

CHNDERS

October 1985



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Volume 46

Newsletter of the

Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

Blueliner Special to Visit Airport Next Month

On Sunday, November 17, Philadelphia Chapter will sponsor another in its series of excursions using SEPTA's vintage Blueliner equipment. But this trip will represent a "first"--the first time that the 54-year-old ex-Reading cars have operated in revenue service to International Airport, Ivy Ridge and Chestnut Hill West!



SEPTA advises, however, that at least two of the cars must be equipped with cab signals and radios, which are required for service on Amtrak's mainline. A total of 28 Blues are scheduled to be so modified, and it is expected that work will be completed on several cars before the date of this excursion. If the refitted cars are not available, it is intended to use the Budd-built Silverliner I MU's (also known as Pioneer III's) which date from 1957. Only five of these rare cars remain on the SEPTA roster (#244-248).

Because the lower-numbered Blueliners are the first to be modified, it is likely that the special train will consist of a matched set of cars in the red-white-blue SEPTA paint scheme. A fare of \$15 per person has been set, with a special discount price of \$12 for members of Philadelphia Chapter only.

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Steam Weekend on New Hope Line Set by NRHS Chapters

Baldwin-built Consolidation #40 will be the star performer during New Hope Steam Railway's special Railfan Weekend October 26-27, sponsored by Delaware Valley and Philadelphia Chapters NRHS.



The 1925-era 2-8-0 will haul former Reading open-window coaches on the Saturday trip covering the entire 17-mile line of the New Hope & Ivyland Railroad. The train will leave Buckingham Valley (PA) station off State Highway 413 at 11:30 AM EDT for a journey across rural Bucks County to Warminster, then back to New Hope before returning to Buckingham Valley about 4:30 PM. Photo runbys have been scheduled. Fares for this trip are \$15 for adults and \$9 for children under 12.

On Sunday two steam trips will be made from Buckingham Valley to New Hope and return, the first a mixed train leaving at 12 Noon and the second a passenger run at 2:45 PM EST. Fares are \$8 adults and \$5 children, which cover both trips.

A special fare package covering the entire weekend is priced at \$20 for adults and \$12 for children.

Free parking is available at Buckingham Valley station and passengers are urged to bring their own picnic lunches as no food service will be offered on the train. Passengers on the first Sunday trip may spend over two hours in the quaint village of New Hope, returning to Buckingham Valley aboard the second train.

Flyers have been mailed to Chapter members in selected Zip Codes, and tickets for these trips should be ordered in advance from: Steam Excursion, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing a stamped, self-addressed envelope. Further information may be obtained by calling Larry Eastwood at 215-947-6769 evenings.

Come out and enjoy this late October steam weekend in beautiful Bucks County!

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

While Hurricane Gloria's impact on the Delaware Valley was less severe than expected, the huge storm created a number of headaches for SEPTA's Regional Rail Division. On Friday, September 27, Gloria raced northward along the Jersey coastline bringing high winds and torrential rain to the entire area. The drought-parched Philadelphia region received more than five inches of precipitation as wind gusts of up to 52 mph knocked down trees and wires.



Tracks on the Norristown Line were blocked by high water at Conshohocken early that morning, and flooding at Highland station halted the Chestnut Hill West Line until mid-afternoon. The trouble-prone Media-West Chester Line succumbed when tree branches shorted out overhead wires in several locations; the same problem was experienced on Ivy Ridge and Fox Chase later in the day. West Trenton service had to be cut back after a washout was discovered near Somerton that afternoon, requiring bus substitution for the next 24 hours. However, an initial plan to suspend all service was not carried out because wind velocities weren't high enough to damage train pantographs. By the Monday morning rush, service was back to normal on all lines except between Elwyn and West Chester.

Service improvements noted in recent weeks: Temporary platforms were opened at Temple U station, 9th Street & Columbia Avenue, on September 30, replacing the ill-fated station removed during the bridge crisis last fall (see December Cinders). All Airport, R5 and R7 trains are stopping at the new location.....SEPTA dedicated the first of three new power converters at its Wayne Junction substation on September 19. The \$40 million project is intended to assure a reliable power supply to the "Reading" side of the system, for years plagued with failures of the old rotary converters.....SEPTA's new yard radio frequency (160.395) was placed in service on October 1.

There will be no SEPTA commuter service to Wilmington, DE, at least not on October 28 as originally expected. A funding dispute with the State of Delaware is believed responsible.....SEPTA next spring will replace the ancient catenary on its Chestnut Hill West Line. Much of the original overhead installed in 1918 is still in service.....All Regional Rail timetables will be reissued effective October 27.....Ridership on the immensely popular Airport Line is averaging more than 1,900 fares a day.....SEPTA is planning to establish a new central dispatchers' office at Suburban Station.

Have you seen that eye-catching SEPTA billboard along the Expressway just north of 30th Street Station? In large letters it reads "SEPTA--We are the express way to go".....A trespasser was killed by Airport train #0102 at 90th Street Junction in Southwest Philadelphia on the morning of September 16. The female victim, who was ill, reportedly wandered away from an Eagles football game at Veterans Stadium the day before.AMTRAK and SEPTA service was disrupted for an hour on September 3 by a chemical spill near Marcus Hook.

Reading Terminal has an even more ghostly appearance these days. Last July, all track and overhead wires were removed from the trainshed and along the elevated structure as far north as Vine Street. NRHS is attempting to salvage the model board from abandoned "Race Street" tower just outside the station.....A bill had been introduced in the State Legislature which would again make SEPTA's rail system subject to regulation by the Public Utility Commission, but only on matters of safety.



SEPTA's financial crisis has ended for now (see September Cinders), after subsidy payments were received from the City. Suppliers are once again being paid on schedule.....The 2,000-member Eastern Paralyzed Veterans Association has filed suit against SEPTA for its alleged failure to provide systemwide access to handicapped persons. The group charged that SEPTA does not operate enough buses with working wheelchair lifts and is substituting an inadequate Para-transit service for these passengers.

A fire at Nedick's hot dog stand in 69th Street Terminal on the evening of September 14 forced the partial closure of the building the next day, which fortunately was a Saturday. Train and bus service was maintained but passengers had to use the street instead of their normal passageways. Another fire in the same stand a year ago caused similar disruption.....SEPTA has hung a "for sale" sign on its 13 remaining ex-Kansas City PCC cars, numbered in the 2251 series.....Track installation has virtually been completed on the new Route 36 trolley loop in Eastwick.

SEPTA is busy replacing the outbound track between Radnor and Conshohocken Road stations on the Norristown High Speed Line, part of a multi-year project to rebuild the entire 13-mile route.....Bullet car #206 suffered an undetermined amount of fire damage September 23 at Bridgeport.....SEPTA has issued a promotional brochure for its new Route 126 bus line in Chester County, the "Great Valley Connection".....The facelifting of East Market Street will begin next spring. The two-year, \$14-million project will rebuild the street as far east as Independence Mall, including removal of the traffic islands.

(Continued on Page 3)

PHILADELPHIA EXPRESS (Continued from Page 2)

President Reagan on September 30 signed a bill to provide continued funding for various government departments, including DOT, for up to 45 days beyond the start of Fiscal Year 1986 on October 1. AMTRAK will be funded during that period at an annual level of \$603 million, the same as approved by the House last month but still awaiting action in the Senate. Such "continuing resolutions" have become standard at the beginning of each fiscal year because of the inability of Congress to complete the appropriations process before the end of September.....The House vote also provided \$2.2 billion for mass transit formula grants, down 9.8 percent from the 1985 level.



AMTRAK is putting in a new electronic train information board at 30th Street Station, in addition to the recently-installed gate departure signs.....After completion of rehab work on AMTRAK's historic station in Harrisburg, rebuilding of the dilapidated trainshed is now in progress.....Orange signs have been placed on the Pennsylvania Turnpike west of Valley Forge: "Avoid Schuylkill Expressway reconstruction--Use AMTRAK".....Rail Travel News confirms that AMTRAK will not reissue its timetable this month, as is normally done at the time change. Reason given is funding uncertainties.....Senior citizens age 65 and over can obtain 25 percent discounts of round-trip AMTRAK fares, according to the current national timetable.

The battle for CONRAIL continues to rage in Washington between suitors NORFOLK SOUTHERN and Morgan Stanley. Late in September the Justice Department's new antitrust chief, Douglas Ginsburg, told the press that the effort to return Conrail to the private sector "is not something we can countenance if it has anti-competitive problems." Ginsburg added that "in light of the uncertainty" of the situation with regard to NS's proposed purchase of Conrail, "we're obviously going to have something more to say about the problem." His comments came only one day after NS announced that it would grant trackage rights to GUILFORD TRANSPORTATION over Conrail mainlines between Toledo, OH, Crestline, OH and East St. Louis, rather than forcing Guilford to purchase a poorly maintained NS secondary line into the St. Louis market. This attempt by NS to defuse the antitrust issue received mixed reviews from observers and, Ginsburg said, did not address all of his concerns.



Meanwhile, Senator Howard M. Metzenbaum of Ohio, an outspoken critic of the NORFOLK SOUTHERN proposal, also criticized the Morgan Stanley plan for a public sale of CONRAIL on the grounds that the \$1.2 billion offered by both contenders is "just not a good business deal for the taxpayer." It has been widely reported that Metzenbaum is prepared to filibuster any Conrail sale bill that reaches the Senate floor.

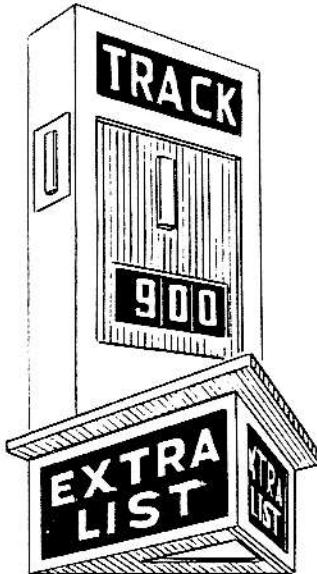
Other recent developments in the CONRAIL dispute: NORFOLK SOUTHERN launched a costly advertising campaign aimed at Conrail's own workers. Headlined "Why Conrail's employees are on the right track with us," the full-page ads ran in newspapers throughout the Northeast, including several in the Delaware Valley. (Philadelphia coverage was spotty, however, because of the month-long strike at the Inquirer and Daily News.) Conrail Chairman L. Stanley Crane immediately responded with a letter to each employee, pointing out what he called "misleading statements" in the NS ad.

BURLINGTON NORTHERN Chairman Walter Drexel was quoted in Traffic World Magazine as saying that CONRAIL "ought to be a separate railroad" and calling the NS offering price "ridiculous." The tax advantages of a sale to NS, he charged, are "a rip-off of the taxpayer".....The CHICAGO & NORTH WESTERN broke off negotiations with NS aimed at protecting it from traffic diversions caused by the CONRAIL takeover. An NS spokesman said that C&NW's action "surprised us," but North Western President James R. Wolfe said that he could obtain no "meaningful protection" and would therefore continue to oppose the consolidation. Other midwestern railroads which also reiterated their opposition were GRAND TRUNK WESTERN and ILLINOIS CENTRAL GULF.

Thus the CONRAIL sale issued remains stalled in Congress, eight months after Transportation Secretary Elizabeth Dole announced that NORFOLK SOUTHERN was her choice to purchase Uncle Sam's 85-percent share of CR common stock. Amid reports that Secretary Dole has been backing away from her support of NS, the New York Times quoted her as saying that it is NS's burden to get the sale through Congress. "It's an albatross around her neck," declared Congressman William Lehman of Florida, chairman of the Transportation Subcommittee of the House Appropriations Committee. While Business Week reported that Dole's plan has enough votes to pass the Senate, the same magazine said that the House Leadership "may stall action on any bid, effectively sidetracking the sale."

CONRAIL has donated ex-Pennsy GP9 diesel #7006 to the State Railroad Museum at Strasburg.....The Burger King Restaurant in Spring City, PA is decorated with photographic murals of railroad scenes and a Pennsy-style keystone.....The Pottstown & Reading Chapter's newsletter reports that the former Reading depot in Royersford, just across the Schuylkill from Spring City, is being restored by a local businessman who purchased the building from CONRAIL.

CONRAIL has begun running a series of full-page ads in major newspapers and magazines throughout the country. The headline: "How do we say Conrail is a great transportation company without blowing our own horn?" Under a photo of a diesel locomotive numbered "2000," several testimonials from satisfied shippers are shown....In its annual poll of shippers, Distribution Magazine has given CONRAIL a total of 11 "best" ratings in various rail service categories. CSX received 14 accolades and NORFOLK SOUTHERN five.....As mentioned in Cinders last month ex-Pennsy K4s #1361 was moved by CONRAIL September 16 from its display track at Horse Shoe Curve to the Railroaders Memorial Museum in Altoona. Reports indicate that serious restoration work may be performed on this famed steamer.



OCTOBER 20, 1985: Vintage motor coach excursion from Warminster to Jim Thorpe, PA and return, plus steam trip from Jim Thorpe to Haucks, PA and return, sponsored by Philadelphia Chapter NRHS. Bus leaves SEPTA parking lot at Warminster station 9:30 AM, returns by 9:45 PM. All-inclusive fare: \$20 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

OCTOBER 26: Strasburg Special from Washington, DC to Strasburg, PA and return, sponsored by Washington, DC Chapter NRHS. Amtrak AEM-7-powered train leaves Washington Union Station 7:40 AM, Baltimore (Amtrak station) 8:30 AM, operating via Philadelphia to Leaman Place, PA for 11:20 AM arrival. Connecting steam train to Strasburg will be operated by Strasburg Rail Road. Returning, Amtrak special leaves Leaman Place 4:30 PM, arriving Baltimore 8:10 PM and Washington 9 PM. Fares: \$52 adults, \$48 children (5-11). Order tickets from: Strasburg Special, P. O. Box 456, Laurel, MD 20707.

OCTOBER 26: Annual Railfan Day and Train Meet at Valley Railroad, Essex, CT, sponsored by Connecticut Valley Railroad Museum. Steam and diesel-powered passenger and freight trains will operate. Other equipment will be on display and night photo session is planned. Hours: 9 AM to 5 PM plus after-dark photo activities. Dealers invited. All-inclusive admission: \$16 adults, \$8 children. To order tickets, write: CVRM, P. O. Box 97, Essex, CT 06426, enclosing stamped, self-addressed envelope.

OCTOBER 26-27: Railfan Weekend on New Hope Steam Railway, sponsored by Delaware Valley and Philadelphia Chapters NRHS. On Saturday the 26th, a steam-powered special train leaves Buckingham Valley, PA station at 11:30 AM for Warminster, New Hope and return to Buckingham Valley about 5:30 PM, covering entire line of New Hope & Ivyland Railroad. Photo runbys will be made. Fares: \$15 adults, \$9 children under 12. On Sunday the 27th, a steam-powered mixed train will operate from Buckingham Valley to New Hope and return, leaving at 12 Noon, and a passenger special over the same route will leave at 2:45 PM. Fares for both Sunday trips: \$8 adults, \$5 children under 12. Special package for both days: \$20 adults, \$12 children under 12. Baldwin-built 2-8-0 #40 and ex-Reading open-window coaches will be used on all trips. Buckingham Valley station is located on State Highway 413, with ample parking available at the station. No food service will be available on the trains. Order tickets from: Steam Excursion, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope and making checks payable to "Philadelphia Chapter NRHS." For further information, telephone 215-947-5769 evenings.

OCTOBER 27: Four-state rail excursion from Lancaster, PA to Front Royal, VA and return, sponsored by Lancaster Chapter NRHS. F40-powered Amtrak train will leave Lancaster 6:30 AM, return 11:10 PM, operating via Amtrak mainline to Harrisburg, thence Conrail and Norfolk Southern freight-only lines. Tour of Skyline Caverns and historic Town of Front Royal is included. Fare: \$50 adults, \$48 children. Order tickets from: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

NOVEMBER 1-3: Steamtown USA will hold first annual Railfan Weekend at its new home in Scranton, PA. Events include two days of steam and diesel railroading with all operable equipment being used, movie/slide presentations and a night photo session conducted by Railfan & Railroad Editor Jim Boyd. Tickets are priced at \$49.95 per person and may be ordered from: Steamtown Foundation Group Sales, P. O. Box 5250, Scranton, PA 18505.

NOVEMBER 9: Massachusetts Bay RRE will sponsor rail excursion Pittsfield, MA to Cornwall Bridge, CT and return, in cooperation with Berkshire Scenic Railway and the Housatonic Railroad. Train leaves Lee, MA at 8 AM sharp, return to Lee 6 PM. All possible mileage (54 miles each way) will be covered, if possible. Train fares only: \$30 adults (\$35 after 11-01), \$24 children 5-12 (\$29 after 11-01). Van and bus connections from Boston and New York being planned. For further information and ticket orders, write: Massachusetts Bay Railroad Enthusiasts, Inc., P. O. Box 136, Ward Hill, MA 01830, enclosing stamped, self-addressed envelope.

NOVEMBER 10: Reading Shoppers Special from Newark, NJ to Reading, PA and return via Conrail lines through Allentown, PA, co-sponsored by Jersey Central Chapter NRHS and NJ Transit. Train is advertised to run with NJ Transit E8 diesel locomotives and conventional coaches. Train leaves Newark (Penn Station) at 8:45 AM, arrives Reading 12 Noon, departs Reading at 5 PM and returns to Newark at 8 PM. Discount coupons to outlet centers in Reading will be offered, or a three-hour optional trip via the Blue Mountain & Reading Railroad to Hamburg, PA and return. Fares: \$34 adults, \$29 children under 12, sidetrip to Hamburg \$5 per person. Order tickets from: Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066, enclosing stamped, self-addressed envelope. For further information and credit card orders, telephone 201-272-7660 (11 AM to 5:30 PM) or 201-561-5225 (5:30 PM to 8 PM).

NOVEMBER 16: Delaware Valley Chapter NRHS will hold its 8th annual banquet at the Cock and Bull Restaurant, Peddler's Village, Lahaska, PA. Featured speaker will be Railfan & Railroad Editor Jim Boyd, who will present his program Who Says Steam Is Dead?. Dinner menu includes choice of roast sirloin of beef au jus, or baked filet of flounder stuffed with crab meat. Cocktail hour is 6 PM, dinner at 7. Tickets are \$18.50 each, and should be ordered from: Charles J. Benz, 85 Brook Drive, Holland, PA 18966-1907. Make checks payable to Delaware Valley Chapter NRHS. Tickets will be held for pick-up at the door. Reservation deadline November 2.

PHILADELPHIA EXPRESS (Continued from Page 3)

Those four "Iron Horse Rambles" with T-1 #2102--beautifully repainted in Reading style--were operated last month on CONRAIL lines out of Reading, PA. The sponsoring Reading Company T&H Society, however, encountered some problems, especially on the trip to Philadelphia September 15 and the Jim Thorpe trip on the 22nd. The 15-car train was delayed for nearly two hours at Flat Rock tunnel in West Manayunk when the engine crew could not keep up steam pressure, reportedly because of poor coal and a malfunctioning blower. By cancelling stops at Valley Forge and Perkiomen, the train managed to return to Reading only two hours late.

Although both Harrisburg trips ran with only minimal difficulties, the coup de grace came on Sunday the 22nd, when the train arrived two hours late in Jim Thorpe after delays in turning the engine at Bethlehem. Then, on the return, bad water caused steaming problems and, after a wait of more than three hours near Emmaus as passengers sat in coaches with no lights, two CONRAIL diesels had to assist the ailing 2102 and its 20-car train back to Reading. The bedraggled crowd of over 1,100 passengers finally got off the train at Temple Station about 3:30 AM. There has been no word on the next outing for this seemingly jinxed locomotive, which has a long history of trouble dating back to a derailment in Chicago more than 15 years ago. It is understood, though, that 2102 will remain in storage at Reading shops for an indefinite period.

As of late September, Steamtown USA in Scranton was still steamless as efforts continued to repair one of its two front-line Pacifics. In mid-August, however, the City of Scranton completed negotiations with CONRAIL for acquiring the ex-Lackawanna mainline track up the grade to Moscow, PA, in return for a second track which was out of service and will now be removed. Steamtown will also be able to proceed with development of the shop area in downtown Scranton for use as a museum, servicing facility and station complex. According to Steamtown figures, more than 100,000 passengers have been carried since operations began in the area last September.

WEST JERSEY SHORT LINE has acquired another RS3M diesel locomotive from CONRAIL. CR #9937 will become WJSL #91. WJSL Employee and NRHS Member Tony Macrie suffered a serious hand injury in an on-the-job accident on WJSL during early September.....NRHS had 12,022 regular and 1,954 family members as of last July, according to figures released at the national convention in Lancaster.....Correcting an item in the last issue of Cinders, Helen Glickenstein operates an art rather than an antique shop in SEPTA's Willow Grove station.....Another former CONRAIL executive has been hired by CSX to help reorganize its sales and marketing departments. Richard H. Steiner, at one time CR's VP of marketing, has been named senior VP-sales & marketing for both CHESSIE and SEABOARD SYSTEMS.

The Railroad Yardmasters of America have voted to merge themselves into the United Transportation Union.....A Presidential Emergency Board recommended last month that the position of fireman be officially abolished by the nation's railroads, setting the stage for an industry-wide walkout by the UTU as early as October 26.....Two E8 diesels recently purchased from AMTRAK will reportedly go to the BLUE MOUNTAIN & READING for repair and eventual fantrip service. It is said that they will be painted in Pennsy tuscan red and pin-stripes!

EXTRA LIST (Continued from Page 4)

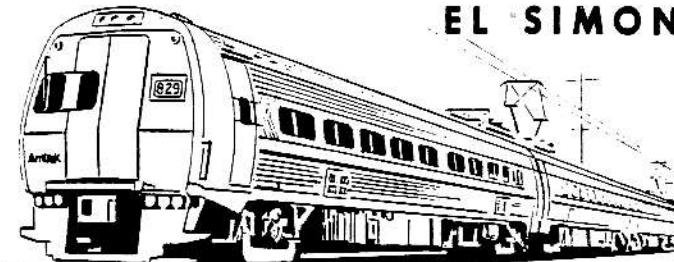
NOVEMBER 17: All-electric excursion via SEPTA lines using ex-Reading Blueliners dating from 1931, including trackage never before covered by these cars in revenue service. Train leaves Philadelphia (30th Street Station) at 9:40 AM, Suburban Station 9:45 AM, Wayne Junction 10 AM and Jenkintown 10:10 AM 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. If cab-signal-equipped Blueliners are not available, Budd-built Pioneer III cars (oldest Silverliners on SEPTA) will be used instead. 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 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 instead be hauled by diesels. Fares: From Hamburg \$38 per person; from Temple \$35 per person, including round trip ticket on SEPTA Regional Rail trains between 30th Street and Market East stations for visitors to the Gallery shopping mall. Trains leave Hamburg 8 AM, Temple 9 AM, arriving 30th Street 11 AM, leaving 30th Street 6 PM for return to Temple at 8 PM and 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."

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.

EL SIMON



ON THE SCENE

The precise amount of Amtrak's funding remains uncertain as Fiscal Year 1986 begins. We know as this is written that the House has voted a reduction of about 11% while the Senate, pending final action, approved a resolution continuing funding at last year's level. So, October 1, 1985 has come and gone and the world is still turning on its axis. Only when Amtrak can be assured of its Federal subsidy can it firm up schedule plans.

It would appear, then, that only limited schedule changes will take effect October 26, and they'll be covered by a folder, as Amtrak has issued numerous times before. One change will affect the Adirondack, which will once again go to an afternoon departure from both Montreal and New York to accommodate skiers. The Montrealer will continue on its present overnight schedule for the time being. Reports have it, too, that we'll see a new system schedule issued in January, 1986.

The fifth buffet-diner was rebuilt in August at Beech Grove, as diner 8523 became 8557. Baggage car 1193 was rebuilt from a baggage-dorm and released September 5. It had originally been an Army ambulance car. A fourth auxiliary diner was released September 5 as well, as 8714 was rebuilt from a former Burlington flat-top coach. These cars have ten four-seat dining booths and serving facilities. They are marshalled next to the diners on the Silver Meteor and food is prepared in the diner for both cars.

The third hi-level diner-buffet-lounge has been released. Now, cars 39983-39985 are assigned to the Desert Wind between Los Angeles and Salt Lake City. The cars were originally laid out as full diners when built for the El Capitan in 1956. Now, half of the car has been equipped with lounge seats and a serving area has been set up in the middle with dining booths beyond. We know that the remaining three diners are being rebuilt (next summer, if things go as planned, they'll run east to Denver on the California Zephyr as they did in 1985).

Elsewhere in Amtrak equipment news, work is reported definitely under way at Beech Grove on rebuilding the French RTG turbotrails for New York State service. Five sets of Amfleet are still assigned to Empire Service, and six six-car Turbo sets should be sufficient to fully re-equip the service.

Some details are being reported on the 50 new baggage cars Amtrak is planning to acquire. They are reported to be 60' (more or less) box-type cars without end doors and with 12-foot wide plug doors (like a refrigerator car). Trucks may be "BX" types from a number of sources (such as the REX reefers), but I seem to remember Amtrak had imposed a speed restriction of 80 mph on cars with these trucks, which would restrict their utility.

The first of three new low-level car shells has been shipped to Beech Grove from Transit America's Fort Washington (PA) facility. Two sleepers and a diner are to be finished off at Amtrak's shops. They have a slightly hexagonal appearance, on the order of a Canadian LRC. Experimental trucks are being obtained from Transit America, GSI/Buckeye, Tokyu Car Corp., and CL Rail Trucks (Creusot-Loire of France).

In late Amtrak news, service reductions could take place as early as October 27, with another story indicating January 12, in order to adjust to Congressional subsidy cuts. New regional schedules would be issued October 27, but, as indicated earlier, the national timetable will be reissued later.

The Track Laying System is now working between Rahway and Metuchen on Track 3. Presuming enough time remains in this season, it will finish up relaying rail and concrete ties on Track 2 between Jersey Avenue and Rahway.

Hurricane Gloria caused major service disruptions east of New York.

VIA Rail Canada has gotten through an intensive summer, in which they managed to provide additional service within their existing fleet of cars and locomotives. We noted before that one sleeper was restored to service (Grand Codroy River) but at least two similar "active" cars were out of service (Nashwaak River and Vermillion River). Otherwise, all of the cars listed in the 1985 Trackside Spotters Guide were noted in service except: Coach 5514, baggage-sleeper 9475, baggage 9631, 9642 and power car 15302.

The secret to VIA's apparent operating success was intensive examination of cars at terminals of long-distance trains. The Canadian, upon arrival at Toronto, was literally taken apart and gone over by a small army of maintenance forces.

By the way, the help of VIA Public Affairs and a number of correspondents good enough to record passing trains was of great assistance and most appreciated.

(Continued on Page 7)

ON THE SCENE (Continued from Page 6)

VIA has begun Phase I construction of its second maintenance center at Point St. Charles in Montreal. Meanwhile, in Toronto, Spadina yard surrendered its last assignments, the conventional trains, to the new Mimico yard in late September. The first weekend of full operations out of Mimico saw numerous delays of up to two hours as VIA sweated out bugs in their procedures. Five CN S-13's, formerly assigned to pull trains to and from the station, have been placed in storage. VIA uses road power for the longer run to Mimico, and a Trackmobile for movements around the shop buildings.

In commuter rail items, Maryland has begun testing of the new commuter cars being received for Baltimore-Washington service. No sign, however, of the four AEM7's yet. Incidentally, while Budd built the car bodies for the 47 Amtrak AEM7's, the four Maryland units will have bodies built in Austria.

New Jersey Transit had red GG1 #4877, E8 4326, F7 418, newly-refurbished U34CH 4158 and GP40P 4104 on display at the Hoboken Renaissance Festival September 28. Amtrak had display car 10090, sleeper 2923 and three "Metroliner Service" Amfleet cars available for a walk-through inspection. NJT observation car #1 was another popular exhibit. As in past years, Morristown & Erie participated, too, with C430 #17 and C424 #18 on display with two cabooses.

In transit news, Washington has increased its order of subway cars from Breda by some 70 cars. Presumably, these will be assembled at Beech Grove like the rest of this order.

On a historical note, a few items on Philadelphia's early use of PCC cars. The first 20 cars (2001-2020) went into service on Route 53-Wayne Avenue in August 1938 and some lasted as late as June 1960. Three Brilliners came in September-October 1939 and remained at Luzerne depot. These cars were numbered 2021-2023, and the first two were retired in 1948 with the 2023 lasting under March 1955.

Sixty one-man cars (2031-2090) came in 1941-42. The first 50 cars went on Route 56-Erie Avenue in March 1941, and ten more came in April 1942 to strengthen both Routes 53 and 56. Postwar cars came to Route 56 in 1948, releasing cars to Route 6-Willow Grove. Delivery of 90 used PCC's and the consequent reassignment of cars permitted 30 cars to be transferred to Woodland in September 1955 and the other 20 in September 1956 to re-equip subway-surface routes.

Also in 1941-42 came 180 two-man cars (2501-2680). The first 80 cars went on the two Chestnut Street routes (13-Chester Avenue and 42-Spruce Street) in January and February 1941. The 1942 order included ten more cars for the above routes, and Routes 47 and 50 (4th-5th, and 8th-9th Streets, respectively). I also show cars 2635-2654 as assigned in 1942 to Route 26 but they may have been on 56. In any event, soon 20 cars went from Luzerne to Callowhill as additional Chestnut Street cars. Another 13 moved in July 1948 for this purpose. Thirty-five cars went to Woodland from Luzerne in September 1955 (replaced by all-electrics on Route 47 and intended to modernize subway-surface routes). At the same time, 22 cars went to Callowhill for Route 15-Girard Avenue.

When thirty 2000's went to Woodland in July 1956, Woodland sent as many 2500's to Callowhill, which sent 32 other 2500's to Luzerne to replace double-end cars on Route 60-Allegheny Avenue. In September 1956, buses replaced cars on Route 42 and thirty more 2500's were sent back from Callowhill to Luzerne.

The first postwar cars were 2701-2800. As delivered in May 1947 they were assigned to Route 42 (19 cars) and the route with which they'd forever be associated — Route 23-Germantown Avenue. Most cars on Route 42 went to Route 43-Spring Garden Street from August 1948 to September 1955. Thereafter, with the bussing of Route 43, they served on Routes 10(Lancaster Avenue/subway-surface). Route 38-Baring Street/subway-surface also used the cars briefly in 1955. Many of the first 19 cars were stored from time to time and 12 had been transferred to Germantown by 1961.

Cars 2091-2200 were one-man all-electrics (2701-2800 were two-man as built, but were all converted to one-man by June 1951). As built, ten cars went on Route 6 in June 1948 (along with 2000's). Forty went to Route 56 (replacing 2000's), 20 to Route 43 (along with 2700's) and 40 to Route 5-Frankford Avenue/2d & 3rd Sts. These assignments were made between June and September 1948. The last 40 cars ran on Route 3 and 15 weekends.

The 40 cars on Route 5 were replaced in June 1955 by the "Kansas City" 2251-2290 cars; they went to Route 15 to replace "Nearsides". In September 1955, with the installation of 50 used PCC's purchased from St. Louis, a swap of cars was arranged which saw Frankford lose its 40 cars, Callowhill gain 30 and Luzerne ten (not necessarily the same cars). Luzerne received 25 Callowhill cars in July 1956 when Route 43 was bussed.

Cars 2201-2250 came from St. Louis and entered service in September 1955, replacing 2100's on Route 56. They were generally mediocre and 40 were stored in December 1957, with seven more in June 1958 and the remaining three being stored in February 1959. In part, retrenchment of Route 6 from Willow Grove to Cheltenham Avenue reduced the need for PCC's at Luzerne.

Cars 2251-2290 were purchased from Kansas City and entered service in June 1955, replacing 2100's on Route 5. When this route was converted to bus on December 25, 1955, the cars went to Luzerne for Route 50 (Lawndale-4th/5th Streets).

Railbus Completes SEPTA Tests; Departs for Buffalo



The barnstorming BRE-Leyland Railbus pauses at SEPTA's Powelton Avenue yard in West Philadelphia September 9, before test run to Paoli and Thorndale.

--Photo by Mike Burshtin

off at DeKalb Street station in Norristown that afternoon, after which #01 made another round trip to Pottstown. Although the car's signal shunting device appeared to operate flawlessly, Conrail required that absolute block protection be observed as an additional safety measure. At Royersford, the vehicle was greeted with a hand-lettered sign reading "Royersford wants the Railbus" and at Pottstown a crowd of 100 was on hand for the car's arrival at the former Reading Company station.

A tour from 30th Street Station to Media and return was operated on September 12 for City, State and SEPTA officials, and on September 14 an unusual Saturday run to Warminster took place. A planned visit to New Hope that day, however, was cancelled. During its entire stay in the area, the Railbus was based at SEPTA's Lenni Training Facility on the West Chester branch.

The following Wednesday, September 18, the demonstrator unit departed for Harrisburg and Buffalo under its own power via Conrail's mainline. It will conduct several weeks of test runs in the Buffalo area before heading to another interested city.

SEPTA is considering the purchase of several two-unit sets of the British-designed Railbuses, which are marketed in this country by Associated Rail Technologies of Arlington, VA. Interest in the low-cost vehicles has centered primarily on the Newtown Line and Pottstown route, now served only by motor buses.

BLUELINER SPECIAL TO VISIT AIRPORT ON NOVEMBER 17 (Continued from Page 1)

The proposed schedule calls for a 9:40 AM departure from 30th Street Station (Upper Level), 9:45 from Suburban Station, 10:00 from Wayne Junction and 10:10 from Jenkintown, enroute to Warminster. After a return trip through the center city tunnel the train will proceed over the newly-opened Airport High Speed Line, where a lunch stop will be made at International Airport. Following this will be trips to Ivy Ridge and Chestnut Hill West, both via former Pennsylvania Railroad branch lines never served by the Blueliners. Photo stops and runbys will be scheduled, as well as one or two unadvertised surprises. The return to 30th Street is scheduled for 4:15 PM.

This trip is certain to prove popular, and members are urged to order their tickets early by sending a check payable to "Philadelphia Chapter NRHS" to:

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

A stamped, self-addressed envelope should be enclosed for the prompt mailing of tickets. The ticket ordering deadline is November 1, 1985. An excursion flyer will be found on Page 11 of this issue of Cinders and Chapter members should remit the discounted price when using the flyer.

In order to properly maximize available photo opportunities, the capacity of this train is limited.

BRE-Leyland's Railbus #01 completed three weeks of non-revenue test runs in the Philadelphia area last month (see September Cinders), during which the two-axle Model 141 passenger car was put through its paces under the scrutiny of SEPTA officials.

On September 9 the lightweight diesel-powered vehicle made a round trip from Suburban Station to Paoli and return via Amtrak's Harrisburg mainline, followed by another round trip to Thorndale and return. According to reports, the Railbus exceeded 70 mph on the second run and operated without incident. The next day called for a safari to Newtown over the long out-of-service branch north of Fox Chase, which required clearing the line of fallen tree branches and other debris and repair of a washed-out section of track. The round trip from Wayne Junction required nearly five hours but the test was considered a success.

Next, on September 11, the white, blue and red car journeyed over the Norristown branch, thence to Royersford and Pottstown via Conrail's Harrisburg mainline. Most of the passengers were dropped

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

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

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

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

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

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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, OCTOBER 18, 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 October 18, 1985 meeting will feature a potpourri of older professional rail films, a number of which will be borrowed from the film library at the Railroad Museum of Pennsylvania.

Because of deadlines, the total program is not known at this writing, so come out and be surprised! Senior Vice President Mike Burshtin promises to have some goodies to screen for the members.

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, OCTOBER 16, 1985 to President Tatnall at 215-828-0706.

We look forward to hosting you AND A FRIEND on October 16!

Membership News

The following membership additions/changes are reflected through October 7, 1985. Please make a note of them on your current Membership Roster.

NEW MEMBERS:

REILLY, Richard, 370 Cedar St., Jenkintown, PA 19046-3226	215-576-0774
TRANSUE, William R., 625 E. Lancaster Ave., Apt. C-306, Wynnewood, PA 19096	215-649-3875
WHITMAN, William O., 45 Arbour Ct., Norristown, PA 19403-2901	215-539-4877

ADDRESS CHANGES AND CORRECTIONS:

ARNOUX, George V., 687 N.E. 178th Ave., Portland, OR 97230-6523(CORRECTION)	503-669-1690
BREWSTER, H. Robert, 57 Fir Lane, Boulder, CO 80302-0419	
DIQUINZIO, David M., 136 W. Hendrickson Ave., Morrisville, PA 19067-6609	
PRINZIVALLI, Joseph V., 601 Woodbridge Commons Way, Iselin, NJ 08830-3020	
PUGH, Roger S., 105 Maple St., Unit #43, Vernon, CT 06066	
SCHULTE, Chris, 7914 Cedar Road, Elkins Park, PA 19117-2726	
WEDMAN, Alan S., #374 Alison Apts., N. Maple Ave., Marlton, NJ 08053-1733	
WRIGHT, Donald, 1421 S. Ringgold St., Philadelphia, PA 19146-4005	

TWO CHAPTER MEMBERS RECEIVE 25-YEAR NRHS PINS

Chapter Members Richard Adams and Richard Loveland this year have completed 25 years of continuous membership in NRHS, and have been awarded the Society's handsome sterling silver pins in recognition of their loyalty.

Both members received their pins from Senior Vice President George S. Hartman, chairman of the Membership Awards Committee.

The officers and members of Philadelphia Chapter join in offering congratulations to Messrs. Adams and Loveland.

THREE MORE MEMBERS REPORTED IN ATTENDANCE AT LANCASTER

In the September issue of Cinders, a total of 35 Philadelphia Chapter members and spouses were listed as attending all or part of the NRHS 50th anniversary convention in Lancaster. To that list should be added:

Roger Cole

Roy Soukup

Jim Zeigler

The Editor regrets this oversight.

ADDITIONAL 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 the last four issues of Cinders:

ALEN (Daily) - Schedule changed - Leave Allentown 1900, Leave Reading 2230, Pass Harrisburg 0330, Arrive Enola 0430.

ALSC (Daily) - Established - Leave Allentown 2000, Leave Reading 2345, Pass Abrams 0145, Pass Park Junction 0415, Arrive Stoney Creek 0615.

CAAL (Daily) - Schedule changed - Leave Camden 1800, Leave Philadelphia ("Zoo") 2000, Leave Abrams 2250, Leave Reading 0130, Arrive Allentown 0400.

ENSC - Withdrawn

PIAL (Daily) - Established - Arrive Harrisburg 2359*, Leave Harrisburg 0200, Leave Reading 0700, Arrive Allentown 1045.

PIBE - Withdrawn

PIMO (Daily) - Schedule changed - Arrive Enola 0800*, Leave Enola 1201, Pass Columbia 1405, Leave Thorndale 1615, Arrive Morrisville 1945.

PIOI (Daily) - Schedule changed in part - Leave Reading 0540, Pass East Penn Junction 0845, Pass Port Reading Junction 1055, Arrive Oak Island 1255.

SCAL (Daily) - Established - Leave Stoney Creek 2000, Pass Park Junction 2245, Pass Abrams 0100, Leave Reading 0330, Arrive Allentown 0615.

SCEN - Withdrawn

KEY TO ORIGIN AND DESTINATION SYMBOLS

AL - Allentown, PA

OI - Oak Island (Newark), NJ

BE - Bethlehem, PA

PI - Pittsburgh (Conway), PA

CA - Camden, NJ

SC - Stoney Creek (Marcus Hook), PA

EN - Enola, PA

* - Crew change

MO - Morrisville, PA

WILBUR B. WARFIELD

September 2, 1985

It is with sadness that we report the passing of Chapter Member Wilbur B. Warfield, of Baltimore, MD, on Monday, September 2, 1985. Wilbur had been a member of Philadelphia Chapter since 1956, and was acquainted with many of our senior members. Wilbur was a devoted family man, his wife of 56 years having passed on in July, 1985. He had been a long-time supporter of Chapter activities. We extend our condolences to his family.



Don't Forget!



Philadelphia Chapter's

ANNUAL RAILROADIANA AUCTION

Friday, November 15, 1985



THE BLUES ROLL AGAIN!

sponsored by

NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER



Sunday, November 17, 1985



Philadelphia Chapter, NRHS cordially invites you to join us for another in our series of rail excursions using the oldest active mainline electric coaches in North America — the former Reading "Blueliner" MU cars, built in 1931-32. Our special late autumn trip, operated for us by the Southeastern Pennsylvania Transportation Authority, is expected to feature a solid train of red, white and blue cars in the SEPTA paint scheme.

Our excursion will again leave from Philadelphia's 30th Street Station (Upper Level), travelling to Warminster, Philadelphia International Airport, Ivy Ridge and Chestnut Hill West, featuring revenue service for the first time with this equipment on the latter three lines. A lunch stop will be made at Philadelphia International Airport.

Departure times for the excursion are:

Leave	30TH STREET STATION (Upper Level)	9:40 AM, EST
Leave	SUBURBAN STATION	9:45
Leave	WAYNE JUNCTION	10:00
Leave	JENKINTOWN	10:10

The train is expected to return to 30th Street Station about 4:15 PM. Numerous photo stops and runbys are planned, schedule and operating conditions permitting. The trip will operate rain or shine.

The Blueliners are currently undergoing a rehabilitation project which will equip them with cab signals and radios. In the unforeseen event that two of these cars are not serviceable on the date of our trip, it is intended to use the Budd-built Silverliner I cars (also known as Pioneer III's), which date from 1957. Only five of these cars remain on the SEPTA roster (#244-248).

Tickets for this excursion are \$15 each, by advance reservation. Ticket orders should be placed, using the coupon below, prior to November 1, 1985, with remittances payable to "Philadelphia Chapter, NRHS". Please include a #10 stamped, self-addressed envelope with your ticket order.

Come out and enjoy another in our series of electric excursions using vintage equipment. Trip capacity is extremely limited, and we urge early ordering of tickets.

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

Gentlemen:

Please send me _____ tickets @ \$15.00 each for your Sunday, November 17, 1985 SEPTA Blueliner excursion. I have enclosed funds in the amount of \$ _____, payable to "PHILADELPHIA CHAPTER, NRHS" and have included a stamped, self-addressed envelope for the return tickets.

Name _____

Address _____

City _____ State _____ ZIP _____