

# CINDER S

December 1985



### IN THIS ISSUE

Report on Blueliner Excursion.....	2
Extra List.....	3
ON THE SCENE, by El Simon.....	4
PHILADELPHIA EXPRESS, by Frank Tatnall.....	6
Philadelphia Chapter Meeting Notice.....	12

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PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Another year has rushed by and we find ourselves once again in the midst of a joyous--but hectic--holiday season. And, once again, we have much to reflect upon as we look forward to the New Year.

In our avocation of railroading, the old year of 1985 was packed like a Christmas stocking with interesting and important events, most of them on the positive side of the ledger. Items: The long-awaited opening of the Philadelphia Airport Line and SEPTA's slow but steady upgrading of its rail operations; Amtrak's exhausting but ultimately successful battle against the Grinches of Government; Conrail's continued high level of financial and operating performance; PATCO's amazing display of day-in, day-out competence in moving passengers.

We saw the 50th anniversary of NRHS and, by extension, of the railfan movement; the return of Reading 2102; the startup of an important new rail tourist operation in our area; the survival of the Penn's Landing Trolley against difficult odds; the beginnings of a second life for our Reading FP7's; the success of Philadelphia Chapter's excursion ventures; and, last but not least, the ongoing growth of our Chapter both in numbers and in accomplishments.

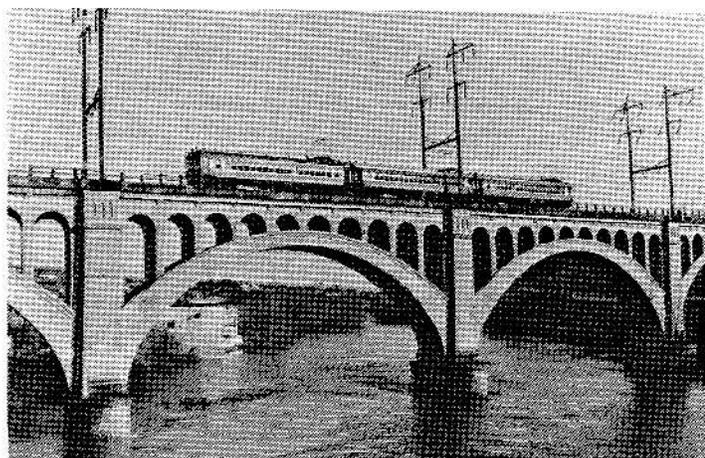
All of these happenings brought a sense of satisfaction, and of challenge. Are there even better things on the horizon for the fascinating business of railroading, as well as for the hobby that it inspires?

Now it is time--if only for a few days--to put away the scanners, to turn the cameras toward family and friends, and to renew our spirits for the momentous year to come. While we enjoy the blessings of the Christmas and Hanukkah Seasons, let us count the psychic benefits we derive from those communities of fellowship--including NRHS--which are sustained by something beyond the dollar. They too are important.

The officers of Philadelphia Chapter join me in wishing you and yours a full measure of holiday joy, and the happiest of New Years.

*Frank Tatnall*  
FRANK TATNALL  
President

## Blueliners Tour Airport Line, Pennsy Branches



Philadelphia Chapter's Blueliner special executes runby on PRR-built bridge across Schuylkill River at Manayunk, November 17, 1985. Trip marked first-ever trip for ex-Reading Blues on Manayunk branch. --Photo by Frank Tatnall

Sunday, November 17 witnessed one of the Philadelphia area's most unusual rail excursions in recent years. On that day, Philadelphia Chapter sponsored a tour with SEPTA's ex-Reading Blueliner electric cars via the newly-opened Airport Line, as well as the former Pennsylvania Railroad branches to Ivy Ridge and Chestnut Hill West, marking the first time that the venerable Blues have operated on any of these lines in revenue service.

With 175 passengers on board and a sunny, mild day in prospect, the train of three open-window blue-and-white cars departed the upper level of 30th Street Station just a minute or two off the advertised time of 9:40 AM. After stopping for passengers at Suburban Station, Wayne Junction and Jenkintown, the train proceeded up the Warminster Line to the modern station of that name, where the crew changed ends and executed a photo runby from the end of wire back to the station.

Following a 10:50 departure from Warminster, a standing photo stop was made at the Hatboro station. From there the special continued down the single-track branch to Willow Grove, where it took siding to meet northbound Route R2 train #0214. Back on the Mainline, another stationary stop was made at Wayne Junction, where photographers took advantage of a newly-constructed high-level platform on the opposite side. Next was a stop at the year-old underground station at Market East, well known for its colorfully tiled walls, followed by brief passenger stops at Suburban Station and 30th Street while heading toward Philadelphia's International Airport.

Before the balance of the trip could be approved, the Blueliners had to be equipped with operative cab signals and radios. SEPTA has recently begun a program to upgrade 28 of its 30 remaining Blues--all of them built in 1931-1932--by installing this equipment and otherwise refurbishing the cars for an expected five more years of operation. Already the oldest mainline electric cars still in regular service in North America, the Blues will be needed to help accommodate the increasing passenger loads on SEPTA's Regional Rail Division until new "Silverliner V" cars can be designed, ordered and built.

The two end cars on this special train, #9111 and 9116, were the first to receive the fully-tested PRR-style cab signals necessary for operation on Amtrak-owned lines. The middle car, #9133, had not yet been equipped.

After leaving Amtrak's Northeast Corridor at "Phil" interlocking in Southwest Philadelphia, the special swung above the NEC tracks onto the City-owned Airport Line, opened for service last April 28 after more than a decade of construction. Entering the straightaway south of 60th Street Junction, Engineman Vince Jakubowski opened the controller and the old cars were soon cruising at more than 60 mph.

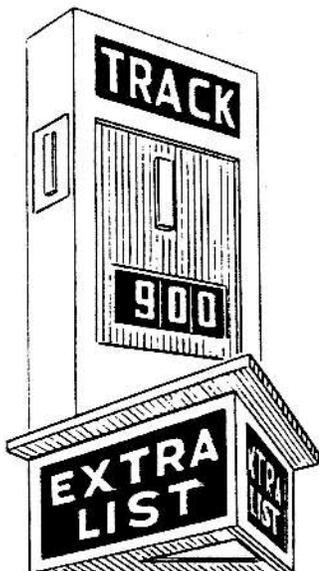
Upon arrival at the Airport, the train was parked at Terminal "E" while the passengers scattered to various eating spots--including a few who visited the Oyster Bar in Terminal "C". Departing at 1:20 PM, the Blues strutted for photographers who were standing on the overhead walkways and the train then hurried north to 60th Street Junction for perhaps the most unique part of the trip. A brief stop here was necessary to receive orders while the hand-operated switch to the "Escape Track" was opened. The Blues had to be started on the four percent grade north of 60th Street--steepest on the entire SEPTA rail system--but the old two-motor cars were equal to the task. They were soon over the top and descending cautiously down the rarely-used Escape Track to "Phil" interlocking.

Receiving clearance from the Amtrak operator at "Penn" tower, the unlikely train ventured out onto track #2 and was soon rumbling proudly along the high-speed Northeast Corridor main toward 30th Street Station!

After passing through the lower level of the station on track #4, the special was halted to await passage of Boston-to-Washington train #95, headed by AEM-7 locomotive #943. Then, crossing over to the 36th Street Connection and beneath Conrail's freight High Line, the Blues passed "Zoo" tower and turned west toward Harrisburg. But they quickly diverged onto the onetime PRR Schuylkill Valley branch, the remnant of which is now SEPTA's four-mile Manayunk Line. It was the first time that Blueliners had ever operated on this branch.

At the modern Ivy Ridge station, which marks the present end of track, the crew again reversed ends and moved the train a half-mile back to Manayunk West. There, most riders got off and walked two blocks down to the Green Lane bridge over the Schuylkill River, as the train crossed the high concrete-arch viaduct just downstream. Following a delay in securing radio permission from "Overbrook" tower--required even though the branch has no regular Sunday service--the special again reversed direction and executed an impressive runby across the viaduct as a bright afternoon sun illuminated the scene.

(Continued on Page 3)



DECEMBER 14-15, 1985: Greenberg's Great Train, Doll House & Toy Show at Philadelphia Civic Center, 34th Street below Spruce, Philadelphia, 11 AM to 5 PM. Admission: \$4 adults (children under 12 admitted free with adult). For information, telephone 215-823-7400. Philadelphia Chapter NRHS will be represented with a table for railroaders sales and membership information.

DECEMBER 14-15: Penn's Landing Trolley will operate its annual Santa Claus Specials, leaving 10:30, 11:30 AM, 1, 2, 3, 4 PM from Delaware Avenue & Dock Street, Philadelphia. Santa Claus will be on board ex-Philadelphia & Western car #46 for all trips. Fare: \$1 per person. For further information and reservations, write: Penn's Landing Trolley, P. O. Box 7285, Philadelphia, PA 19101 (telephone 215-461-5658).

DECEMBER 14-15: Santa Claus Specials on Stewartstown Railroad from Stewartstown to New Freedom, PA and return, using General Electric 44-ton locomotive #10. Trains leave Stewartstown station 1 and 3 PM. Fares: \$5 adults, \$2.50 children. For information, write: Stewartstown Railroad, P. O. Box 155, Stewartstown, PA 17363.

DECEMBER 14, 21: Christmas shopping specials from Hamburg and Temple, PA to Philadelphia (North Broad Street station) and return via Blue Mountain & Reading, Conrail and SEPTA. Trains are expected to use Pacific steam locomotive #425 and ex-Amtrak E8 diesel. Trains leave Hamburg 8 AM, Temple 9 AM. Fares: From Hamburg \$38 per person, from Temple \$35 per person, including round trip rail ticket on SEPTA between North Broad and center city Philadelphia. Order tickets from: Therman Madiera, Passenger Agent, BM&R Railroad, P. O. Box 307, Shoemakersville, PA 19555-0307, making checks payable to "425 Rail Tours." For information, telephone 215-562-4083 or Temple station at 215-921-1442.

DECEMBER 14, 21: Santa Claus excursions on Lackawaxen & Stourbridge Railroad from Honesdale to Hawley, PA and return, sponsored by Wayne County Chamber of Commerce. Trains leave Honesdale 10 AM, 12 Noon, 2 PM, using Alco RS3 diesel locomotive. Fare: \$3 per person. Order tickets from: Wayne County Chamber of Commerce, 865 Main Street, Honesdale, PA 18431 (telephone 717-253-1960).

JANUARY 11, 1986: "Farewell to Route 6" streetcar excursion, using historic SEPTA air-electric PCC #2054, sponsored by Buckingham Valley Trolley Association. This will be last day of trolley operation on Route 6 between Olney terminal and Cheltenham Avenue loop, as well as on Old York Road depot trackage. Car leaves SEPTA Luzerne depot, 10th & Luzerne Streets, at 11 AM for two round trips on Route 6 and a portion of Route 56-Erie Avenue. Fares: \$12 for BVTA members, \$15 for non-members. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope. For further information, telephone 215-565-0528.

### BLUELINERS TOUR AIRPORT LINE, PENNSY BRANCHES (Continued from Page 2)

With everyone back on board, the train easily climbed the steep grade of Barmouth Hill and in a few minutes returned to the Amtrak Mainline at 52nd Street. Proceeding east, it dove into the single-track tunnel beneath "Zoo" interlocking known as the "New York-Pittsburgh Subway" and headed for North Philadelphia. Turning onto SEPTA's Chestnut Hill West Line at that point, the special paused for a photo run at Carpenter station, then continued on to the end of the line at Chestnut Hill West where regular R8 train #844 was waiting to depart.

After allowing time for 844 to get well ahead, the Blue liners left Chestnut Hill at 4 PM, 15 minutes behind schedule. Running downhill, the train covered the 6.6 miles to North Philadelphia in a remarkable nine minutes. Though held for traffic, the Blues pulled into 30th Street's upper level platform at 4:23--just eight minutes late.

Though the previous day had been stormy, Sunday's weather certainly cooperated with afternoon temperatures reaching 61 degrees. Riding an open-window train with the heat on, it was an uncommonly fine day for mid-November, and most passengers appeared to enjoy the outing.

Philadelphia Chapter wishes to express its appreciation to SEPTA for making this fine excursion possible. Chief Officer John F. Tucker of the Regional Rail Division personally accompanied the train for most of the day. He was assisted by Supervisor Jack Bazela, Conductor Bob Doughten and Engineman Jakubowski. Larry Eastwood and Frank Tatnall planned the trip for Philadelphia Chapter and staffed the train with the help of Marie Eastwood and Doug Watts. Amtrak is also to be commended for its cooperation in agreeing to handle the train over such an unusual route.

### WEST JERSEY CHAPTER PUBLISHES NEW "RAILS" BOOK

West Jersey Rails II is the title of West Jersey Chapter's latest publishing venture released this fall. The 8-1/2 x 11 softbound book is the fourth volume produced by the Chapter about South Jersey railroading.

Among the subjects covered in the new book are the Maurice River branch, the Delair bridge, the 1906 drawbridge accident at Atlantic City, the Shore Fast Line, Atlantic-type locomotives, Atlantic City Union Station, the "Pony Express" racetrack specials and dieselization of the PRSL.

The 72-page book, which contains five color scenes and 111 black-and-white photos, sells for \$9.95 per copy. It will be available at the Philadelphia Chapter store and at Greenberg's Train Show this month.



Amtrak's consist book for the October schedule change has been issued and, as usual, reserved-seat trains will be augmented over the Christmas peak travel period. As one example, the Broadway Limited will add a 10-6 sleeper and two coaches to New York and the Pittsburgh-Washington Am lounge II will be extended to Chicago. The result will be an impressive 19-car consist, including five baggage cars between Pittsburgh and Chicago.

The Valley Forge is now running with Amfleet (and an AEM-7 which runs around the train at 30th Street), but I did ride down to Philadelphia on a recent Friday on Capitliners and we arrived 17 minutes late (trains I ride only seem to run late when I am meeting someone!). Speaking of the Capitliners, six trainsets are needed to protect weekday service between Philadelphia and Harrisburg. Trains 600 and 617 are assigned six cars, with 602 and 615 drawing four, and the other four trainsets made up of three cars each, meaning that a total of 22 of the 800's are required.

In the Corridor, ten trainsets are required to protect weekday Metroliner Service schedules. Each set makes one round trip, except for two which make 1-1/2 trips (two others add a one-way trip Friday evenings). All except the set on Trains 100 and 125 are diagrammed for five cars, including an Am dnette and full club. The remaining set adds a coach and peak periods see six or seven cars on many trips.

Two SPV trainsets remain in New Haven-Springfield service, on trains which do not offer through Amfleet service on Boston trains. (Sundays, a third set is needed). Single cars are operated, except that in general, two cars are assigned on Friday and Sunday.

The VIA 9600-series baggage cars are diagrammed to operate between Washington and New York on Train 12 and another from Philadelphia to Boston. Two Washington cars return on Train 61 and the third on Train 67. The Boston-Philadelphia car returns on Train 641-13 or 643-15 (connecting through New York). Mail which is received off the "Inland Route" at New York is forwarded on trains 13 (weekdays) or 15 (weekends). Train 13 arrives 30th Street at 11:19 AM while 15 is due at 12:19 PM. Normal consist is an AEM-7 and four baggage cars. There's no rider car — the two-man train crew rides in the locomotive with the engineman (if that's what you them — I guess my Pennsy upbringing is showing in the Amtrak age!).

To provide additional comfort for long-distance passengers, Amtrak has assigned a leg-rest Amcoach to each of the five trainsets in Empire Service. Six cars of this type were exchanged for five standard (high capacity) Amcoaches in Chicago.

Certain lounge cars have been equipped to play taped music and are assigned to specific trains. The Southwest Limited has a Superliner lounge, while the Crescent and Panama Limited have 3100-series flat-top cars.

Meal service on the Auto Train is dependent upon passenger loadings. At all times, the train carries a Great Dome lounge, an 8750-series diner and an 8600-series table car (converted from a Heritage leg-rest coach). When passenger loadings exceed 200, an 8700-series buffet car is added. A second table car is added at the 325-passenger mark and finally, a second (flat-top) lounge is added at the 350 passenger mark.

On the other Florida trains, meanwhile, meal service is provided by an 8550-series modified diner and an 8710-series buffet car, providing a total of 80 seats. A total of six cars are required, and two more buffet cars are being converted from flat-top coaches at Beech Grove.

A total of ten E60's are planned for modification as 90-mph HEP-equipped units. Since only eight original HEP units survive, presumably two of the 950-955 group boiler-equipped units will be re-equipped. The 954 received extensive damage in a November fire up around New Rochelle, so it is not a likely candidate. The intent of the 600-series E60's is to reduce the use of double-headed AEM-7's on long trains such as the through Southern connections. Very high speeds are not as important as on Corridor trains and the October schedule did loosen up the times for the Crescent and Silver Star which, not surprisingly, are now assigned E60's. Additional candidates are the Palmetto and Montrealer. You can also still find E60's on clockers 200, 225, 254 and 223. For the record, the fourth E60 renumbered is the 603, which is ex-964. The four remaining HEP units are the 957, 965, 969 and 970. The 969 has been at Wilmington for over two years, I believe with fire damage. All of the 600's have been repainted.

Washington Terminal Alco RS1's 59 and 62, both still in blue, were scheduled to be withdrawn from service by Thanksgiving — the last Alco-powered units on the Amtrak system.

The only "new" Heritage car released this month from Beech Grove was buffet car 8716 — the seventh.

(Continued on Page 5)

## ON THE SCENE (Continued from Page 4)

Amtrak has replaced its last lower-quadrant semaphore signals at South Station, Boston. In addition to considerable upper quadrant semaphores between Stamford and New Haven in Metro-North territory, Amtrak still has a few semaphores around Groton, CT, just east of New London.

Maryland DOT's new coaches are being tested out of Washington. Based on a quick glance, they appear to look like the cars furnished to the South Shore Line sometime ago. They are basically silver, with a window band of dark blue with a thin orange stripe beneath. The cars will replace 14 leased GO Transit cars. MDOT needs 11 Budd RDC's, with a total of 16 available. At least 10 of the Budds have been renumbered and repainted into MARC livery, the operation's trade name. The remainder are still painted for Baltimore & Ohio, and I noted the 9913 in service in mid-November. The RDC's protect all Baltimore-Washington service via the B&O line, and one Brunswick train. It connects there for a train to Martinsburg, on what I believe is the only American regularly-scheduled passenger train not subsidized by an authority of some kind, although rumors persist that West Virginia provides some type of financial support.

In New York, Metro-North electric switcher 402 became the first of three units to receive the red and blue livery previously applied to the FL9's.

Boston's MBTA has been reported looking for additional RDC's to bolster its fleet. The most likely source I can think of is NJT, which has about 20 former CNJ and PRSL cars in storage.

In transit items, Boston has assigned 12 picture-window PCC's to the Ashmont-Mattapan line, with the cars they replaced moving to the Arborway for the Huntington Avenue line. Elsewhere in Beantown, service on the realigned Orange Line (and with it the rebuilt Amtrak right-of-way) is still apparently a year away.

NJ Transit has been rather slow in repainting the Newark subway streetcars — only three done so far.

Portland (OR) hopes to begin full-scale operations on its Banfield LRV line in the fall of 1986. They will operate on 15-minute headway (30 minutes evenings and Sundays) except that rush hours will see an additional short-turn service out as far as Gateway station.

SEPTA's General Overhaul (GOH) program has seen 98 PCC's released or under repair at Woodland shop. Car 2178 was the last car drawn from a pool of cars which had been held at nearby Elmwood carhouse but should have gone in by the time you read this. The GOH program was funded for 112 cars, so obviously, another 14 cars currently at Luzerne will be rebuilt if the program is carried to completion. Based on observations, the 14 cars still to be rebuilt, all in "Gulf 011" livery, are: 2156, 2160, 2170, 2175, 2181, 2187, 2194, 2196, 2726, 2728, 2748, 2750, 2783 and 2793.

Cars 2168 and 2785 were active recently, but not scheduled to be refurbished. Finally, six cars are "basket cases" which will probably never run again — 2165, 2184, 2744, 2756, 2773, 2797. The last two remain in green and cream!

The total fleet of PCC's now stands at 119, made up of 53 Westinghouse and 67 GE cars. Individual numbers are: 53 Westinghouse cars, consisting of 2091-2094, 2096-2099, 2100-2105, 2107, 2109-2111, 2113-2114, 2116-2124, 2126, 2129, 2131, 2133-2134, 2138, 2701, 2703-2704, 2706, 2709-2713, 2715-2717, 2720, 2725. Car 2100 is retired and written off. There are 67 GE-equipped cars, 2141-2143, 2147, 2150, 2156, 2158-2160, 2163, 2165-2166, 2168-2169, 2172, 2175, 2181-2182, 2190-2191, 2194, 2196-2197, 2726, 2728, 2730, 2732-2733, 2737-2741, 2743, 2746-2751, 2753, 2756, 2758, 2760-2761, 2770, 2773, 2777, 2779-2780, 2783-2785, 2788, 2790-2791, 2793 and 2796-2799. All "Kansas City" cars have been retired and sold. The 2054 remains on the roster for special charters as well.

Going back once again into the history books, in 1953, the Reading scheduled six Philadelphia-Jersey City round trips, which required one CNJ and three Reading trainsets. The Reading had, by then, eight FP7's and they seemed to protect these trains. As far as the Jersey Central, I recall their train using various power — paired Alco RS3's, an occasional Baldwin double-ender and later the FM Trainmasters.

In April, 1954, CNJ formally dieselized all passenger service with seven H24-66's from Fairbanks-Morse. These came at the time CNJ's "mainline" schedules were extensively altered and they took over the heavy rush hour trains and the hourly "Raritan clockers" and "New York clockers" (the first time, I believe that these trains were referred to this way). They ran these trains non-stop to Cranford, where they connected with an RDC local which had left Jersey City earlier. The Budds, incidentally, were referred to as "Jay Cee Liners (west-bound) and "Liberty Liners" (eastbound). Meanwhile, CNJ had become seemingly disenchanted with the 2000-series Baldwin double-enders, and the second order of FM Trainmasters came to replace them in 1956.

Meanwhile, the Reading "gas-electrics" came off the Trenton-Bound Brook run about the same time, and were replaced by two through trains out of Philadelphia, pulled by Baldwin 560-series road-switchers.

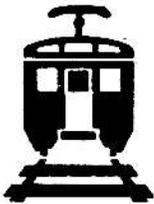
In my youth, I well remember standing at Reading's North Broad Street station (shows how old I am!), awed by one of Reading's original two passenger Trainmasters on a Bethlehem train. At that time, Reading had double-headed RS3's on the Schuylkill and GP7's on the King Coal — both trains which would be assigned the second order of Reading passenger FM's. How many older members recall the "Northwest Express" charging through North Broad Street behind an FM hell-bent for Chestnut Hill? (Your editor has many recollections of being on the rear platform of the 5:20 PM Newtown Local at Spring Garden Street when the above-mentioned train would come storming around the curve towing its eight 1100 and 1200-series coaches.)

# PHILADELPHIA



## FRANK G. TATNALL, JR.

As SEPTA's rail ridership continues to grow, plans are afoot to again expand service beyond what was added in October. The Regional Rail Division is now running only 20 fewer trains a day (not counting the new Airport Line) than it was prior to the big service cutback of July 1984. One possibility for January is a new afternoon rush hour express to Lansdale and Doylestown, making the same stops as the present AM inbound express. ....A single-day ridership record was set on the Airport Line November 27, when over 3,600 fares were collected. Two-car trains were operated much of the time on this day before Thanksgiving.



"Black Friday," the traditional start of the Christmas shopping season, fell this year on November 29 and was a very busy day for SEPTA. Though most center city offices were closed and rush-hour train consists were reduced accordingly, many midday trains had extra cars and these were frequently jammed.....SEPTA leased 30 Silverliner IV's to AMTRAK for the Thanksgiving travel period, Amtrak's busiest.....The R1 "Bethayres Expresses" (trains 6337 and 6370) have been cut from seven to six Blueliners.....Half of the new high-level northbound platform is now in service at Wayne Junction.

SEPTA plans to take over operation of "Arsenal" tower from AMTRAK, effective December 7. But rather than continuing it as a manned tower, the switches will be remotely controlled from "Broad" tower in Suburban Station. "Cane" interlocking at Secane will be controlled from "Broad" rather than from "Arsenal".....One year ago, December 15 to be exact, SEPTA reopened its mainline after installing a new fill at 9th Street & Columbia Avenue to replace the deteriorated bridge shut down the previous month.

SEPTA had its problems during November. On Monday evening the 4th, extensive delays were experienced on all lines because of combination of light rain and fallen leaves on the rails forced trains to operate at reduced speeds. Then, on the morning of the 12th a CONRAIL freight train southbound on the Airport Line fouled the catenary near Island Avenue, damaging clips and insulators. Airport train service was disrupted for six hours. The same afternoon, train 0630 bound for Norristown struck a tractor-trailer rig at the River Road crossing in Miquon, damaging Silverliner IV's #113-114 and injuring the engineer. Witnesses said the truck driver ignored warning lights at the crossing.

On November 18, trains 7506 and 9508 collided in Paoli yard, putting Silverliners 148 and 215 out of service along with their crews. With the cancellation of these trains, inbound rush-hour service from Paoli was in shambles. The next evening, switch failures in Powelton Avenue yard near 30th Street delayed rush-hour trains on the R1, R2, R3, R5, R7 and Airport Lines. Finally, a tree limb which fell onto overhead wires at Chestnut Hill East station on the afternoon of the 26th snarled service on the R7 line.

SEPTA has leased its Jenkintown station to the operator of the posh Lambertville Station restaurant at Lambertville, NJ (see November Cinders). The restaurant now being constructed in the Jenkintown station building will result in a net loss of at least 40 commuter parking spaces at a time when SEPTA's rail ridership is growing. All of this caused expressions of concern from local citizens, including a direct appeal to SEPTA Chairman Lewis F. Gould, Jr. While it appears that the Jenkintown plan is cast in concrete, SEPTA management has reportedly established a policy which will rule out such developments at other stations unless okayed in advance by operations officials.....Meanwhile, SEPTA is installing new parking spaces at several other commuter rail stations to cope with growing demand, and the additional traffic expected when Schuylkill Expressway reconstruction begins next month.

A tentative agreement was reached last month between State and City officials which could break a long deadlock on funding of the proposed \$431-million convention center in the Reading Terminal area. The agreement reportedly would allow the State to exercise greater control over construction of the center while the City would have primary control in operating the huge complex. Governor Thornburgh has held up most of the State's \$185-million contribution pending the Legislature's concurrence, which may now be forthcoming. Failure to quickly agree on funding could jeopardize the entire project, according to Joseph M. Egan, Jr., the City's chief negotiator.

SEPTA is considering a change in format for its R5 Paoli-Doylestown timetable, which contains so many schedules that it is difficult for some people to read it. Possibly a booklet form will be adopted, similar to that now used in the center city local timetable.....Those TV monitors are now glowing brightly in Suburban and Market East Stations, but because of their inability to display changes in train service SEPTA has not yet officially accepted them.....The Daily Local News of West Chester recently did an article on the 33-year-old artist who is restoring the down-at-heel Westtown station.....SEPTA has sold two ex-Reading cabooses to the BALTIMORE & ANNAPOLIS RAILROAD of Linthicum, MD (Baltimore Chapter Interchange).

(Continued on Page 7)

## PHILADELPHIA EXPRESS (Continued from Page 6)

The last day of trolley operation on Route 6-Ogontz Avenue will be Saturday, January 11, prior to its bus conversion (see November Cinders). At least one farewell special has been scheduled.....Though Route 50 will also become a permanent bus route, SEPTA has decided to retain the track and wire on 4th and 5th Streets between Girard and Catharine for a possible "historic loop" operation at some future time.....Silver PCC car #2054 is now based at Luzerne depot and can be expected to see fantrip operation over the holidays, as well as on the Route 6 special.



A total of 28 new third-rail-powered cars is now being planned for the Norristown High Speed Line, to replace the vintage Bullets and 160 cars which have served the line well..... Also in the design stage is a new "Red Arrow" shop on Victory Avenue, near 69th Street Terminal, which will service both the new P&W cars and the Media-Sharon Hill LRV's. Obviously, the shop will be equipped to handle both standard and wide-gauge cars.....The last of SEPTA's old tan buses, nine of them in the reserve fleet at Victory Avenue garage, will soon be retired.

SEPTA has begun its \$270-million reconstruction of the aging Frankford Elevated structure between Girard Avenue and Bridge Street. According to an item in SEPTA's publication *Convey*, the 5-1/4 mile line will be rebuilt in three-block sections, as the structure is stripped to its steel skeleton and new stringers, concrete decking, signals and rail are installed. This heavy work will begin next April and may take until 1994 to complete. All stations except the eastbound Tioga station will also be reconstructed beginning with Margaret-Orthodox this fall. The Tioga station, because of its unique octagonal shape, will be refurbished but remain intact. Even during the height of construction, SEPTA says it is committed to maintaining full train service between 6 AM and 8 PM weekdays, and to plan the work "so that we don't shut down the neighborhoods."

During the pre-holiday season, SEPTA police officers have been running a series of live demonstrations in center city rail stations to show the public how to avoid being victimized by pickpockets..... "SEPTA Sam" and "Subway Suzy" have been touring elementary schools in the area aboard a special bus. These duck-masked characters--the brainchildren of SEPTA's Community Relations Department, have entertained some 20,000 students with a slide show entitled "On the Right Track" containing tips on transit safety and behavior. ....City Councilman Edward Schwartz said last month that he is "prepared to fight" SEPTA and the City for more bus service in the Northeast section of Philadelphia. Schwartz is chairman of Council's Commerce, Transportation & Public Utilities Committee.

SEPTA has begun repainting its fleet of 110 trackless trolleys with the current "bus" scheme of whitish-gray body, narrow red/blue midstripe and dark gray window area. Whether this scheme will be applied to any streetcars is doubtful.....Elegant glass-roofed subway entrances have been built at 11th and 12th Streets on Market.....A Route 32 bus careened off rain-slick 33rd Street in Fairmount Park November 4, struck a pickup truck and came to rest with its front end in empty space atop a 60-foot wall above the CONRAIL tracks. Ten passengers suffered minor injuries.....The total Federal investment in U.S. mass transit systems has passed the \$30-billion mark since enactment of the Urban Mass Transportation Act of 1964, according to a General Accounting Office study reported in *Railway Age* last month.



AMTRAK will get \$616 million, plus an extra \$12.5 million for Northeast Corridor work, in the current fiscal year if a compromise worked out in a Congressional conference committee stands up. An across-the-board budget cut of 1.6 percent, however, could bring the figure down to \$606 million, the same as approved earlier by the Senate. Amtrak received \$684 million in Federal subsidies in Fiscal Year 1985 ended September 30 (NARP)..... NARP News reports that among the service cuts being considered by AMTRAK to cope with lower funding levels are "limited reductions in Northeast Corridor frequencies" and the end of "several" Harrisburg-Philadelphia trains.

In an October 2 ceremony, the Federal Railroad Administration transferred to AMTRAK full responsibility for the Northeast Corridor Improvement Project. The nine-year, \$2.2-billion NECIP is now winding down, with 95 percent of the trackwork and 80 percent of the bridge improvements complete. A special two-day inspection train, the *Corridor Clipper*, was operated from Washington to Boston October 2-3 to allow officials, the press and guests to inspect 12 facilities built, rebuilt or being upgraded with NECIP funds. Amtrak's two track inspection/geometry cars 10001-Beech Grove and 10002-Corridor Clipper were on the rear of the train. In Philadelphia, the group toured 30th Street Station and its state-of-the-art centralized electrification and traffic control center (CETC) being installed on the 8th floor (*Amtrak News*).

The first phase of AMTRAK's CETC system, which will control all track and power on the 110 miles of Corridor route between Wilmington ("Landlith") and Washington ("New York Avenue"), is now due to be placed in service about October 1986, several years behind schedule. Some AMTRAK towers, however, may be closed prior to that date.....The New York Times ran an article in its November 3 editions describing the higher passenger train speeds on the New York-Washington Corridor.....The General Accounting Office calculates that AMTRAK saves about \$16.5 million a year by using one-man locomotive crews on its Corridor trains, which became effective January 1, 1983 when Amtrak took over direct employment of crews from CONRAIL. The Brotherhood of Locomotive Engineers, however, is reportedly seeking restoration of two-man crews (*Modern Railroads*).

AMTRAK will operate a special train from Washington to 30th Street Station on Friday, December 6, carrying a group of Congressmen and staff people on a "Weekend in Philadelphia" outing designed to improve the City's sagging image in Washington. As guests of the City and the Chamber of Commerce, the group will be wined

## PHILADELPHIA EXPRESS (Continued from Page 7)

and dined, given free lodging and attend the Army-Navy football game, an Eagles game and a 76ers basketball game before returning to Washington on the special train Sunday evening.....Congressional leaders will discuss a proposal by Philadelphia Congressman Thomas Foglietta to convene a special session of Congress in Philadelphia on July 16, 1987, the 200th anniversary of the signing of the U.S. Constitution in this city. It would be the first time since the year 1800 that Congress has met outside of Washington. Already, plans are being made to transport the Congressional delegation from Washington to Philadelphia and return aboard one or more AMTRAK "Constitutional Expresses."

Congressman James Florio of New Jersey, a principal backer of the proposed Philadelphia-Atlantic City rail passenger service, said last month that the U.S. Office of Management & Budget will approve \$30 million in Federal funding for the project. In October, DOT Secretary Elizabeth Dole okayed the money and officials have said that the 26-month construction program could begin in the spring of 1986. Current contracts between AMTRAK and New Jersey DOT call for the spending of \$79 million to reconstruct the 60 miles of railroad from Frankford Junction in Philadelphia to Atlantic City and to build a new terminal in the shore resort. Another \$26 million will go for stations and other facilities needed for NJ TRANSIT's proposed commuter service between Woodcrest station near Haddonfield and Atlantic City. Casino owners are worried that unless rail service is made available, growth in tourist volume will taper off because of highway congestion entering Atlantic City.

AMTRAK will open a new center city ticket office in Suburban Station sometime in 1986, following closure of its present office at 1708 JFK Boulevard.....AMTRAK has gotten its fancy new Solari train information board hooked up and working at 30th Street Station.....Construction of a "super newsstand" is now underway in the station concourse.....AMTRAK is considering abandonment of the so-called New York-Pittsburgh Subway track beneath "Zoo" interlocking, as soon as the one train now using it (Harrisburg to New York #42) is rerouted to 30th Street.

### Several developments during November served to enliven the long-running debate over the sale of CONRAIL:



> The Justice Department on November 19 gave preliminary approval to a new divestiture plan offered by NORFOLK SOUTHERN which would improve access to certain Midwest markets by GUILFORD TRANSPORTATION INDUSTRIES and PITTSBURGH & LAKE ERIE RAILROAD. Like two previous plans which failed to satisfy the department's Antitrust Division, the latest selloff is intended to meet widespread objections that an NS-CR merger would stifle rail competition.

> Several Senators boycotted the Senate Judiciary Committee's final hearing on the proposed sale November 21, contending that it was an "illegal" session conducted without unanimous consent as required by Senate rules. Senator Howard Metzenbaum of Ohio, an outspoken opponent of the NORFOLK SOUTHERN purchase plan, led the walkout of Democratic members.

> The National Industrial Transportation League, the nation's leading shippers' organization, announced that it favored a public sale of CONRAIL rather than to NS.

> Morgan Stanley & Company, which is leading a group of investors in a proposed public sale of CONRAIL, said that it might increase its current offer of \$1.2 billion if it receives similar tax breaks to what NORFOLK SOUTHERN is expected to get. NS has also offered \$1.2 billion for the government's 85 percent share of Conrail stock, and will receive up to \$400 million in tax breaks according to an estimate by the Congressional Budget Office.

> Morgan Stanley said that it had extended its offer for CONRAIL to June 30, 1986 and added nine new investors to its 32-member consortium. These include New York Life Insurance Company and Stanford University. NS officials have repeatedly said that they may withdraw their offer unless there is a favorable vote in the Senate before the end of this year.

> CONRAIL, Morgan Stanley, the Railway Labor Executives Association and the Teamsters Union have signed an agreement providing a \$400-million package of cash and stock benefits for Conrail employees, and pledging labor's support of the Morgan Stanley proposal to purchase the railroad.

> The Coalition for a Competitive CONRAIL, a group of state and local governments, corporations and others opposing the sale of Conrail to NS, announced last month that it had increased its membership rolls from 151 to 262. Among the new members were the Pennwalt Corp. of Philadelphia and the DELAWARE OTSEGO group of shortline railroads.

> Speculation continues as to when and if a Senate vote on the NS sale proposal will be scheduled this month. Majority Leader Robert Dole said the legislation was on his "must do" list but a crowded calendar, plus Senator Metzenbaum's threat to filibuster the bill to death, left the entire matter in doubt. No action is expected this year in the House.

CONRAIL handled a total of 40 CHESSIE SYSTEM freight trains which were detouring around a flooded area of Maryland and West Virginia between November 6 and 11. Heavy rains caused by the remnants of Hurricane Juan inundated sections of the B&O mainline between Point of Rocks and Cumberland, MD, causing numerous mudslides which blocked the tracks and knocked out signals. The C&O through West Virginia and Virginia was also

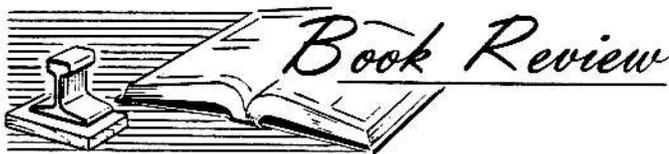
## PHILADELPHIA EXPRESS (Continued from Page 8)

closed, as was NORFOLK SOUTHERN's main through Roanoke, VA and the Shenandoah Line to Hagerstown, MD. Most of the detouring CHESSIE trains used CR rails between Park Junction, Philadelphia, and Millvale Junction near Pittsburgh. A number of trains were seen moving along the ex-Reading mainline west of Philadelphia over the weekend of November 9-10, almost all of them with a single Conrail diesel unit in the lead (needed for radio communications and cab signal pickup west of Harrisburg).

The BLUE MOUNTAIN & READING's "Shoppers' Special" ran over CONRAIL lines from Reading to Norristown and return on Friday, November 29, behind newly-rebuilt Pacific steam locomotive #425. Consist was RDC's 9166, 9168 and 9169 (with engines running for heat) and ex-Lackawanna coach (now open-platform) #300-Queen of the Valley. A three-car chartered train of SEPTA Silverliners took riders from Norristown to center city and return.....A motor failure in its lifting mechanism disabled the rail bridge over the Chesapeake & Delaware Canal on November 11, forcing CONRAIL to reroute all Delmarva Peninsula rail traffic via Potomac Yard, Norfolk and the EASTERN SHORE RAILROAD's carfloat to Cape Charles, VA. The bridge was restored to service on November 27.

Reports persist that CONRAIL is still looking for a steam locomotive and coaches to use in its proposed excursion program.....Hawk Mountain Chapter reports that CONRAIL will purchase the four Electro-Motive SD60 diesel demonstrators, #1-4, recently tested on CR lines.....CONRAIL has received permission from the Interstate Commerce Commission to abandon 2.3 miles of the Washington Avenue branch in South Philadelphia, and has notified the ICC of its intention to abandon three miles of the Delaware Avenue branch in Kensington. CR has also asked to abandon 7.7 miles of the ex-Reading Bethlehem branch between a point near Coopersburg and Hellertown, PA. No through freight or passenger service has operated on the line since 1981.....ANTHRACITE RAILWAY ran four special passenger trains November 2 out of Pennsburg, PA on the old Reading Perkiomen branch.....Transit America says that it will be forced to shut down the Red Lion carbuilding plant in 1987. Reason given was refusal of union workers to negotiate wage concessions, which the company said is vital in keeping it competitive with foreign builders.....Transit America has unveiled a prototype "Hi Cube 2000" articulated hopper car.

WEST JERSEY SHORT LINE got a brief writeup in the November issue of Railpace Magazine by Chapter Member Gerry Williams. One error noted was the fact that newly-acquired CONRAIL RS3m #9937 will be renumbered WJSL 91 rather than 94.....The Steamtown U.S.A. board has voted in favor of a proposal to create a \$30-million theme park in downtown Scranton, PA, built around the ex-Lackawanna shop complex (Railpace).....Steam Locomotive Guru Ross Rowland, Jr., has decided to sell his famed ex-CHEESAPEAKE & OHIO 4-8-4 No. 614 for \$500,000, reportedly to raise money for his troubled ACE 3000 locomotive venture.....Buckingham Valley Trolley Association celebrated its tenth anniversary in October.....Chapter Member Joe Mannix has retired as editor of BVTA's Newsletter.....The U. S. Postal Service has designed a poster to help promote the cause of rail-highway crossing safety. It will be displayed on employee bulletin boards in 39,000 post offices nationwide.



THE DIESEL BUILDERS (Interurbans Special #98)  
By John F. Kirkland  
Published by Interurban Press, P. O. Box 6444,  
Glendale, CA 91205. 112 pp, illustrated.  
Price (to Philadelphia Chapter members through  
our bookstore): \$22 including tax.

Another gem for every diesel locomotive historian's library is Chapter Member John F. Kirkland's latest book, *The Diesel Builders*. It is the first of a projected series of volumes on the subject, starting here with minority builders Fairbanks-Morse and Lima-Hamilton.

Kirkland's career with diesel locomotives began on the New York Central in 1928. He writes with an excellent long-term perspective and extensive knowledge of all U. S. locomotive manufacturers, as exemplified in his earlier scene-setting book *Dawn of the Diesel Age*.

As a Fairbanks-Morse electrical engineer, this reviewer assisted in the design, building and testing of F-M units from the company's peak in 1947 to phaseout in 1964. I was privileged to contribute to the present volume along with onetime Chapter Member Charles A. Brown, who likewise worked for many years at both Fairbanks-Morse and Baldwin Locomotive Works.

With a book of this scope and its many time constraints, it is not surprising that a few errors and omissions may have crept in. But these are relatively minor and overall *The Diesel Builders* is accurate and well researched. It should be pointed out, however, that hardware is the book's strong suit as it does not deal with the personalities involved in any depth.

Some readers may recall the *Trains Magazine* articles on Fairbanks-Morse which appeared in 1950 and 1964. There is little overlapping of material between the book and these articles, though the opportunity still exists for additional study of the F-M saga.

--Robert M. Stacy

## Lancaster Chapter Offers "J" Tower Print, "50th" Souvenirs

Lancaster Chapter is offering for sale a number of items marking the 50th anniversary of NRHS, as celebrated this year, in addition to full color prints of Ted Xaras' long-awaited painting entitled "'J' Tower and Friends."



The souvenirs, which make excellent Christmas gifts, include a 50th anniversary commemorative plate with pewter-like finish and three-dimensional NRHS logo, available in a limited edition of 500 for \$35 each (plus \$2.50 to cover postage and handling). A special record album of the sounds of doubleheaded action, featuring ex-Pennsylvania 4-4-0 #1223 and 4-4-2 #7002, is said to be the first commercial steam album which uses the new Digital recording technique. It is priced at \$15 per copy plus \$1 postage and handling.

A number of other 50th anniversary products ranging from tee shirts to playing cards are also in the Lancaster Chapter's catalog, copies of which will be available at the December 13 membership meeting. All of the above items may be ordered by mail (Pennsylvania residents add six percent sales tax, please) by sending check or money order payable to "Lancaster Chapter NRHS" to the following address:

NRHS 50th Anniversary Souvenirs  
342 West Fritz Avenue  
Quarryville, PA 17566-1312

The "J" tower painting, especially commissioned to help pay for restoration of the historic ex-PRR tower now located at Strasburg, PA, has been carefully reproduced in 16" x 22" image on 18" x 24" matte stock from the original oil painting by noted Philadelphia Artist Ted Xaras.

The artist helped initiate the project to move the abandoned tower, originally built about 1885, from Lemoyne, PA to the grounds of the Strasburg Rail Road. He has agreed to donate all proceeds from sale of the painting to the "J" tower restoration effort, which is expected to cost up to \$100,000. To date, much of the cost has been underwritten by loans from Lancaster Chapter and other groups (including \$5,000 from Philadelphia Chapter), as well as a number of gifts.

This fine print, which also makes an excellent Christmas gift, is available in a sturdy mailing tube for \$24.95 each in a limited edition signed and numbered by the artist (\$14.95 unsigned), plus \$1.50 for postage and handling. Send check or money order (Pennsylvania residents add that six percent tax) payable to "Lancaster Chapter NRHS" as follows:

"J" Tower and Friends  
342 West Fritz Avenue  
Quarryville, PA 17566-1312

## Membership News

The following membership additions/changes are reflected through December 1, 1985. Please make a note of them on your current Membership Roster. A new roster will be issued in early 1986.

### NEW MEMBERS:

BROADNAX, Michael A., 5447 Addison St., Philadelphia, PA 19143-1425	215-476-6574
BRODY, David M., 3113 Richmond St., Philadelphia, PA 19134-5808	
BUSTARD, John F., 2808 Midvale Ave., Philadelphia, PA 19129-1024	215-843-3581
CAHILL, Stephen F., 16 Maryland Ave., Havertown, PA 19083-3009	215-853-1987
CICCARONE, Beatrice, 2022 Berkley Rd., Norristown, PA 19403-3116	215-539-0405
CLARKE, Richard F., 611 Magee Ave., Philadelphia, PA 19111-4715	215-342-1883
COLLINS, Frank W., 3952 Lawndale St., Philadelphia, PA 19124-5434	215-535-1150
ELSNER, Henry, Jr., 319 S. 44th St., Philadelphia, PA 19104-4705	215-222-4491
GROUS, Stephen R., 3940 Constance Rd., Philadelphia, PA 19114-2008	215-637-8368
KNOUSE, Daniel J., 1801 Lukens Ave., Willow Grove, PA 19090-3919	215-659-3331
SMITH, Bruce R., 44 Landmark Drive, Malvern, PA 19355-2472	215-647-7805
SMITH, Pusey M., 7825 Germantown Ave., Philadelphia, PA 19118-3526	215-247-7825
WELK, William, 280 S. 23rd St., Philadelphia, PA 19103-5541	

### ADDRESS CHANGES:

EDWARDS, E. Everett, 475 North St., Apt. 7A, Doylestown, PA 18901-3865	
SAUER, Robert E., Jr., P. O. Box 18597, Washington, DC 20036-8597	
SKOTNICKI, Andrew J., 18 W. Olive St., 1st Fl., Rear, Westville, NJ 08093-1431	609-456-3732
SMILEY, Patrick L., 110 Monroe Ave., Pitman, NJ 08071-2330	

## CHAPTER STORE OFFERS LAST-MINUTE CHRISTMAS GIFTS

Chapter members looking for last-minute "stocking stuffers" for their railroad friends for Christmas will find the Chapter store well stocked at the December 13 meeting, and at Greenberg's Train Show at the Civic Center on December 14 and 15.

This year, the Chapter store has a wide variety of railroad calendars available, as follows:

- 1986 Potomac Chapter Calendar, in full color, and always a favorite - only \$5.00
- 1986 Audio-Visual Design New York Central calendar, in full color, only \$6.00
- 1986 Audio-Visual Design Railroad Appointment Calendar, in full color, only \$6.00
- 1986 Audio-Visual Design Passenger Train Calendar, in full color, only \$6.00
- 1986 Audio-Visual Pennsy wall calendar, black and white, only \$6.00

There are a number of new publications available for sale, too, and one of special interest to area railfans is IRON HORSES ACROSS THE GARDEN STATE, by Joel Rosenbaum and Tom Gallo, describing the Reading and Pennsy passenger services between Philadelphia and New York, including eight pages of full-color photos. The price of this excellent work is \$12.95, Pennsylvania sales tax included — you will want to have this fine work in your library.

Remember, too, the availability of a couple of hard-bound books — RED ARROW, THE FIRST 100 YEARS, by Ron DeGraw, at a special price to members of \$27.00 per copy, tax included. This Interurban Press publication is the first of four volumes on this favorite local operation, and it's a good time to get your copy if you don't yet have it. Also available from Potomac Chapter is WESTERN MARYLAND STEAM ALBUM, in full color, by famed photographer William P. Price. This 108-page volume includes all kinds of full color steam and diesel photos from the 1950's with the emphasis on steam. Some views of WM's spic-and-span local passenger trains are included, too. This excellent work is specially priced at \$23.00 to Chapter members.

The above items headline a whole host of soft and hard-cover publications which will be available at our December meeting. Do your Christmas shopping through Philadelphia Chapter.

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## MEMBERSHIP RENEWALS COMING IN; EARLIER 1986 DEADLINE SET

As of December 1, more than 50% of Philadelphia Chapter members had sent their 1986 renewal forms and checks in, thus providing the Chapter a good head start on its 1986 records. Renewal notices were sent to all Society members earlier this fall, to avoid their arrival during the busy holiday season.

Members who have not renewed are urged to write their checks for 1986 dues NOW and mail to:

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

Dues remain at \$18 for full individual members, \$20 for family membership, and \$9 for Chapter-only (with national membership through another chapter). Chapter-only members are reminded that National membership is a requirement for Chapter membership.

Individual members should remember that the January, 1986 issue of Cinders will be the last issue they will receive if their dues are not submitted.

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## CHAPTER SETS 50TH ANNIVERSARY BANQUET FOR MARCH 14

Philadelphia Chapter will mark its 50th anniversary with a special banquet on Friday evening, March 14, 1986, at Williamson's Restaurant, City Line and Belmont Avenue, Bala-Cynwyd.

A well-known authority in the field of railroad history will be the featured speaker, and several prominent persons in Philadelphia-area railroading will be invited. It is hoped that several charter members of the Chapter, which was founded on March 13, 1936, will also be present.

Invitations will be mailed to all Chapter members next month.

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  
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: Post Office Box 7302, Philadelphia, PA 19101-7302.

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

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

# OUR MEETING:

FRIDAY, DECEMBER 13, 1985

The Engineers' Club  
1317 Spruce Street  
Philadelphia, PA 19107

DINNER: 6:00 PM (Optional) - \$10.00 per person - Club Dining Room  
MEETING: 7:30 PM - Conference Room - Third Floor

Our December 13, 1985 meeting will feature a Super 8mm, sound movie presentation by Walter Keevil, Evanston, IL, Superintendent Electric Vehicle Design, Chicago Transit Authority, on the Railway Club of South Africa's Excursion which took place in March, 1985. Walter, who is President of the Central Electric Railfans' Association (CERA), is a well-known photographer, and his excellent films of the varied steam power in action on the South African excursions is sure to be interesting.

As is our custom, a sit-down dinner will be served BY ADVANCE RESERVATION, in the Club Dining Room at 6 PM (only \$10 per person). Reservations MUST BE MADE ON OR BEFORE WEDNESDAY, DECEMBER 11, 1985 to President Tatnall at 215-828-0706.

Come out and celebrate the Holiday Season with NRHS and enjoy a fine sound movie program on steam railroading in South Africa.

## 50TH ANNIVERSARY BANQUET OF PHILADELPHIA CHAPTER

Friday, March 14, 1986

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

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Huntingdon Valley, PA  
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