million per year. Public hearings are now in progress on the numerous service cuts, while the separate PUC hearings are also scheduled for this month.



At the same time, SEPTA has proposed a \$215.6-million primary capital budget for fiscal year 1985, the largest portion of which is intended for reconstruction of the Frankford el and for acquisition of 300 heavy and light rail vehicles and 120 new buses. Hearings on this budget were held August 6. A few days later, the U.S. Urban Mass Transportation Administration announced a \$48 million grant to SEPTA for various rail projects, about half of which is to be earmarked from the Frankford el project.

An earlier disagreement between Mayor Goode and SEPTA over \$3 million in unpaid City subsidies was partially resolved last month, when Goode agreed to give the School District \$2.2 million this year to pay for retention of the cut-rate 55-cent transit tokens. The Mayor had been holding up the money for SEPTA to force the authority to continue funding the school token program itself, which SEPTA refused to do under terms of an agreement with the previous Green administration.The City has also said it would help SEPTA obtain about \$2 million in so-called "safe harbor" lease revenues by transferring ownership of its 125 new Kawasaki subway cars to SEPTA. Under Federal law, only public transit authorities can take advantage of certain tax loopholes by transferring ownership of assets to private companies.

Subway-surface Route 10 returned to rail operation on September 2 after being bused for street repairs during the summer. Route 23-Germantown Avenue, however, continued to operate with buses because of delays in street work. That line is now expected to return to rail operation north of Broad Street on September 20 or shortly thereafter, though the lower half of the line will continue with buses for the time being.New outbound track is being installed on the Norristown High Speed Line between Villanova and Conshohocken Road station, a follow-up to a similar project recently completed between the latter point and Hughes Park.The new bridge over the Airport Line at 60th & Elmwood has been completed, resulting in removal of the "shoo-fly" bridge for Route 36 trolleys at that point. However, single-track operation is in effect on Elmwood Avenue between 61st and 65th.

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

For the first time in many years there is a joint timetable covering all trolley service on Red Arrow Routes 101 and 102 between 69th Street and Sharon Hill/Media. SEPTA issued the first such timetable on June 18.SEPTA operated regular trains with extra cars on the Broad Street subway before and after the Michael Jackson concerts at JFK Stadium September 1, 2 and 3. Extra trains were also run. The last concert was rained out after a huge crowd had gathered at the stadium, and two additional events have now been scheduled there by the Jackson group on September 28-29.SEPTA instituted one-man operation on its Broad Street subway express trains effective September 4, in spite of strong criticism from the Transport Workers Union local president, Roger Tauss, who said the practice was unsafe.Business Week Magazine, in its August 27 issue, ran an article entitled "Mass Transit: the Expensive Dream," in which it said that most rail transit projects are a waste of Federal money.



Amtrak

The Federal Railroad Administration has begun its promised inspection of all 24,000 miles of railroad over which AMTRAK operates its passenger trains. In addition, FRA inspectors will walk the entire Northeast Corridor line owned by Amtrak to check on safety procedures. Several track geometry cars will be used in the four-month program, including open-platform inspection car #10001, newly-rebuilt from a wrecked Amfleet coach. The checks are part of a government effort to reassure the public of Amtrak's safety following several serious derailments earlier this summer.

AMTRAK is extending its popular All Aboard America round-trip fares through the fall, winter and spring seasons. New prices are \$150 for one zone, \$250 for two and \$325 for the entire Amtrak system. These prices are good for sale through next April 30 and must be used before May 31 with certain dates blacked out (Rail Travel News).....The Broadway Limited has a fierce new competitor for New York-Chicago passengers, now that People Express has begun its cut-rate flights between those cities. People's is charging as low as \$59 off-peak (RTN).....Wray Dudley, writing in Old Dominion Chapter's Highball, reports that AMTRAK and Railfone, Inc. are ready to begin field tests of a new on-train public telephone system for the Northeast Corridor.At 5 PM on August 27 AMTRAK train #171 tore down several spans of overhead wire near Cornwells Heights, PA, delaying trains for several hours. The next day wires were down at Trenton station but did not seriously disrupt traffic.



CONRAIL

As Labor Day arrived, the Transportation Department still had not sent Congress the name of its recommended buyer for CONRAIL, leading to widespread speculation in the press that Congress would not have time to consider the sale until some time next year. Various reports indicate that Secretary Elizabeth Dole has narrowed the list of candidates to two or three--Allegheny Corp., NORFOLK SOUTHERN CORP. and the Marriott Group (see Summer Cinders), all of whom are believed to be offering about \$1.2 billion for the now profitable railroad. In early August DOT submitted draft legislation suggesting changes in the law which would permit the sale. Several Congressmen, however, said that the proposal would give DOT a blank check in consummating the deal and virtually eliminate Congress from the decision-making process.

CONRAIL is still detouring freight trains around the scene of that cave-in near Reading (see Summer Cinders), by use of the old East Penn branch between Blandon and Reading. The heavily-graded East Penn, however, requires pushers for most eastbound trains. A large crane is to be brought in to salvage the nine loaded freight cars which fell into the sinkhole, but plans for restoring the beltline track at the scene have not been revealed.....CONRAIL and NJ TRANSIT are working on plans to eliminate some track in the Phillipsburg (NJ) area by combining portions of the former Jersey Central and Lehigh Valley mainlines. To be eliminated are the present LV bridge over the Lehigh River and a CNJ stone arch bridge over New Jersey highway 519 (Tri-State Chapter Block Line).

CONRAIL is installing dragging equipment detectors which give an audible readout to the train crews by radio. In this area, such "talking" detectors are on the Harrisburg Line (former Reading mainline) at milepost 12 (Woodlane) and at MP 24.7 (Perkiomen); on the Trenton Line (ex-Reading) at MP 3.2 (Belmont), MP 13.8 (Bustleton) and MP 54 (Weston); on the Lehigh Line at MP 83.4 (Freemansburg) and on the Reading Line (former East Penn) at MP 31.7 (Emmaus Junction) and at MP 91.3 (East Penn Junction, Allentown).....Earnest yard near Norristown is now home to several local freight runs which formerly worked out of Abrams yard, recently closed.....CONRAIL and CHESIE SYSTEM are now interchanging all freight traffic in South Philadelphia instead of at Park Junction.....CONRAIL has named Ronald J. Conway as general manager of its Philadelphia-based Eastern Region, replacing Joseph Spreng who retired.

New England Energy, Inc. has announced that it will ship 300,000 tons of Pennsylvania-produced coal via Pier 124 in Philadelphia, for use at its Salem (MA) power station. The \$15-million contract provides a badly-needed shot in the arm for state coal producers and the Port, as well as for CONRAIL which will haul the black diamonds from a U.S. Steel mine near Pittsburgh. The first shipment left Philadelphia August 29 aboard the Energy Independence, a new coal-fired ship built in Quincy (MA). With waterborne coal shipments down substantially in recent months, Conrail's Pier 124 has been operating well below capacity and the City's other coal facility, Energy Terminals, Inc. at Port Richmond, is shut down.

CONRAIL has signed an agreement with United Telecom Communications to permit installation of fiber optic cables along 3,250 miles of the railroad's right-of-way in eight states, beginning next year. Meanwhile, the Harrisburg Patriot reports that AT&T Communications has begun stringing 750 miles of fiber optic cables along Conrail's mainline between Harrisburg and Chicago. The project will cost \$72 million.....CONRAIL is

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

purchasing about 200 end-of-train "black boxes" which will transmit signals to the locomotives of caboosless trains. Conrail has removed cabooses from many of its piggyback and other through trains under an arbitration award which followed an earlier agreement with the United Transportation Union.

At least ten Philadelphia Chapter members journeyed to Cincinnati for the NRHS convention earlier this month. They were: Dick Barben, Howard Bender, John Burke, Charlie Bustard, Larry and Marie Eastwood, Bob Fletcher, Ray Muller, Phil Sammis and Frank Tatnall. During his talk at the annual banquet, NORFOLK SOUTHERN Chairman Robert B. Claytor promised that if NS is successful in its bid to take over CONRAIL, J-Class steam locomotive #611 "will go storming up Horse Shoe Road".....Member Ron DeGraw is writing a multi-volume series of books on Red Arrow to be published by Interurban Press. The first volume, Red Arrow: The First Hundred Years, is to be published this fall.....A new book from Kalmbach is of special interest in this area. Diesels from Eddystone: The Story of Baldwin Diesel Locomotives, by Gary and Stephen Dolzall, tells the complete story of the Eddystone builder's heroic effort to compete in the new world of diesels. The soft-cover book contains 152 pages and 316 photos and is priced at \$18.95.

Friends of GG1 4800 have issued their booklet Career of a Champion, by Fred Abendschein and Dan Cuper, about the life of Pennsy's original GG1 now preserved at Strasburg. The publication went to those contributing at least \$25 to the 4800 restoration fund.....The Penn's Landing Trolley group early last month placed ex-Red Arrow car #80 in regular service on Delaware Avenue, resplendent in a fresh coat of pre-SEPTA red paint. Patronage is up substantially this year on the tourist trolley line, which was the subject of a photo story in the September 1 Inquirer.....The Railroad Museum collection at Strasburg provided the background for a 16-page color advertising insert for J.C. Penney clothes, distributed in newspapers around the nation.....Railfan & Railroad Magazine celebrates its tenth anniversary with a special issue this fall, put together by Editor Jim Boyd.....The U. S. Government Printing Office is offering a 208-page book entitled Railroad Maps of North America, the First 100 Years, which includes 92 specially selected railroad maps dating back to 1828. Stock number is 030-004-00021-3 and the price is \$28. Order from: Superintendent of Documents, Washington, DC 20402.

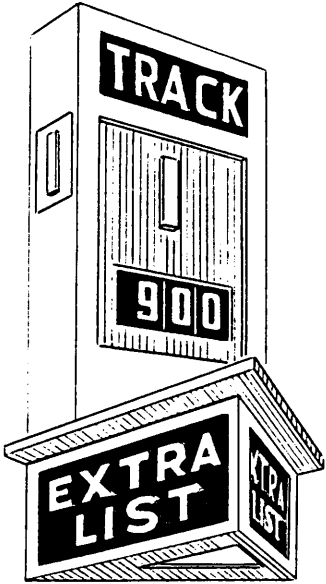


The Interstate Commerce Commission in July approved the application of CSX CORP. to take over American Commercial Barge Lines, as part of CSX's earlier acquisition of Texas Gas Resources. The decision marks the first time that the ICC has allowed a railroad to merge with a barge line, an action which drew heated opposition from the barge industry.....CHESSIE has begun work on expanding its Elsmere (DE) piggyback facility into a huge new intermodal terminal, though local residents are still fighting the project in Federal court. Because of congestion at its Philadelphia terminal, Chessie recently diverted its St. Louis trailer trains to the Elsmere terminal, with the westbound SLTT scheduled to leave at 1 AM daily except Monday and the eastbound WLTT arriving at 9AM daily except Tuesday.....Severe floods in southwestern Pennsylvania knocked out CHESSIE's mainline on Sand Patch grade near Glencoe, PA for nine days in mid-August.....CHESSIE is considering the sale of its STATEN ISLAND RAILROAD subsidiary, which connects only with CONRAIL. One interested buyer is DELAWARE OTSEGO SYSTEM, operator of the SUSQUEHANNA (Jersey Central Chapter News).

SHORTLINE NEWS: Two new shortlines began operation in Pennsylvania last month on trackage purchased from CONRAIL. They are the NITTANY & BALD EAGLE RAILROAD running between Tyrone, Milesburg and Lemont; and the NORTH SHORE RAILROAD between Northumberland and Berwick. The N&BE line is former Pennsy and the NS former Erie Lackawanna. Both segments had been purchased by a local government commission and are leased to Richard Robey of Pittsburgh as operator.....WILMINGTON & WESTERN has secured ICC permission to operate freight service on its line between Wilsmere and Hockessin, DE, a service formerly provided under contract by OCTORARO RAILWAY.Wilmington Chapter reports that the State of Maryland and Cecil County have paid SEPTA \$24,000 for the unused six-mile segment of Pennsy's old Octoraro branch between Sylmar and Colora, MD. After rehab, the line will be leased to OCTORARO for operation.....Early October is the target for startup of freight service by STEWARTSTOWN RAILROAD on the newly-rebuilt ex-Pennsy line between York and New Freedom, PA (see Summer Cinders). The line will be leased by STEW from the Southern York County Corp., which plans to restore both the New Freedom station and the historic Hanover Junction depot where President Lincoln stopped on his way to Gettysburg in 1863 (Lancaster Chapter Dispatcher).

BLUE MOUNTAIN & READING of Hamburg, PA is only 11 miles long but it's been busy in the locomotive business. In addition to those ex-SANTA FE CF7 diesels acquired earlier this year (see Summer Cinders), BM&R on September 1 received two well-known steam locomotives formerly rostered by the WILMINGTON & WESTERN at Marshallton, DE. They are ex-Canadian Pacific Royal Hudson #2839 and ex-Gulf, Mobile & Northern Pacific #425. The two steamers, according to a statement by Atlantic Central Steam Company, will be restored to operating condition. And speaking of the CF7's (which are rebuilt F7's), the Hawk Mountain Chapter Hostler reports that all ten have now been resold or otherwise dispersed as follows:

- 2419, 2421 - to Black River & Western, Ringoes, NJ
- 2424 - retained by BM&R
- 2427, 2429 - to Nittany & Bald Eagle, Bellefonte, PA
- 2432 - to Newton Asphalt Company, Alexandria, VA
- 2443 - to Massachusetts Central, Ware, MA
- 2444 - to North Shore, Northumberland, PA
- 2470, 2471 - to Falls Creek Railroad, Falls Creek, PA



SEPTEMBER 22, 1984: First fantrip on new West Shore Railroad from Lewisburg to Mifflinburg, PA and return, sponsored by Central Pennsylvania Chapter NRHS. Line is former PRR and Conrail branch. SWL-hauled train leaves from North 3rd & St. John, Lewisburg, at 2 PM. Fare: \$10 per person. Order tickets from: Richard Sanders, Central Pennsylvania NRHS, RD #3, Box 433, Lewisburg, PA 17837.

SEPTEMBER 29: "Mileage collector's special" on Batten Kill Railroad, Greenwich, NY, sponsored by Massachusetts Bay RRE. Train with Alco RS3 and two ex-Lackawanna coaches will leave Greenwich at 9 AM for tour over entire 37-mile line, which is former Delaware & Hudson branch and Greenwich & Johnsonville Railroad. Fare: \$30 per person. Order tickets from: Mass Bay RRE, Trip Committee, 179 Lewis Road, Belmont, MA 02178, enclosing stamped, self-addressed envelope.

SEPTEMBER 29: Fourth annual Hoboken Terminal Renaissance Festival sponsored by NJ Transit at ex-Lackawanna terminal, Hoboken, NJ. Train rides, railroadiana sales, equipment displays. Noon to 5 PM. Admission free. For information, telephone NJ Transit at 201-648-7300.

SEPTEMBER 29: Autumn Glory Special on Chessie System from Baltimore to Oakland, MD and return, sponsored by Baltimore Chapter NRHS. Includes ride up famed Seventeen Mile Grade west of Cumberland, MD. Fares: \$40 adults, \$35 children (4-11), \$70 first class. Diesel-powered train leaves Baltimore (Camden Station) at 8 AM, returning 11 PM. Passenger pickups also at Laurel and Silver Spring. Order tickets from: Baltimore Chapter, NRHS, P. O. Box 10233, Baltimore, MD 21234-0233, enclosing stamped, self-addressed envelope.

SEPTEMBER 30: Diesel-powered excursion from Philadelphia to Harpers Ferry, WV, Martinsburg, WV and return via Amtrak and Chessie System, using Amfleet equipment, sponsored by Philadelphia Chapter NRHS. Train will leave 30th Street Station, Philadelphia, at 8:30 AM, Wilmington, DE (Amtrak station) 8:55 AM, returning to Wilmington at 9:15 PM, Philadelphia 9:45 PM. Route will include historic Baltimore & Ohio freight-only Old Main Line from Relay to Point of Rocks, MD with return via Washington, DC, Thomas Viaduct and B&O's Baltimore tunnel. Three-hour layover in Harpers Ferry will allow walking tour of national historic park and town. Photo runby on bridge at Harpers Ferry. Fares: \$47 adults, \$40 children (5-11). 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 information, telephone 215-947-5769 evenings.

SEPTEMBER 30: Railroadiana and model railroad show and sale sponsored by Lehigh Valley Chapter NRHS, at Dieruff High School, Washington & Irving Streets, Allentown, PA, 10 AM to 4 PM. Admission: \$2 adults, \$3 families. For information, contact: Paul A. Kuehner, P. O. Box 300, Laurys Station, PA 18059-0300 (telephone 215-799-2530).

OCTOBER 5-7: Baltimore & Ohio Railroad Historical Society annual convention with railfan tours, model contest, banquet, at Holiday Inn Center City, 18th & Market Streets, Philadelphia. For information, write: B&OHS, P. O. Box 13578, Baltimore, MD 21203.

OCTOBER 6: Railfan Day at Shore Line Trolley Museum (formerly Branford Trolley Museum), East Haven, CT. Many cars in operation and other special events. For further information, contact: Shore Line Trolley Museum, 17 River Street, East Haven, CT 06512 (telephone 203-467-6927).

OCTOBER 6-7: Special Alco-powered diesel excursions on Winchester & Western Railroad from Gore, VA, 12 miles west of Winchester in the Shenandoah Valley, sponsored by Winchester Chapter NRHS. Train leaves 10 AM each day. W&W discontinued regular passenger service in 1934 and the only trip since then took place in 1952. Train will consist of former Amtrak coach and privately-owned heavyweight Pullman car. Fares: \$19 adults, \$17 children. Order tickets from: Winchester Chapter NRHS, P. O. Box 282, Winchester, VA 22601-0282, specifying day of trip and enclosing stamped, self-addressed envelope. For information, telephone 703-662-8964.

OCTOBER 13: Seacoast Special from Boston, MA to Portsmouth, NJ and return, including 43 miles of freight-only Boston & Maine trackage, sponsored by Massachusetts Bay RRE. Train will use MBTA diesel-powered equipment, leaving Boston (Sullivan Square) at 8 AM, Malden-Oak Grove 8:15 AM, returning about 6 PM. Fares: \$29.95 adults, \$19.95 children (add \$5 after October 1). Order tickets from: Mass Bay RRE, P. O. Box 208, East Walpole, MA 02032, enclosing stamped, self-addressed envelope.

OCTOBER 13-14: Repeat of Amtrak excursion from Harrisburg and Williamsport, PA to Corning, NY and return via Conrail freight-only lines, including daylight run through "Grand Canyon of Pennsylvania." Fares: \$75 per person from Harrisburg, \$55 from Williamsport, including local bus transportation. For tickets and information, write: Lycoming County Tourist Bureau, 454 Pine Street, Williamsport, PA 17703.

OCTOBER 14: Lehigh River Express special train from Hoboken, NJ to Jim Thorpe, PA and return via NJ Transit and Conrail freight-only lines, sponsored by Tri-State Chapter NRHS. Includes optional steam trip on Panther Valley Railroad from Jim Thorpe to Haucks, PA and return using ex-Canadian Pacific 4-6-0 #972. Special leaves Hoboken Terminal 8:30 AM, returning about 8:30 PM. Fare: \$42 per person. Train will consist of conventional NJT coaches hauled by Morristown & Erie Alco diesel locomotives. Order tickets from: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope. For further information, telephone 201-857-2987.

(Continued on Page 10)

EXTRA LIST (Continued from Page 9)

OCTOBER 20, 1984: Fall foliage doodlebug ramble on Octoraro Railway, using Wilmington & Western's re-stored 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. Order tickets from: Bob Lewis, 202 Sheffield Road, Cherry Hill, NJ 08034, making check payable to "West Jersey Chapter NRHS." For further information, telephone 609-667-0192.

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 connecting steam-powered 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 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.

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 ticket 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 10: Special "Blueliner" excursion on SEPTA's former Reading commuter rail lines out of Reading Terminal, Philadelphia, sponsored by Philadelphia Chapter NRHS in connection with fall national directors meeting. This may be the last railfan-sponsored excursion with old Reading MU cars out of Reading Terminal, which is soon expected to close. Trip leaves 10:30 AM and covers West Trenton, Lansdale and Norristown lines, returning about 3:15 PM. Fare not yet determined but expected to be approximately \$16 per person. If center city commuter rail tunnel is open on this date, an alternate trip is planned using the tunnel for West Chester to West Trenton excursion. For further information, write: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Final arrangements will be announced in October Cinders.

NOVEMBER 17: Delaware Valley Chapter NRHS will hold its annual banquet at the Cock 'n Bull Restaurant, Lahaska, PA. Featured speakers 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, P. O. Box 1179, Morrisville, PA 19067-0313. Please include stamped, self-addressed envelope.

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.

<p>HELP WANTED</p>

Philadelphia Chapter has a critical need for Publication Sales Personnel to carry on our sales program to members and friends. Volunteers are needed to help man sales areas on the September 30 Harpers Ferry excursion as well as at Chapter meetings. Please call Larry Eastwood at 215-947-5769 to volunteer your services.

ROSTER OF STRASBURG RAIL ROAD
Strasburg, PA

August 1, 1984

LOCOMOTIVES

UNIT #	CLASS	TYPE	BUILDER	BUILT	HISTORY
1	20-ton	0-4-0	Plymouth(Fate-Root-Heath)	1926	Put into service on Strasburg in 1926
4	A-4b	0-4-0	Burnham-Williams	1903	Ex-Reading 1189, ex-Colorado Fuel & Iron 4
21		Railbus	Mack/Brill	1921	Former Buffalo Creek & Gauley A
31		0-6-0	Baldwin Loco Works	1908	Former Canadian National 7312
33	44-ton	B-B	General Electric	1948	Former Pennsylvania 9331
89	Mogul	2-6-0	Canadian Loco Company	1910	Former Canadian National 89
90	Decapod	2-10-0	Baldwin Loco Works	1924	Former Great Western 90
1223	D16sb	4-4-0	PRR-Juniata Shops	1905	Former Pennsylvania 1223 (*)
7002	E7s	4-4-2	PRR-Juniata Shops	1902	Former Pennsylvania 8063 (*)

(*) - On loan from Railroad Museum of Pennsylvania, Strasburg, PA

PASSENGER CARS

CAR NAME	TYPE	ACQUIRED	FORMER OWNER & NUMBER	ORIGINAL BUILDER & DATE	RECONSTRUCTED
Cherry Hill	C	1958	Reading Company	Harlan & Hollingsworth - 1908	
Willow Brook	C	1959	Maryland & Pennsylvania 20	Jackson & Sharp - 1913	
Grasshopper Level	C	1959	Boston & Maine 1182	B&M Salem Shops - 1904	
Eshelman Run	CB	1960	Boston & Maine	Unknown	
Gobblers Knob	C	1962	Boston & Maine 875	Pullman - 1897	
Walnut Hollow	C	1965	Reading Company 90879	Harlan & Hollingsworth - 1908	
Pleasant View	O	1966	Boston & Maine 1245	Pullman - 1907	Strasburg-1
Hello Dolly	O	1966	Boston & Maine 856	Pullman - 1896	Strasburg-2
Daffodil Spring	O	1966	Boston & Maine 1173	Pullman - 1904	Strasburg-1
Conestoga Creek	O	1966	Pennsylvania 543	PRR Altoona Shops	Strasburg-3
Cherry Crest	C	1968	Boston & Maine 1179	Pullman - 1904	
Mill Creek	C	1969	Boston & Maine 1211	Pullman - 1906	
Pequea Creek	C	1971	Narragansett Pier 22	Wason (?)	
Henry K. Long	C	1972	Boston & Maine 1293	Laconia - 1910	Strasburg-4
Un-named	B	1972	Boston & Maine 1254	Laconia - 1909	
Un-named	C	1972	Boston & Maine 1313	Laconia - 1910	Strasburg-5
Lee E. Brenner	C	1972	Boston & Maine 1271	Laconia - 1909	
London Run #200	SC	1972	Western Maryland 200	Osgood Bradley	
Pequea Valley	SC	1958	Pittsburgh & Lake Erie	Pullman	
Paradise	O		Philadelphia & Reading	Harlan & Hollingsworth - 1916	

TYPE LEGENDS

B - Baggage
C - Coach
CB-Combination
O - Observation
SC-Steel coach

RECONSTRUCTION INFORMATION

All equipment has been restored by Strasburg Rail Road Shops to original design state. Where substantial changes have been made the following notations apply:

- 1 - Converted from original B&M coaches to open observation design using original body.
- 2 - Built to MGM specifications for movie "Hello, Dolly" using only trucks, frame and roof from original B&M #856. All other material, new.
- 3 - Converted from PRR MP54 Class electric MU car.
- 4 - New carbody using B&M #1293 trucks and frame. First arch window stained glass window coach built in 75 years. All new material.
- 5 - Restoration not completed.

FREIGHT EQUIPMENT

CAR NUMBER	TYPE OF CAR	FORMER OWNER & NUMBER
SRC 001	Box	Central Vermont 4379
SRC 103	Box	Maryland & Pennsylvania 713
SRC 104	Box	Maryland & Pennsylvania 723
SRC 110	Box	On property at time of purchase 1958. Ex-PRR.
SRC 120	Flatcar	Ex-SRC 102, ex-PRR.
SRC 150	Ballast car	Ex-Morrison Equipment, ex-New York Central
Un-numbered	Air dump car	Maryland & Pennsylvania 302
SRC 03	Steam crane	Ex-Penn Central 50030, ex-Pennsylvania 50030 (last coal-fired on PRR).
SRC 04	Boom car for 03	
SRC 05	Tank car	Ex-Reading
SRC 10	Bobber caboose	Ex-Pennsylvania 476087
SRC 12	Caboose	Ex-Detroit, Toledo & Ironton 95
SRC 64	Flatcar	Ex-Maryland & Pennsylvania 122
SRC 66	Snowplow	Ex-Wellsville, Addison & Galetton; ex-Buffalo & Susquehanna
Un-numbered	Diesel crane	Ex-T. F. Scholes Contracting

Information for this roster was obtained from Strasburg Rail Road records, some of which were obtained from the Boston & Maine Historical Society, others from old newspaper clippings and personal observations of the Editor. Special thanks to Mrs. Loretta Harrison, Ellis Bachman and J. Huber Leath of the Strasburg Rail Road.

--Earl Kinard, Jr., Editor, Lancaster Chapter NRHS

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 commence its 1984-85 meeting season on Friday evening, September 21, 1984 at 7:30 PM at the Engineers' Club, 1317 Spruce St., downtown Philadelphia.

Our program will feature a slide report on the just-concluded national convention at Cincinnati, OH, provided by Frank Tatnall and Larry Eastwood. Four long-distance rail trips (three of them steam-powered) and numerous other tours highlighted the nearly week-long convention. See this timely review of an outstanding NRHS event.

Our usual sit-down dinner (\$9.00 this year) 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, SEPTEMBER 19, 1984.

Looking ahead to October, our program will feature a slide program on the railroads of South Jersey, presented by well-known rail photographer Anthony C. Macrie of Hammonton. Mark October 19 on your calendar now.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
Post Office Box 7302
PHILADELPHIA, PENNSYLVANIA 19101-7302

First Class Mail
U. S. Postage
PAID
Permit No. 12
Huntingdon Valley, PA
19006



First Class Mail

Mannix, Joseph M.
411 Van Kirk St.
Philadelphia, PA 19120-