



CINDERS



November 1985

IN THIS ISSUE

PHILADELPHIA EXPRESS, by Frank Tatnall.....	2
ON THE SCENE, by El Simon.....	6
Extra List.....	9
Chessie System Maryland Division Freight TT.....	11
Philadelphia Chapter Meeting Notice.....	12

Volume 46

Newsletter of the

Number 10

PHILADELPHIA CHAPTER

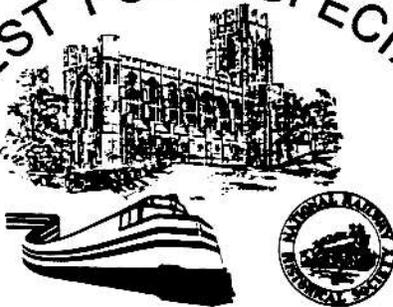
National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

"West Point Special" Is a Dazzler!

WEST POINT SPECIAL



September 29, 1985

Perfect weather and a near-perfect operation were the hallmarks of Philadelphia Chapter's West Point Special, which ran from Philadelphia to West Point, NY and return on Sunday, September 29.

By 7:30 that morning a large crowd of expectant riders was milling about the vast concourse of Amtrak's 30th Street Station, the vanguard of 800 ticketholders who would surge aboard the 13-car Amfleet train. After the conductor's highball, the silvery special rolled out of the lower level and into the bright sunshine at 8:37 AM, two minutes behind schedule. Consist of the train was F40PH diesels 266 and 273, coaches 21250, 21207, 21201, Amcafe 20038, coaches 21064, 21036, 21205, 21012, 21213, Amcafe 20001, coaches 21125, 21119, 21016.

After a brief stop at Trenton to receive more passengers, the special accelerated eastward on the Northeast Corridor mainline, reaching "Lane" tower near Newark at 10:15 AM. The Amtrak locomotive and train crews were replaced by Conrail personnel at

this point, and within a few minutes the train was moving away from the high-speed mainline onto the ex-Pennsy Greenville running track, which skirts the south side of Conrail's huge Oak Island freight classification yard.

Crossing Newark Bay on a nearly-mile-long bridge at "Upper Bay" tower, the West Point Special turned northward on the National Docks secondary track which parallels the Hudson River waterfront. Passengers viewed the impressive Manhattan skyline in the distance as the train eased along the elevated freight-only track. After joining the ex-New York Central River Line at "Nave" interlocking in Jersey City, the special proceeded cautiously for the next several miles--with an escort of Conrail police--through the western neighborhoods of Hoboken. At the point where the single-track freight line ducks under NJ Transit's former Lackawanna passenger main, the F40's were forced to slow to 5 mph as they waded through water up to two inches above the rail--a calling card from Hurricane Gloria which had deluged the area with more than five inches of rain just 48 hours earlier.

Passing the soon-to-be-redeveloped riverfront in Weehawken, the long train plunged into 4,222-foot Weehawken tunnel which burrows beneath the Palisades. After emerging from the north portal, passengers noted Conrail's North Bergen piggyback terminal and the brand-new Sea-Land container yard located on Delaware Otsego property in Little Ferry. Picking up speed through a series of North Jersey residential towns, the train soon crossed into New York State and reached the 1,682-foot Haverstraw tunnel, beyond which the mighty Hudson River again appeared on the right-hand side.

The special skimmed along the all-welded-rail line once known as the "West Shore," now a major freight route for Conrail into the Greater New York area. Piggyback train TV-10 was waiting in the siding at West Haverstraw as passengers directed their attention to the many pleasure boaters enjoying the river on this warm, bright day. Soon the majestic Bear Mountain highway bridge loomed ahead, and sharp-eyed riders spotted the modern cruise ship Dayliner unloading tourists at a pier just south of the bridge. Amtrak's Lake Shore Limited, bound for Grand Central Terminal in New York, snaked along the Metro-North mainline on the opposite side of the river.

As the special slowed for West Point a radio message from the Conrail trainmaster on the ground crackled the news that a prearranged unloading site near milepost 49 was blocked by highway traffic, and an alternate area would have to be used. Passing the former West Shore station, the train moved through rock-hewn West Point tunnel, 2,744 feet long and recently enlarged to accommodate higher freight cars. Immediately north of the tunnel portal, near MP 48, the special was halted at 12:49 PM and preparations began to unload the passengers to a fleet of 20 yellow buses waiting to take them on a 2-1/2 hour tour of the U. S. Military Academy.

(Continued on Page 10)

PHILADELPHIA



FRANK G. TATNALL, JR.

With the timetable changes of October 27, SEPTA took a long step toward restoring the seven percent cut in Regional Rail service which it imposed more than a year ago. As daily ridership swelled past the 90,000 mark early last month, planning was well underway to boost service levels virtually to the limits of available equipment and manpower.

Among the major improvements are these:

- < Half-hour weekday service between Lansdale and Center City, complementing the half-hourly service on the Paoli side of Route R5
- < A popular new morning and afternoon express run between Bethayres and center city on the R1 West Trenton Line, as well as hourly R1 service in the evenings and on Saturdays
- < An early weekday train leaving Fox Chase at 6:10 AM for Center City and hourly R8 service on Saturdays between Fox Chase and Chestnut Hill West
- < A new weekday train to Warminster on Route R2, leaving Suburban Station at 4:08 PM
- < Restoration of four midday trains in each direction on Route R3 between Media and West Chester, replacing shuttle bus service
- < A new R7 train leaving Suburban Station at 5:02 AM for Trenton, allowing connection to an NJ Transit train arriving New York at 7:12
- < Changes in departure times of certain trains from the Airport to a uniform ten and 40 minutes past the hour
- < Numerous other adjustments in schedules of existing trains to smooth the flow of traffic through the center city tunnel.

New timetables were issued for all lines, including a 36-page booklet for local stations between 30th Street and Glenside. This booklet replaces the cumbersome three-foot-long sheet which was nearly impossible to refold. SEPTA also issued a revised employees timetable #3 for the Regional Rail Division, effective October 27.



In a further step to improve the management of its commuter lines, as recommended in last spring's Coleman Report, SEPTA expanded the duties of its director of Regional Rail operations to include day-to-day maintenance of equipment as well as transportation. Director John F. Tucker was promoted to the new position of chief officer-RRD, with the directors RRD maintenance and transportation reporting to him. Unified control of car maintenance and train operations should result in improved performance.

With the new schedules, there has been some reshuffling of Blueliner assignments. Currently the old cars are running on West Trenton Line trains 6337, 6343, 6364 and 6370 (these include the Bethayres expresses which operate with seven cars), Media trains 9342 and 9367, and Chestnut Hill East trains 6711 and 6754. An initial assignment on Warminster trains 6211 and 6232 was dropped after two days.....The first two Blueliners to receive new cab signal equipment late last month were #9111 and 9116--both blue-and-white cars!

The newly rebuilt Doylestown Line is set to reopen November 10, several weeks ahead of schedule. Forest siding near Chalfont has been reconnected and will be used to pass trains.....SEPTA is looking at the possibility of adding even more trains early next year.....SEPTA has leased three ex-Reading SW1001 diesel switchers from CONRAIL for use as sanders. They are #9405, 9406 and 9407.....An arson fire in the remains of old "Ayres" tower at Bethayres on the night of October 10 damaged signal relays and delayed six trains the next morning.....A wandering horse was struck and killed by an R5 Lansdale train near Fort Washington on October 31..... SEPTA reports that the Airport Line is operating 95 percent on time.

In a report released October 23, the Federal Railroad Administration criticized SEPTA FOR "questionable and potentially dangerous operating practices, continued use of worn, antiquated and deteriorated equipment" and other "serious safety problems" on its Regional Rail system. The 242-page report further alleged that SEPTA's "overall compliance with Federal regulations is considerably below the industry average" and offered more than 100 recommendations for improving safety. The report stated that the worst violations were in the signal systems, both old and newly-installed, but that SEPTA does have "good track and bridge maintenance." A SEPTA spokesman disputed many of the report's negative findings. It is "filled with contradictions and inaccuracies," he charged, indicating that SEPTA would file a response within 45 days. FRA Administrator John Riley later told the Daily News that several members of his family regularly commute on SEPTA trains and "I would not tell them to stay off the system." The FRA spent six months investigating SEPTA operations following a series of accidents early this year.

(Continued on Page 3)

PHILADELPHIA EXPRESS (Continued from Page 2)

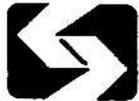
Airport Line track at the site of the former Island Avenue grade crossing was rebuilt in mid-October, and slow orders there should soon be lifted.....SEPTA is considering installation of ticket dispensing machines at the Airport. Conductors on inbound trains must now collect cash fares.

The \$2.3 million track repair project on the R6 Norristown Line was completed in late September, ahead of schedule.....Rebuilding of the Schuylkill Expressway between West Conshohocken and King of Prussia and in the Center City area was also finished on or ahead of schedule last month, but a new, more disruptive phase of the \$175-million program will begin January 15. A key segment between West Conshohocken and Vine Street will be partially shut down for much of next year, creating a new opportunity for SEPTA to attract additional riders.

The Inquirer editorialized on October 24 for "substantial" Federal funding to replace "worn out" rolling stock on SEPTA's rail system--meaning the 30 remaining Blueliners. The newspaper pointed to impressive ridership gains since last year--up as much as 40 percent on some lines--as justification for buying new rail cars.....SEPTA may lose a few operating employees this month due to a contract "flowback" provision allowing them to transfer to jobs on CONRAIL or AMTRAK.....Jenkintown station is being reconstructed to house a new restaurant.....Ex-Lehigh Valley RDC #40 (more recently Reading and SEPTA #9163) made a test run October 28 on the STRASBURG RAIL ROAD--its first since a rebuilt engine was installed in the car. The 40 is owned by the State but Philadelphia Chapter purchased the engine from SEPTA.



NJ TRANSIT has approved an \$11.6-million Phase II improvement project for Pennsylvania Station in Newark, to be completed by the end of 1986. The earlier Phase I improvements were completed last year by AMTRAK and the FRA.....Work is expected to begin this fall on a \$95 million program to extend electrification for 16 miles from Matawan to Long Branch, NJ, on NJT's North Jersey Coast Line (NJ Transit Rail Connections).....NJT will receive \$13 million in funds transferred from interstate highway projects for transit improvements in South Jersey. These will include about 50 new buses, rehab of maintenance garages in Camden and Turnersville, and purchase of a two-way radio system for NJT vehicles in South Jersey (PENJERDEL Council).



Acting on a staff recommendation, the SEPTA board on October 23 voted to permanently remove the trolleys from Route 6-Ogontz Avenue and Route 50-4th & 5th Streets. Buses will begin operating on Route 6 by the January 12 schedule change and will continue running on Route 50, which has been "temporarily" motorized for five years. SEPTA estimated that it would cost \$41 million to rehabilitate Route 6 and \$65 million to restore the cars to Route 50. The decision followed a compromise with the Goode Administration, which had previously insisted that all North Philadelphia streetcar lines be preserved. No action was taken on Routes 53-Wayne Avenue and 60-Allegheny Avenue, both of which are also being operated with buses.

As part of a \$10 billion transportation appropriations bill approved last month, the Senate voted to maintain the current annual subsidy of \$875 million for mass transit operations across the country, but reduce capital grants to \$2.1 billion. SEPTA, of course, will benefit if the measure becomes law.....According to a report in the Norristown Times Herald, SEPTA has requested an operating subsidy of \$2.6 million from Montgomery County for Fiscal Year 1986, down nearly \$400,000 from the previous year.

SEPTA's current three-year contract with the Transport Workers Union will expire on March 15, 1986. Roger Tauss, president of TWU Local 234 representing drivers, cashiers and mechanics on the City Transit Division, has told his members that the primary goal in upcoming negotiations with SEPTA will be a substantial increase in pension benefits. Drivers now earn a top hourly rate of \$11.13.

SEPTA has launched a new advertising campaign with the theme "We're Getting There," which will stress the progress made in rebuilding the system over the past five years. "While we still believe we have a long way to go," said General Manager Joseph T. Mack, "we've made real progress so far." The \$350,000 campaign will include television spots, radio messages, print ads, billboards and posters, all designed to improve the public's perception of SEPTA and increase ridership.



AMTRAK's immediate future now seems reasonably secure, following separate actions by the Senate and House to continue funding the national rail passenger service. Turning back the Administration's dogged attempts to kill Amtrak, the Senate voted \$606 million for the current fiscal year, an 11.4 percent reduction from last year's level of \$684 million, while the House approved a slightly larger cut to \$603.5 million. The difference will be reconciled by a conference committee. The Senate bill also contains an amendment authorizing Amtrak to change its method of computing trackage charges levied against CONRAIL, SEPTA and other carriers for the use of Northeast Corridor lines. Philadelphia area Congressmen immediately vowed to fight the provision, which they said would cost SEPTA an additional \$12.5 million and NJ TRANSIT \$18.4 million annually, forcing passengers to pay higher fares. Amtrak is also known to be studying other cost-cutting measures, such as direct labor agreements with off-Corridor operating personnel and de-energizing most of the Harrisburg mainline.

Secretary of Transportation Elizabeth Dole on October 23 released \$30 million in Federal funds previously appropriated by Congress for the restoration of rail passenger service to Atlantic City. NJ TRANSIT and the Atlantic County Improvement Authority will put up additional money toward the \$100 million cost of the controversial project. Under current plans, AMTRAK will begin running express trains between Philadelphia's 30th

PHILADELPHIA EXPRESS (Continued from Page 3)

Street Station and the shore resort by 1988, though Camden County opponents organized as "RAGE" (Residents Against the Gamblers' Express) are threatening court action to demand an Environmental Impact Statement. Barring such delays, construction work could begin as early as next spring.

AMTRAK on October 27 reissued its regional schedule folders, but will hold off on a new national timetable until January 12. The new schedules feature what it called an "easy to read" format, with larger column headings.....AMTRAK in January will reintroduce telephone service on its New York-Washington Metroliners. A joint project with Railfone, Inc., the service will utilize new cellular technology and avoid the need for re-securing radio frequencies which were lifted by Federal authorities in 1981. The new phones will accept major credit cards, with callers paying \$4.75 for the first minute and \$1 for each additional minute.

AMTRAK reduced its popular All Aboard America fares last month. Round trip fares for three zones were cut from \$325 to \$275 and from \$250 to \$225 for two zones. The single zone fare of \$150 remains unchanged. As if that weren't enough, Amtrak also introduced a new \$7 return fare if the normal one-way fare is \$50 or more (Rail Travel News).....AMTRAK is offering special off-peak Thanksgiving fares for one-way travel in the Northeast Corridor on Tuesday, November 26 and Saturday, November 30. This holiday period is traditionally Amtrak's heaviest of the year, with borrowed equipment pressed into service on a number of Corridor trains.

A 16-year-old boy was electrocuted early on October 16 when he apparently climbed an AMTRAK signal bridge near Narberth station. His body fell to the tracks and was struck by Harrisburg-bound train 605 about 8:25 AM.....NJ TRANSIT train 3864 plowed into a stolen automobile which had been driven onto the AMTRAK mainline about five miles east of Trenton on the night of October 8. Nine persons, including three crewmen, were slightly injured in the crash.....AMTRAK has installed a device on Corridor tracks which is designed to measure excessive wheel loads, primarily on freight cars.

AMTRAK will operate three special trains to the Army-Navy football classic in Philadelphia December 7 (see "Extra List"). For the first time in several years, a train is scheduled to run from New York direct to South Philadelphia via CONRAIL's High Line in West Philadelphia.....E60 electric unit #974 has been repainted in the current AMTRAK motif, only the second of the big motors to be done. It is expected to be renumbered into the 600 series.....AMTRAK has sold several of its retired Alco RS3's, including #117 and 144 to the LAMOILLE VALLEY RAILROAD, #134 to the OCTORARO RAILWAY and #138 to the VALLEY RAILROAD.....E60 #953 hauled eastbound train #40, the Broadway Limited, from Harrisburg to Philadelphia on October 12 after F40 diesels #366-367 failed.

AMTRAK's August revenues set a new monthly record of nearly \$83.7 million. A total of 2,015,000 passengers were carried, 953,000 of them on the Northeast Corridor (RTN).....The AMTRAK board has decided to keep running the Montrealer through to its namesake city for another six months (NARP).....Washington DC Chapter's October 26 excursion to Strasburg featured an eight-car Amfleet train headed by AEM-7 #902. STRASBURG RAIL ROAD ran a special connecting train doubleheaded with ex-Pennsy 4-4-0 #1223 and 4-4-2 #7002 lined up in proper order.....AMTRAK is planning to move its Center City sales office from 1708 JFK Boulevard to 30th Street Station.



The proposed sale of CONRAIL remains stalled in Congress amid growing signs that no final action will be taken this year. NORFOLK SOUTHERN managers remain outwardly optimistic that their \$1.2-billion bid for Conrail will ultimately be approved, asserting that a vote in the Republican-controlled Senate will come in early December while admitting that there is little chance of House action until 1986. NS Chairman Robert B. Claytor last month repeated his warning that he will withdraw the offer unless there is a favorable decision in the Senate by year's end.

Meanwhile, spokesmen for a group of attorneys general representing 16 states told House Judiciary Committee members that they opposed the sale of CONRAIL to NS and believed that the Interstate Commerce Commission should be empowered to rule on the proposal as it would on any other important rail merger. Attorney General Leroy S. Zimmerman of Pennsylvania attacked the DOT's sale plan in the strongest terms: "Make no mistake about it," he testified. "This merger is anticompetitive. It is, by existing standards, illegal."

Chairman Peter Rodino of the Judiciary Committee suggested at the same hearing that Congress should allow the Department of Justice to complete its ongoing review of NS's revised proposal for divesting certain lines to two smaller railroads, GUILFORD TRANSPORTATION INDUSTRIES and the PITTSBURGH & LAKE ERIE (see October Cinders). In a related action the AFL-CIO, the nation's largest labor organization, joined in endorsing a public sale of CONRAIL and opposing the NS takeover.

In an October 23 editorial, the Philadelphia Inquirer called upon NS to exit the scene. "NORFOLK SOUTHERN has become a distraction," the Inquirer said. "It received a fair hearing on an offer that was scrutinized and found wanting. It should step aside and let Congress move onto other options."

CONRAIL has reported that its net income for the third quarter fell to \$120.1 million, 15 percent below the record income of \$140.8 million in the year-ago period, due mainly to a nine percent decline in carloadings. Freight revenues dropped seven percent to \$783.4 million as coal traffic tapered off from 1984 volumes when many customers were stockpiling coal in anticipation of a fourth quarter strike.....Export bituminous

PHILADELPHIA EXPRESS (Continued from Page 4)

coal tonnage handled at CONRAIL's Pier 124 in South Philadelphia more than quadrupled in the first nine months of 1985 as compared with the same 1984 period. In nine months of this year the railroad handled 2.35 million tons of Pennsylvania and West Virginia bituminous over the newly-renovated pier, as well as more than 540,000 tons of Pennsylvania anthracite.

"Should we become a stand-alone public company, I would certainly hope that we would get into the steam business." So spoke CONRAIL Chairman L. Stanley Crane in a story carried in the Altoona Mirror, following Crane's September 27 appearance at a dinner celebrating the payback of mortgage debt by the Railroaders Memorial Museum in Altoona. He also gave ex-Pennsy K4 #1361 a champagne christening upon its arrival at the museum from Horse Shoe Curve (see October Cinders). Crane pointed out the public relations value of steam excursions and the fact that the K4 "would be a very appropriate locomotive to do that with." He cautioned, however, that to be economically feasible an excursion train requires at least ten cars "and whether the K4 on some of our lines is capable of that, I don't know." The museum has plans to rebuild the famed locomotive, partly with State funding.....To replace #1361, CONRAIL painted and lettered ex-PRR GP9 diesel #7048 in full Pennsylvania Railroad dress and placed it on the display track at Horse Shoe Curve.

CONRAIL suffered little damage from the effects of Hurricane Gloria, which struck the Northeast with high winds and heavy rain on September 27. There was minor flooding in North Jersey but the most serious problem was a washout on the ex-Lehigh Valley mainline at Laurel Run, PA, near Pittston.....CONRAIL's Delair Bridge across the Delaware River at Philadelphia was out of service for nearly a week in early October due to an electrical failure. South Jersey rail traffic was rerouted via Morrisville and Bordentown.....CONRAIL train TV-22 derailed 14 cars October 23 at McCall's Ferry, PA on the Port Road branch along the Susquehanna River.

CSX and CONRAIL are discussing joint operation of the "Orange Blossom Special" piggyback train to North Jersey, according to Traffic World. From November 1 to the end of June, OBS provides high-speed service for Florida citrus and vegetable crops to Northeast markets, but it now terminates at CHESSIE's Wilsmere (DE) terminal.....Tropicana Products' famed orange juice unit train recently completed its 1,000th trip from Bradenton, FL to Kearny, NJ. The long train of white boxcars began operating over the 1,250-mile route on June 8, 1970 via Seaboard Coast Line and Penn Central and continues today via SEABOARD SYSTEM, RF&P and CONRAIL (Seaboard News).

CONRAIL Chairman L. Stanley Crane celebrated his 70th birthday on September 7.....The 42-car Ringling Bros. "Red Unit" circus train will pass through Philadelphia December 2 on its "home run" from Long Island to Venice, FL.....United Transportation Union members last month ratified a new contract with most of the nation's major railroads after 22 months of negotiations. Initial rejection led to a threatened strike; the revised agreement now provides for the final elimination of the fireman's position and substantial job protection for those affected. The railroads gave UTU a 10.5-percent wage increase over 44 months but received a number of concessions in the all-important work rules area. UTU is the nation's largest rail union, representing 90,000 workers. Talks continue between the railroads and 12 other unions on separate contracts.



CHESSIE SYSTEM auto parts train #396 derailed October 21 near Singerly, MD just over the Delaware line. Several Chessie trains were detoured over AMTRAK's Northeast Corridor between Philadelphia and Baltimore.....Richard W. Gartin, a former director of freight claims for CHESSIE in Baltimore, has been sentenced to ten years imprisonment for embezzling \$2.9 million from his employer.....CHESSIE has begun construction of its new Twin Oaks automobile unloading terminal on Route 322 just south of Chester, PA..... A CHESSIE freight train struck an automobile at a crossing in Folsom, Delaware County on October 18. Two occupants of the car were killed, police said, after a third man got out of the car and waved the driver around the crossing gates and past the illuminated flashers.

Chapter Member John F. Kirkland of Menlo Park, CA has written a new book, The Diesel Builders, published by Interurban Press. The 112-page hardbound book covers the production history of Fairbanks-Morse and Lima-Hamilton and sells for \$24.95 per copy (Interurbans Special #98). [Chapter members can secure a copy at our meeting]. It is a sequel to Kirkland's earlier volume, Dawn of the Diesel Age (\$29.95).....Southeastern Michigan Transportation Authority is offering its Budd-built ex-Pennsy Keystone train for sale. The low-slung eight-car train has been out of service since 1968.....AMTRAK is assigning numbers to all private rail cars moving on its trains. The six-digit numbers, which must be painted on the cars, are for use in record keeping and to speed approval of movement requests (Promontory Chapter Golden Spike).....Have you noticed the classy new brass plaques adorning the JFK entrances to the Suburban Station Building? They read "One Penn Center at Suburban Station".....There's a new Ford commercial on the tube featuring that famed Pennsy film clip with the GG1, K4 and diesel racing neck and neck.

Steamtown ran its first "Railfans Weekend" in Scranton on November 2-3. Ex-Canadian Pacific 4-6-2 #2317 was the workhorse — the only steam loco in operation — but freight and passenger trains were run with various combinations of diesels: borrowed DELAWARE & HUDSON Alco C420 #420 in fresh GUILFORD paint, POCONO NORTHEAST SW1 #601 and three of Steamtown's own diesels. They were GP9 #514 (ex-NORFOLK & WESTERN #2514) repainted in its original Nickel Plate scheme, SW8 #500 (ex-N&W 3732) painted black and lettered "Lackawanna" and dead ex-D&H RS3 #4075. About 150 fans signed up for the well-run event.....Steamtown's ex-AMTRAK GG1 #4932 (ex-PRR #4909) is now on hand at Scranton, though not on public display.....NEW HOPE STEAM RAILWAY last month extended its runs from New Hope to Buckingham Valley, PA, an additional three miles from the old turning point at Lahaska.....BLACK RIVER & WESTERN has given its ex-PRR doodlebug #4666 a fresh coat of tuscan red paint.....A total of 23 members and guests rode Philadelphia Chapter's vintage bus excursion from Warminster to Jim Thorpe, PA and return on October 20.



Amtrak is operating under a continuing budget resolution (at the \$603 million amount), pending final Congressional decision on the Fiscal Year 1986 budget. As you are probably aware, regional schedule changes became effective Sunday, October 27, and the following summarizes, as best as possible, changes of interest in our area:

Westbound

- < Mail train 13 is discontinued. Apparently, mail will leave Boston on Train 641 (extended between Boston and Springfield and leaving South Station 2:50 AM.
- < Train 145 becomes 643 weekends and is extended from Springfield to Boston (again likely for mail service) leaving Boston 3:42 AM. Because 643 operates Sundays now, it replaces Train 135 between New York and Washington.
- < Train 149, the Charter Oak now is Train 145, the Connecticut Yankee and only operates as far as New Haven, with through cars placed on Train 171, the Senator, beyond. Train 171 is the former Train 151, the Shoreliner, with five added stops. It continues on to Washington, replacing Trains 185 and 149 between New York and Washington, except Sundays. Train 135, the Potomac, fills this slot on Sundays.
- < Former Train 695, the Bay State out of Boston, is cut back to Springfield, becoming Train 495.
- < Train 147 connects at New Haven with Train 169 instead of running through to Washington.
- < Train 669 runs daily except Sunday and is extended from Springfield, leaving Boston at 7:11 AM.
- < Train 219 will take 16 minutes longer to operate New York to Philadelphia.
- < Train 231, the 11:59 PM out of New York, now runs Friday through Sunday instead of daily.

Eastbound

- < Train 12 will now carry an Amcafe, and operate out of Washington at 3:00 AM (Philadelphia 48 min. later). It will be combined with old Train 150 New York-Boston, adding about 30 minutes more running time (for stops at New Haven and Providence). This provides an earlier departure Sunday mornings eastbound from New York.
- < Since 12 doesn't run Monday mornings, Train 150 will still operate this day only New York-Boston.
- < Train 252 no longer originates at Wilmington, apparently due to insufficient passenger loadings.
- < Clocker 256 is discontinued Sundays, making the first eastbound train from Philadelphia 40 min. later.
- < Train 202 is replaced by Train 204 Sundays on a slower schedule, with the same stops.
- < Train 474 is extended beyond Springfield as Train 674, arriving Boston 7:54 PM.
- < Train 132, the Verrazano, Saturday, and Train 146, the Virginian, replaces Train 84. On Sunday, this train operates through to Springfield, replacing Train 140.
- < Former Train 694 is cut back to Springfield as Train 494.
- < Train 152, the Shoreliner, is discontinued New York-Boston.
- < Train 142 becomes Train 642, extended to Boston, arriving there 11:25 PM.
- < Train 178, the Senator, replaces Train 184, and becomes the fast afternoon New York-Boston train, running about an hour later than former Train 152, which was discontinued.
- < Train 144 is discontinued Sundays.
- < Clocker 222 operates only on Fridays and Sundays now.

Amtrak's locomotive situation in late September included some notes of interest. Five F40's have been out of service since 1984 or earlier due to accident damage. The new F40's, #391-400, went into service in late August and early September, with two being involved in a mid-October accident in which the California Zephyr sideswiped a protruding portion of a BN freight. Only one of the two units, however, was actually damaged.

There are nine SW1's active on Amtrak's roster: three at Chicago (732, 734, 736), four at Wilmington (730, 738, 739, 744) and two at Rensselaer (742-743). The four ex-Conrail SW8's which were swapped for the two E units are now assigned to New Orleans (747) and Chicago (748-750). "Off-line" Amtrak switchers included SSB1200 #556 at Miami, the 555 at Chicago and 565 at Seattle. Geeps outside the Corridor include 585 and 589 at Chicago and 593, 594 and 598 at Los Angeles.

The only inactive AEM-7's are the two "Hell Gate" combatants from the summer of 1984, 924 and 936. E60 #969 has been stored since October, 1983 due to fire damage. Several E60's are in the process of being re-numbered into the 600 series, having been regeared for 90 mph operation. The 974 will become 600, 956 will be 601 and the 975 becomes the 602. All have been repainted.

Seventeen Metroliner I MU's have been transferred to storage at Bear, DE (13 in March and four in May). Bear also received some additional cars for storage in June in the form of sleepers 2530, 2537 and diner 8322.

(Continued on Page 7)

ON THE SCENE (Continued from Page 6)

Amfleet cars out of service for extended periods of time include Amcafes 20008 and 20031, Amclub 20131, Amcoaches 21002-03, 21011, 21014, 21028, 21108, 21124, 21127, 21143 and 21259, Amdinettes 28302, 28307, and Metroliner Service car 21914.

Ten Amfleet II coaches have been modified with baggage racks — they still run on the Palmetto even though this train once again has checked baggage service.

The Amtrak board recently approved conversion of 14 60-seat Amcoaches to 84-seat cars to provide the equivalent of four extra coaches. Incidentally, the restoration of some wreck-damaged cars wouldn't hurt, either. The latest Amtrak inspection car, 10002, was seen at Washington. It has no observation platform, and only one vestibule.

Work continues on the resignalling of Amtrak's line between Wilmington and Washington. When complete, all tracks should be reverse signalled with Conrail freights kept off the passenger lines. The concrete ties have been installed on the west side of the right-of-way, with freight and yards on the east side.

Washington Terminal RS1 #59, still in blue, was seen in mid-October in the station, presumably still active. Five SSB1200's are assigned to Washington now. Two ex-Pennsy B60B baggage cars, at one point painted Washington Terminal blue, are now in Amtrak livery as 16320 and 16321.

Amtrak's Track Laying System seems to have ended its 1985 program without relaying new rail and concrete ties on Track #2 between Jersey Avenue and Rahway.

Among the latest releases from Beech Grove was the fourth hi-level buffet-diner (rebuilt from a Santa Fe El Capitan car). Car 39982 was released on October 22, with only 39980 and 39981 still to come.

For the record, the consist of the California Zephyr mentioned in the sideswipe above was F40's 391 and 396 (396 not damaged), baggage 1193 and 1179, Hi-level car 39920 and Superliners 32017, 32067, 31033, 34024, 33001, 38001, 34014, 32048, 34041 and 32039.

Amtrak has renumbered three stored E units (414, 401 and 400) to 468-470, respectively.

In commuter rail news, NJ Transit eliminated stops on many evening trains at Linden, officially to speed up trains (by a minute, as it develops). Actually, it appears that loadings have increased significantly during this period due to Amtrak no longer honoring NJT tickets. Instead of running just two trains to Trenton (stopping at Linden), these trains bypass Linden, being replaced by Jersey Avenue locals once an hour, which do stop at Linden. To nobody's surprise, a group of commuters has been formed to discuss the matter.

NJ Transit has only one spare F40 but has been able to get by, perhaps with a bit of luck. However, in late October, a replacement set of a leased C&NW F7A and a GP40P was running on a North Jersey Coast train. Two F7's (417-418) out of four are believed to have been moved from Hoboken to Harrison for protection (the F7 now only provides head-end power). A total of four E8's were active in late October, among them the 4248 and 4285.

Across the Hudson River, Metro-North still had one Alco C420 in service — the 225. I saw it at North White Plains as the yard switcher. The first new set of Bombardier push-pull coaches is operating on rush-hour trains from Poughkeepsie. The "steam" cars they replaced have formed a fourth locomotive-hauled New Haven Line train. There are 61 steam cars still active, on eight trains, with 55 cars actually required. Each train is assigned two FL9's.

M-N's Budd SPV-2000 fleet stands at eight active cars, with 290 and 298 still at Wilmington for over-haul. By comparison only six Amtrak SPV's are running out of New Haven.

New M-3 MU cars have started entering service on the Long Island, about two years late. They'll be numbered 9771-9944, after the M-1 fleet. Livery is the old blue striping, even though many earlier cars have been redone in bare stainless with yellow ends. Unlike the similar cars delivered earlier to Metro-North, the LIRR cars do not have operable upper window sash sections.

Chicago & North Western has nine cars in its official fleet now, and will rebuild two F7B's (304, 317 or 318) with high-speed geared trucks off F7A's returned last year by NJT (which kept four units).

At last check, Transit America had delivered 414 of Chicago's new subway cars with 186 to go. There were 262 6000-series cars in use, with 86 on the North-South, 104 on the West-Northwest and 72 on the Ravenswood lines (these don't include the rebuilt cars).

Going back into the "history books" a bit, in reviewing some early Railway Age magazines, I found a report on the October 18, 1936 NRHS Annual Convention. Leon R. Franks of Lancaster was elected President, while Richard H. Steinmetz of Harrisburg was the editor of the Bulletin. Five chapters were represented: New York, Trenton, Lancaster, Baltimore and Philadelphia.

ON THE SCENE (Continued from Page 7)

An October 4, 1936 NRHS Rail Ramble visited Reading shops, Lebanon (Cornwall Mine), Tremont, Schuylkill Valley and back to Philadelphia in 11 hours. There were 450 passengers aboard and, as usual, a diner was carried. Speaking of Reading diners, the RDG had eight air-conditioned "cafe cars", including steel-underframe 1197-1198, these two cars surviving until 1948. A picture of the 1198 appears in the October Railpace.

It was common for the Pennsylvania Railroad to rename (or renumber) members of its office car fleet several times. For instance, the present car 120 was built without a name, then (in 1939) it became Baltimore. Only in January, 1952, when it presumably was rebuilt to its present appearance, did it acquire the name Pennsylvania. This may bring to mind what car held this name previously? From 1929, when names were apparently first assigned, car 180 was so named, and held the name until 1935. It then swapped names with car 7507, so that the former became Philadelphia and the 7507 Pennsylvania. In 1952, 7507 became Baltimore (trading names this time with 120). Meanwhile, in 1936, car 7504 had been named Quaker City. And, you guessed it, in mid-1954, yet another swap, with 7504 becoming Baltimore and 7507 Quaker City. By the way, just to complete the record, in the mid 1960's, 7504 became William Penn.

My earliest notes on a visit to Broadway Station, Camden come from the summer of 1960. At that time, 17 non-air conditioned coaches ran, with only the Atlantic City trains having modernized cars. Eight of the ten Budd RDC's were on two Ocean City-Wildwood-Cape May trains, with one Budd each on a Millville and a Clementon train. Also, Reading Baldwin AS16 road-switchers 561 and 563 were running to Millville, along with PRSL switcher 6031 on another train. Two of the three Atlantic City trains had Alco PA's, and I saw 5753 and 5756.

Pennsy ran three trains each to Pemberton and Trenton, using PRR coaches. One Pemberton train with three coaches had Alco PA 5758 as motive power, while the other two had doodlebugs 4668 (with a trailer) and 4658 (solo). To Trenton, RS3 8916 with two coaches operated on one train, while the other two had doodlebugs 4669 (with a coach) and 4659 (by itself). Younger members might make a note of the fact that the 4668-69 were the newer OEG 415 cars (rebuilt with Hamilton diesel engines) while the 4658-4659 were the lower-powered OEG 350's.

By 1962, however, when much of the service had been discontinued, Pennsy E7's 5842 and 5861 each were on an Atlantic City train, while only one Pemberton train remained with Baldwin road-switcher 9277 and two coaches. The last Trenton train was operating with doodlebug 4668 and a coach. This car would turn out to be the last Pennsy doodlebug operated in June 1963.

In closing, I should mention that the new book, The Diesel Builders, by Chapter Member John F. Kirkland [available in the Chapter store for \$22.00, including tax], covering Fairbanks-Morse and Lima diesels, is recommended for locomotive fans, being highly accurate.

Overseas, I note that, in 1985, Hugh Philips Engineering of Great Britain has a contract to restore six Sudanese 2-8-2 steam locomotives to service. They were built by North British in Glasgow in 1952.

Membership News

The following membership additions/changes are reflected through November 6, 1985. Please make a note of them on your current Membership Roster.

NEW MEMBERS:

BODE, Wayne W., 502 N. Essex Ave., Narberth, PA 19072-1702	215-664-4478
CONARD, Wayne, 8234 Pine Road, Philadelphia, PA 19111-1861	215-745-2576
DUSTMAN, Shawn, 5402 Rutland St., Philadelphia, PA 19124-1128	215-743-1149
DYKEMAN, Charles R., 3827 Linden Ave., Philadelphia, PA 19114-2807	215-332-3370
FERRELL, Stephen B., 225 Scottdale Rd., Apt. A-402, Lansdowne, PA 19050-2331	215-623-2273
HYER, J. Lawrence, 14 Allandale Rd., Norristown, PA 19401-2304	215-272-8796
VOGEL, Philip S., RD #2, Box 1, Chester Springs, PA 19425-9101	215-827-7768

ADDRESS CHANGES:

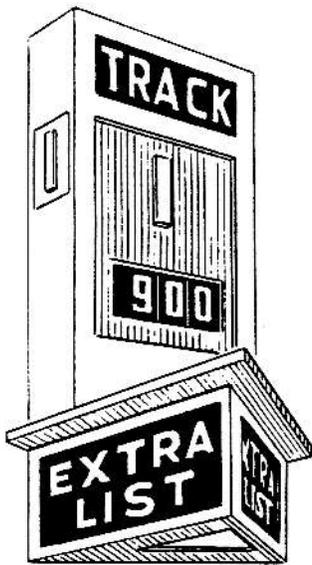
HEE, Paul T., 238 River View Trail, Roswell, GA 30075	
LEKNES, Jeff, P. O. Box 2992, APO New York, NY 09289	
WEINBERG, Neil, 210 White Birch La., RD #3, Box 353, Dalton, PA 18414-9548	717-563-2491

IMPORTANT NOTICE TO MEMBERS

Membership renewal forms will have been sent to all members before the November meeting of Philadelphia Chapter. Members are urged to write their checks for 1986 dues NOW and mail to:

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

Treasurer Doug Watts will be unavailable for some time because of employment requirements; please DO NOT send dues renewals to him as shown on the form. Instead, mail them to the Chapter box shown above. Dues are unchanged for next year. They remain at \$18 for full individual membership, \$20 for family membership and \$9 for Chapter-only (with national membership through another chapter).



NOVEMBER 16, 1985: Excursions with original GP30 diesel locomotive RDG 5513 (later Conrail 2181), sponsored by Reading Company Technical & Historical Society. Trains leave Blue Mountain & Reading station, Temple, PA, at 9 AM, 1 and 5 PM for Hamburg, returning at 12:30, 4:30 and 7:30 PM. Fares: \$9 adults, \$4.50 children. Order tickets from: RCT&HS, P. O. Box 5143, Reading, PA 19612.

NOVEMBER 17: All-electric excursion via SEPTA lines using ex-Reading Blue liners dating from 1931, including trackage never before covered by these cars in revenue service. Train leaves Philadelphia (30th Street Station) at 9:40 AM, Suburban Station 9:45 AM, Wayne Junction 10 AM and Jenkintown 10:10 AM for Warminster, returning through new center city rail tunnel to International Airport, Ivy Ridge and Chestnut Hill West. Lunch stop at International Airport. Train returns to 30th Street at 4:15 PM. Fare: \$15 per person (Philadelphia Chapter members \$12). Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. For further information, telephone 215-947-5769 evenings.

NOVEMBER 17: Fall Railroad Extravaganza sponsored by Tri-State Chapter NRHS at the Boy's & Girl's Club of Union, 1050 Jeanette Avenue, Union, NJ, just off Morris Avenue approximately one mile west of Garden State Parkway. Hours are 10 AM to 4 PM. Admission: \$2 adults, children under 12 and senior citizens \$1. Over 100 tables of railroad memorabilia will be featured. For further information, write Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, or telephone 201-488-5429.

NOVEMBER 24: "Farewell to the CNJ" excursion on NJ Transit from Newark to Phillipsburg, NJ and return, via former Jersey Central mainline through Raritan and High Bridge, sponsored by Tri-State Chapter NRHS. This will be the last opportunity to ride ex-CNJ rails to Phillipsburg prior to abandonment of trackage west of Bloomsbury. Special diesel-powered train leaves Newark (Penn Station) at 9 AM, returning about 4:45 PM. Photo stops will be made. Fares: \$25 adults, \$17.95 children (under 12). Order tickets from: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope. For further information, telephone 201-488-5429.

NOVEMBER 29, DECEMBER 14, 21: Christmas shopping specials from Hamburg and Temple, PA to Philadelphia (30th Street Station) and return via Blue Mountain & Reading, Conrail and Amtrak. Trains are advertised to use ex-Gulf, Mobile & Northern Pacific locomotive #425 currently being rebuilt, but may be hauled by diesels. Late information indicates trains may operate only as far as Norristown. Fares: From Hamburg \$38 per person; from Temple \$35 per person, including round trip rail ticket on SEPTA Regional Rail system for visitors to the Gallery shopping mall. Trains leave Hamburg 8 AM, Temple 9 AM, returning to Temple at 8 PM and to Hamburg at 9 PM. Order tickets from: Therman Madeira, Passenger Agent, BM&R Railroad, P. O. Box 307, Shoemakersville, PA 19555-0307, making checks payable to "425 Rail Tours."

NOVEMBER 29-DECEMBER 3: Black Diamond Society of Model Engineers sponsors a model railroad show at 900 East Macada Road, Bethlehem, PA. Hours: Friday 7-9:30 PM, Saturday 2-5 PM and 7-9:30 PM, Sunday 2-5 PM, Monday and Tuesday 7-9:30 PM. Admission by donation.

DECEMBER 7: Amtrak will operate three special trains directly to the annual Army-Navy football game to be played at Veterans Stadium, Philadelphia. Public train from New York is due to arrive Conrail's South Philadelphia yard at 11:05 AM, and from Washington at 11:40 AM. VIP train from Washington is due at 12 Noon. Parade is scheduled for 1 PM and kickoff at 2:30 PM.

DECEMBER 7: "Santa Claus Express" from Baltimore to Point of Rocks, MD and return, using ex-Baltimore & Ohio RDC cars, sponsored by Baltimore Chapter NRHS. Train leaves Baltimore (Camden Station) 11 AM going west via Old Main Line subdivision of Chessie System and returning via Metropolitan and Washington subdivisions, with 4 PM arrival at Camden Station. Fares: \$23 adults, \$17 children (under 14). Order tickets from: Santa Claus Express, P. O. Box 10233, Baltimore, MD 21234, making checks payable to "Baltimore Chapter NRHS" and enclosing stamped, self-addressed envelope.

DECEMBER 14-15: Penn's Landing Trolley will operate its annual Santa Claus Specials, leaving hourly from 10:30 AM to 4 PM at Delaware Avenue and Dock Street, Philadelphia. Santa Claus himself will be on board ex-Philadelphia & Western car #46 for all trips. Tickets: \$1 per person. For further information and reservations, write: Penn's Landing Trolley, P. O. Box 7285, Philadelphia, PA 19101 (telephone 215-627-0807).

DECEMBER 14-15: Greenberg's Great Train, Doll House & Toy Show at Philadelphia Civic Center, 34th below Spruce Street, Philadelphia, 11 AM to 5 PM. Admission: \$4 adults (children under 12 admitted free with adult). For information, telephone 301-795-7447. Philadelphia Chapter NRHS will be represented with a table for railroadiana sales and membership information.

FRIDAY, MARCH 14, 1986: 50TH ANNIVERSARY BANQUET OF PHILADELPHIA CHAPTER

Details to be Announced

"WEST POINT SPECIAL" IS A DAZZLER (Continued from Page 1)

Within a half hour the transfer was completed and the train resumed its journey to Newburgh, eight miles to the north. Only a few passengers and about half the Philadelphia Chapter crew remained on board. Arriving at "CP-53" just south of Newburgh, the special was switched to a controlled siding where the locomotives were fueled from a local dealer's tank truck, then run around to the south end of the train. After the NRHS crew turned the coach seats in less than a half-hour, the train departed for West Point, arriving there at 3:20 to await the reboarding process.

Meanwhile, most passengers had toured the historic Military Academy grounds overlooking the Hudson River. Stops included the famed Cadet Chapel, the Old Chapel and burial ground, the Visitors Center and Trophy Point. Each bus was accompanied by an experienced tourguide who described the Academy's history, traditions and points of interest (most of the guides are wives of West Point officers or faculty members).

The reloading of passengers proceeded smoothly, aided by four special stepboxes constructed expressly for this trip. At 4:15 PM, precisely on schedule, the Conrail conductor radioed the head end that everyone was on board, and the homeward journey began. A beautiful late afternoon run down the Hudson Valley brought the train back to Jersey City where at 5:50 PM it was routed onto the Waldo Connection, a steel trestle built by Penn Central in 1969 to connect its ex-NYC River Line with the former PRR Passaic & Harsimus freight line.

The special climbed the short grade to the P&H at "CP-Waldo," turned westward beside PATH's third-rail mainline through Journal Square station and crossed the Hackensack River before reaching Conrail's huge Kearny intermodal terminal just east of downtown Newark. Paralleling U.S. Highway 1-9--the Pulaski Skyway route--for a few more miles, the train again arrived at "Lane" tower where an Amtrak crew boarded for the final 77 miles back to Philadelphia. After departing "Lane" at 6:49 PM, a special stop was made at Princeton Junction to allow riders to connect to an NJ Transit train for New York. Then it was on to Trenton and Philadelphia; the train pulled into 30th Street Station at 8:15 PM, 15 minutes ahead of schedule.

The two Amtrak-operated food service cars did a booming business most of the day, forcing the on-board supervisor to send out for more sandwiches as soon as the train arrived at West Point. They were not put on, however, until "Lane" on the return trip. Nearly 200 commemorative orange-and-black West Point Special tee shirts were sold by Philadelphia Chapter storekeepers enroute, as well as numerous books, hats and other rail-roadiana, in a sales area set up in Amcafe 20038.

The general reaction among passengers, many of whom were repeat customers from previous Chapter excursions, was one of approval. Many commented favorably on the quality of the tour at West Point, as well as the smooth, scenic and trouble-free ride over Amtrak and Conrail lines. Even the public address system on the train was operable most of the day, in contrast to the experience of recent years. The only real problem appeared to be the parking situation at 30th Street, with the City-run lot north of the station again responsible for long delays in checking out automobiles following the trip.

Total round-trip distance for the trip was 295 miles, of which 154 were on a regular passenger route and 141 over normally freight-only trackage. The latter included several miles through Hoboken and Weehawken which are expected to be downgraded soon as Conrail reroutes its River Line freight traffic over a rebuilt alternate line west of the Palisades. Thus, the West Point Special was very likely the last revenue passenger train to pass over that segment of railroad.

Once again, Larry Eastwood served ably as trip chairman and train director, assisted by Mike Burshtin, Frank Tatnall and Marie Eastwood, all of whom spent countless hours over a nine-month period in preparing for this excursion. Other Chapter members deserving of thanks for their work as car hosts, hostesses and salespersons are: Lynn Burshtin, George and Linda Curtin, Eric Dervinnis, Bill Donnelly, Steve Fuguet, Dave Kopena, Judy Murray, John and Bette Nacey, Harvey and Katie Seligsohn, Pete Senin, El Simon, Wally Tulk, Doug Watts, Bill White, Gerry Wilson and Fred Wuestner.

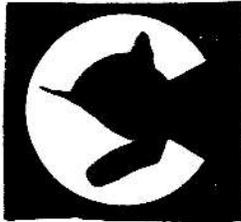
Also contributing vitally to the success of the West Point trip were Amtrak and Conrail management, supervision and crews, who went out of their way to provide our passengers with a flawless operation. Last but not least to be recognized is West Point Tours, Inc. and its president, Jerome Brisman, who worked with Chapter officers for months in advance to arrange a smooth, professional tour of the Military Academy in a relatively short layover period. Letters of thanks have been sent to all concerned.

Philadelphia Chapter members can be proud of the good will generated by the West Point Special, and the fact that the Chapter realized a surplus in spite of the high cost of operating this excursion.

FURTHER REVISIONS TO CONRAIL EASTERN REGION SCHEDULES

The following additional changes have been made to the schedules of through freight trains operating in Conrail's Eastern Region, as published in recent issues of Cinders:

- ENHA (Except Sunday) - Schedule changed - Leave Enola 1345, Leave Harrisburg 1500, Leave Greencastle 1830, Arrive Hagerstown 2000.
- HAEN (Except Sunday) - Schedule changed - Leave Hagerstown 0930, Leave Greencastle 1020, Pass Harrisburg 1215, Arrive Enola 1245.



Chessie System

MARYLAND DIVISION

THROUGH FREIGHT TRAIN SERVICE

(All Trains Operate Daily Except as Noted)

CORRECTED TO OCTOBER 1, 1985

WESTBOUND TRAINS

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	WILMINGTON (Wilmsere)	BALTIMORE (Bay View)	HALETHORPE (MD)	POTOMAC YARD	BRUNSWICK (MD)	CUMBERLAND (MD)
CHTT(a)		Lv 2300	Ps 2345	Ps 0135(d)	Ps 0310		Ar 0515*	Ar 0755*
DH-87	Ps 1830	Ar 1900						
SBTT(b)			Lv 0600	Ps 0730	Ps 0830	Ar 0945		
SLTT(b)			Lv 2200	Ps 2335(e)	Ps 0130		Ar 0345*	Ar 0635*
85		Lv 0530	Lv 0715	Ps 0845(f)	Ps 1300	Ar 1700		
397		Lv 0030	Lv 0215	Lv 0500	Ps 0555		Ar 0930*	Ar 1400*

EASTBOUND TRAINS

TRAIN	CUMBERLAND (MD)	BRUNSWICK (MD)	POTOMAC YARD	HALETHORPE (MD)	BALTIMORE (Bay View)	WILMINGTON (Wilmsere)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)
CSTT(b)			Lv 2000	Ps 2125	Ps 2220	Ar 2345		
DH-84							Lv 0900	Ps 0930
PHTT	Lv 2045*	Lv 2350*		Ps 0155	Ps 0240	Ps 0415	Ar 0500	
WLTT(c)	Lv 0335*	Lv 0625*		Lv 0930	Ps 1030	Ar 1200	Lv 1400	
396	Lv 1645*	Lv 2000*		Ps 2350	Lv 0135	Ar 0320		
682			Lv 1500	Ps 1730(g)	Lv 2315	Lv 0145	Ar 0245	

NOTE: All trains operate via Washington

KEY TO TRAIN SYMBOLS:

CHTT - Philadelphia to Chicago (Trailer Train)
 CSTT - Potomac Yard to Wilmington (Trailer Train)
 DH-84 - Philadelphia to Binghamton, NY (D&H Train)
 DH-87 - Binghamton, NY to Philadelphia (D&H Train)
 PHTT - Chicago to Philadelphia (Trailer Train)
 SBTT - Wilmington to Potomac Yard (Trailer Train)
 SLTT - Wilmington to East St. Louis (Trailer Train)
 WLTT - East St. Louis to Philadelphia (Trailer Train)
 85 - Philadelphia to Potomac Yard
 396 - Saginaw, MI to Wilmington
 397 - Philadelphia to Saginaw, MI
 682 - Potomac Yard to Philadelphia

NOTES TO SCHEDULES:

Ar - Arrive
 Lv - Leave
 Ps - Pass
 * - Crew change
 (a) - Except Sunday
 (b) - Except Monday
 (c) - Except Tuesday
 THE FOLLOWING PICKUPS AND SETOFFS ARE MADE
 AT WEST BALTIMORE OR MT. CLARE:
 (d) - Picks up at 0205
 (e) - Picks up at 0010
 (f) - Picks up at 1000
 (g) - Sets off at 1800

BLUELINER TRIP IS FILLING UP QUICKLY

Philadelphia Chapter's unique Blueliner electric excursion, scheduled for Sunday, November 17, looks like it will be another sellout. Capacity of the train is less than 200 seats and as of October 31 well over 100 tickets had already been sold. Blue and white cars have been confirmed for the trip.

The train, which will cover SEPTA's Warminster, Airport, Manayunk and Chestnut Hill West Lines, will leave 30th Street (Upper Level) at 9:40 AM, returning to 30th Street about 4:15 PM. A brief lunch stop will be made at International Airport.

The fare is \$15 per person (\$12 for members of Philadelphia Chapter). Ticket orders should be mailed to:

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

Tickets will be issued on a first-come, first-served basis. Checks should be made payable to "Philadelphia Chapter NRHS" and a stamped, self-addressed envelope enclosed with each order.

OUR MEETING:**ANNUAL RAILROADIANA AUCTION**

Our November 15, 1985 meeting features our Annual Railroadiana Auction. The evening begins with our usual sit-down dinner in the Engineers' Club Dining Room, 1317 Spruce Street, downtown Philadelphia, beginning at 6 PM (\$10 per person). MANDATORY ADVANCE RESERVATIONS MUST BE MADE to President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, NOVEMBER 13, 1985.

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

1. Minimum bid price on any one lot is \$2.00; increments in bidding must be in multiples of 50¢.
2. Each seller is limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot number to be sold. Each item must be listed separately on the registration form. EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.
3. The Chapter retains 20% of the proceeds from each sale. PAYMENT FOR ALL ITEMS MUST BE MADE AT THE TIME OF THE SUCCESSFUL BID, and settlement for items sold will be made at the end of the evening or at such time as all your items have been sold. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders.
4. HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS NOT WELCOME. Dig through your attics and come up with a full box of items for sale, and a full wallet to buy! FRIDAY, NOVEMBER 15, 1984.

PLEASE MAKE A NOTE ON YOUR CALENDARS OF OUR DECEMBER MEETING DATE: Friday, December 13, 1985.

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

<p>First Class Mail U. S. Postage PAID Permit No. 12 Huntingdon Valley, PA 19006</p>
--



First Class Mail