



# CINDERS



September 1985

Volume 46      Newsletter of the      Number 8

## IN THIS ISSUE

Extra List.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4
ON THE SCENE, by El Simon.....	10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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## LAST CALL FOR 'WEST POINT SPECIAL'!

Philadelphia Chapter's West Point Special excursion will leave 30th Street Station at 8:30 AM on Sunday, September 29, bound for the U. S. Military Academy at West Point, NY. The Amfleet-equipped train will also pick up passengers at Amtrak's Trenton (NJ) station at 9:10 AM, returning to Trenton at 7 PM and to Philadelphia at 7:45 PM.



Operating via the Northeast Corridor to "Lane" tower in Newark, the train will cover a considerable amount of Conrail freight-only trackage including the scenic River Line (ex-New York Central West Shore) along the Jersey waterfront and the Hudson River Valley. An escorted bus tour of the historic Academy grounds is included in the fare.

As of early September, more than 500 tickets for the Special had been sold, and an ad promoting the trip appeared in the Philadelphia Inquirer's "Weekend" section on August 30. Tickets are priced at \$48.50 for adults and \$46 for children under 12. They may be ordered by sending a check or money order payable to "Philadelphia Chapter NRHS" to the Chapter 19101-7302. Further information may be obtained by telephoning 215-947-5769

at P. O. Box 7302, Philadelphia, PA any evening.

Chapter members are urged to support the trip and to spread the word among friends and business associates. Supplies of trip fliers are available from Larry Eastwood by calling him at the number shown in the preceding paragraph. But remember, time is running out!

Let's make this another successful trip for Philadelphia Chapter.

## VINTAGE BUS/RAIL TOUR TO JIM THORPE SET FOR OCTOBER 20

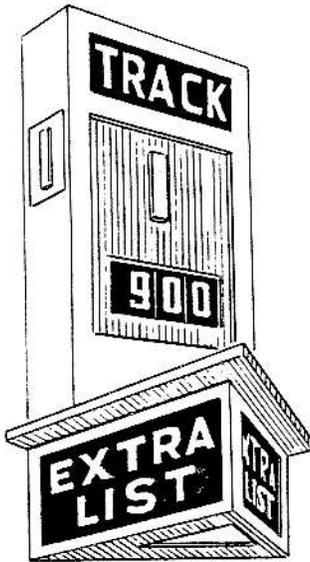
A second annual fall bus-train excursion will be operated by Philadelphia Chapter on Sunday, October 20, when Chapter members and guests climb aboard a Sandhill Tours 1946-vintage General Motors Model 3703 coach enroute to Jim Thorpe, PA and return. The bus will leave the parking lot of SEPTA's Warminster station at 9:30 AM following the arrival of train #2212 from downtown Philadelphia.



Historic Jim Thorpe (once known as Mauch Chunk) is located in an area dubbed the "Switzerland of America." Once there, passengers will transfer to a special Rail Tours train headed by ex-Canadian Pacific 4-6-0 #972 for a 35-mile round trip to Haucks, PA and return. Using open-window coaches, the train will cover the former Jersey Central Nesquehoning branch, now operated by the Panther Valley Railroad, which crosses the highest railroad bridge in the Northeast near Hometown, PA.

Lunch and dinner will be available in Jim Thorpe by individual settlement. All-inclusive fare for the bus and train is \$20 per person. Reservations may be made by sending check or money order payable to "Philadelphia Chapter NRHS" to the Chapter at P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. For further information, telephone 215-947-5769 evenings.

The planned return to Warminster will be in time for SEPTA train #0263 departing at 9:45 PM. Capacity of the bus is 36 persons.



SEPTEMBER 14, 15, 21, 22, 1985: "Iron Horse Rambles" featuring the return of ex-Reading T-1 4-8-4 #2102, sponsored by Reading Company Technical & Historical Society. Four trips will leave Blue Mountain & Reading Railroad's Temple (PA) station, three miles north of Reading, at 9 AM, operating via Conrail lines radiating from that city. Ramble #1 will run to Harrisburg, Rockville, PA and return; Ramble #2 to Philadelphia (West Falls) and return; Ramble #3 to Harrisburg, Rockville and return; Ramble #4 to Allentown, Jim Thorpe, PA and return. Fares for each trip: \$44.50 adults, \$42.50 senior citizens (65 and over), \$35.50 children (6-12). Order tickets from: Rambles, P. O. Box 5143, Reading, PA 19612-5143, making checks payable to "RCT&HS" and enclosing stamped, self-addressed envelope.

SEPTEMBER 21: Susquehanna Scenic Limited operates 85-mile round trip over North Shore Railroad from Northumberland to Hicks Ferry, PA and return, using North Shore CF7 diesel and three open-window coaches, sponsored by Central Pennsylvania Chapter NRHS. Special leaves NS station, Northumberland, at 9 AM, returns about 5:30 PM. Two photo runbys and picnic lunch will be featured. Fares: \$25 per person (pork barbeque lunch \$4 additional). Order tickets from: NRHS Excursion Tickets, 356 Priestley Avenue, Northumberland, PA 17857, enclosing stamped, self-addressed envelope.

SEPTEMBER 21: Fall foliage and trackage fans' special on Maine Central Railroad from Waterville to Dover-Foxcroft, ME and return, sponsored by Massachusetts Bay RRE. Fare: \$75 per person. Order tickets from: Mass Bay RRE, P. O. Box 208 East Walpole, MA 02032. NOTE: This trip replaces Portland-Rockland trip on the same date, which has been cancelled.

SEPTEMBER 22: Maine Central Railroad excursion from Waterville to North Anson, ME and return, sponsored by Massachusetts Bay RRE. Fare: \$75 per person. Order tickets from: Mass Bay RRE, P. O. Box 208, East Walpole, MA 02032. NOTE: This trip replaces Portland, ME-North Conway, NH trip on the same date, which has been cancelled.

SEPTEMBER 22: Special diesel-powered excursion on North Shore Railroad from Northumberland to Berwick, PA and return, including optional stop at Bloomsburg (PA) fair. Train leaves Northumberland 12:30 PM, returns about 6:30 PM. Fares: \$20 adults, \$15 children (5-12). Order tickets from: North Shore Excursion, 356 Priestley Avenue, Northumberland, PA 17857, enclosing stamped, self-addressed envelope.

SEPTEMBER 28, 29, OCTOBER 5, 6, 12, 13: Diesel-powered excursions on Lackawanna & Stourbridge Railroad from Honesdale to Lackawanna, PA and return, sponsored by Wayne County Chamber of Commerce. Delaware Otsego Alco RS3 and ex-Lackawanna coaches will be used. Trains leave Honesdale 10 AM and 3 PM each day for 50-mile round trip, returning at 2:30 and 7:30 PM. Fares: \$9.50 adults, \$8.50 senior citizens, \$5 children (3-11). Order tickets from: Wayne County Chamber of Commerce, 865 Main Street, Honesdale, PA 18341, enclosing stamped, self-addressed envelope. For information, telephone 717-253-1960.

SEPTEMBER 29: West Point Special excursion from Philadelphia to West Point, NY and return via Amtrak and Conrail, sponsored by Philadelphia Chapter NRHS. Train of Amtrak F40 diesels and Amfleet equipment will leave 30th Street Station 8:30 AM, Trenton (NJ) 9:10 AM, operating via Northeast Corridor, thence Conrail's freight-only Greenville, National Docks, River and Passaic & Harsimus Lines. Guided tour of U. S. Military Academy included at no additional charge. Fares: \$48.50 adults, \$46 children (5-11). Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope. For further information, telephone 215-947-5769 evenings.

OCTOBER 5: Vermont Foliage Flyer from Boston, MA to Brattleboro, Bellows Falls, White River Junction, VT and return via Boston & Maine, sponsored by Massachusetts Bay RRE. Train leaves North Station, Boston at 8 AM. Fares: \$39 adults (\$44 after September 24), \$24 children 12 and under (\$27 after September 24). Various sidetrip options available at extra cost. Order tickets from: Mass Bay RRE, P. O. Box 525, Bedford, MA 01730, enclosing stamped, self-addressed envelope.

OCTOBER 5: Long Island Rail Road Ramble covering several lines including the newly-acquired Bay Ridge branch, sponsored by Steam Locomotive 39 Fund. Fares: \$39 per person in coach, \$49 first class. For tickets and information, write: Steam Loco 39 Fund, P. O. Box 570, St. James, NY 11780, enclosing stamped, self-addressed envelope.

OCTOBER 12, 19, 26: Autumn Leaf Specials via Wilmington & Western Railroad from Greenbank to Hockessin, DE and return. Steam-powered train leaves Greenbank station, Routes 2 & 41, Marshallton, DE, at 11 AM and 2 PM. Fares: \$6 adults, \$3 children (2-12). Order tickets from: HRCV, Inc., P. O. Box 1374, Wilmington, DE 19899 (telephone 302-998-1930).

OCTOBER 13: Diesel-powered excursion from Hoboken, NJ to Jim Thorpe, PA and return for annual Fall Festival, via NJ Transit and Conrail. Train will consist of conventional NJT coaches pulled by Morristown & Erie Alco diesel locomotives, and operate via Morristown, NJ, ex-Lackawanna Washington branch to Easton, PA, thence former Lehigh Valley-Jersey Central mainline. Sponsored by Tri-State Chapter NRHS, train leaves Hoboken Terminal 9 AM, returns approximately 9 PM. Photo runbys are planned. Fare: \$44 per person. Order tickets from: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope. For information, telephone 201-488-5429.

(Continued on Page 3)

## EXTRA LIST (Continued from Page 2)

**OCTOBER 20:** 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 (see story elsewhere in this issue). 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 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 announces its first Railfan Weekend at its new Scranton home. Events include movie/slide presentations, two days of steam and diesel railroading, with all operable equipment being utilized. Photo runbys and a Jim Boyd night photo session are included. Tickets are priced at \$40.95 per person, and should be ordered from: Steamtown Foundation, c/o Group Sales, P. O. Box 5250, Scranton, PA 18505.

## BRITISH RAILBUS ARRIVES FOR DEMO RUNS ON SEPTA

After more than a year of barnstorming across the eastern U.S., a British-built BRE-Leyland railbus arrived in Philadelphia on August 26 for a series of test runs on SEPTA's Regional Rail Division.



The odd-looking two-axle demonstrator, dressed in a white-blue-red paint scheme, has already operated in several other cities, including Newport, RI; Norfolk, VA; New Orleans, LA; Cleveland and Columbus, OH, mostly in revenue service. On SEPTA, however, the tests will be strictly of the non-revenue variety.

Marketed by Associated Rail Technologies of Arlington, VA, the 40-passenger Model 141 railbus traveled under its own diesel power from Columbus to Philadelphia via the Chessie System. It was immediately put through its paces on the Airport Line, where it reportedly encountered difficulty in ascending the steep grade between "60th Street Junction" and "Phil" interlockings. It was then moved to the Lenni Training Center, which it would call home for the rest of its stay. The balance of the week was occupied with middle-of-the-night test runs to West Chester, Suburban Station, Chestnut Hill East, Fox Chase and Doylestown.

Early on the morning of September 3, however, the railbus developed transmission trouble after a run to Ivy Ridge, and had to be moved dead in tow from Suburban Station to Lenni behind Blueliners #9111 and 9120. After several days of work by BRE-Leyland technicians, the transmission was repaired and another series of tests scheduled for the week of September 9. These were to be as follows: Monday - 30th Street to Paoli, Downingtown and return via Amtrak's mainline; Tuesday - Newtown and return via SEPTA's long out-of-service Newtown Line; Wednesday - Pottstown and return via the Harrisburg Line of Conrail; Thursday - a VIP tour from 30th Street to Media and return via the West Chester Line.

After completion of its Philadelphia-area tests, the railbus was programmed to go to Buffalo, NY for several demonstration runs, and tests in Canada are also a possibility.

SEPTA has said that it is considering the purchase of 16 two-unit railbuses at a cost of \$10 million for service to Newtown and Pottstown. While the SEPTA vehicles would be larger than the model just tested, seating a total of 108 passengers, they would be far less costly than a conventional diesel-powered railcar for the same light-density service. SEPTA is expected to make a decision before the end of the year on whether or not to proceed with its railbus program.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

SEPTA will increase service on several of its Regional Rail lines effective October 28, restoring some of the 43 daily trains eliminated in July 1984 because of crew shortages. Among trains to be added are two rush-hour expresses on the R1 West Trenton Line, an early morning departure from Fox Chase and half-hour midday service on the Lansdale end of the R5 line. Four weekday trains to and from Wilmington will also be introduced if a funding agreement can be worked out with the State of Delaware.



Operations Chief John Tucker told the Inquirer that SEPTA now has 169 qualified engineers, up from 140 last fall but still well below the budgeted figure of 200. There are currently 41 engineer trainees enrolled in SEPTA's training program, but some of them will probably not graduate from the six-month course. In the past, at least half of the candidates have dropped out, Tucker said. The ranks of conductors are also growing, up to a total of 199. Increased staffing will have another benefit: it will help reduce the amount of mandatory overtime that crews are now forced to work. After the October time change, one third of the train-service employees will be relieved of six-day duty. Based on seniority, they will be able to select five-day assignments.

Another impediment to higher service levels is the continued shortage of equipment, with only about 250 of SEPTA's 340-car MU fleet available for use on any given day. With no new cars on order, the 30 venerable Blueliners will be upgraded for perhaps five more years of service (see Summer Cinders). "The limit on further growth is going to be cars," Tucker explained. "There are definitely places where we're stretched now."

SEPTA began its long-awaited rail replacement program September 3 on the ten-mile Doylestown Line. On August 31, an AMTRAK welded rail train ran from Penn Coach yard near 30th Street to Lansdale behind "pumpkin" diesels #782 and 780, but an outside contractor will actually install the new rail and ties. The \$5-million project will close the line for up to three months, forcing the use of shuttle buses between Lansdale and Doylestown on a much slower schedule. SEPTA issued a temporary R5 Shuttle Bus timetable to cover the service. As part of the project, Forest Park passing siding will be rebuilt.

For the second time in little more than a month, a derailed CONRAIL boxcar near Midvale yard in Germantown disrupted rush-hour service on SEPTA's Chestnut Hill West Line. The August 29 derailment was cleared by 7 AM but several commuter trains were cancelled or delayed.....Early on August 16 an inbound train pulled down the overhead wire on #3 track between Wayne Junction and North Broad stations. Three of the four tracks were blocked for a time during the morning rush hour, as well as the exit track from Roberts Avenue storage yard, causing extensive delays on all lines.

Two more deaths occurred last month on SEPTA's commuter lines. On the morning of August 22 a passenger was killed at Torresdale station while attempting to board a moving train. Later the same day, a taxi driver committed suicide by jumping in front of an inbound Chestnut Hill West train at Highland station.



Publisher Robert G. Lewis of Railway Age wrote a glowing report on the success of Philadelphia's new Airport Line, in the August issue of his publication. "Airport facilities now match the country's best," Lewis says, and it is "those three terminal stations, spaced just one tenth of a mile apart, that make (the) Airport High Speed Line really great".....The Airport Line got a further boost last month when its only grade crossing--at busy Island Avenue--was closed following completion of a new overpass.

Other Regional Rail improvements: A new parking lot has been constructed on the west side of Ivy Ridge station in Manayunk, apparently in anticipation of next year's blockade of the Schuylkill Expressway.....The new connecting track between the north end of Roberts yard and mainline track #4 at "Wayne" tower was opened for service on September 3.....SEPTA will replace the ancient catenary on the Chestnut Hill West Line next year.....SEPTA is equipping its cars with a new yard radio frequency (160.395), which should be in service by this fall.

Easttown supervisors have approved a developer's plan to rebuild SEPTA's Devon station into a restaurant and 32-room motel (Paul Kutta).....Other SEPTA stations recently converted to commercial use include Willow Grove, which houses an antique shop run by Helen Glickenstein, wife of Chapter Member Harvey Glickenstein. Also, Ardsley station is now a flower emporium (Daisy Depot) and one end of Glenside station is a gift shop known as All Aboard.

In an election held last month, SEPTA's 264 conductors and passenger attendants rejected an attempt by the Teamsters to replace the United Transportation Union as their bargaining agent. Among other things, the Teamsters charged that UTU officials had done nothing to improve the alleged "19th Century conditions" in the Suburban Station trainmen's lounge, which SEPTA has moved to correct.

(Continued on Page 5)

## PHILADELPHIA EXPRESS (Continued from Page 4)

Weary commuters have no platform benches to sit on in either Suburban or Market East stations..... Those infamous TV monitors are now illuminated much of the time in both stations, but up-to-date train information is still missing from the computer program so the system has not been placed in service..... A Blueliner-equipped work train was used to inspect the Chestnut Hill West Line on August 30, the Blues' first visit to that part of town. The train was made up of cars 9135, 9125, 9103, 9118, 90871 (line car converted from 9121) and 9131.....Remember those six ex-Reading steam coaches that used to run on SEPTA's push-pull train? Well, they're currently in service on the Housatonic Railroad, a newly-formed tourist line out of Canaan, CT, which leases them from Connecticut DOT.



Trenton Station, now owned by NJ TRANSIT, has received a much-needed facelift. All signs and other graphics are unmistakably NJT's rather than AMTRAK's, which has become a tenant in the busy station.....NJ TRANSIT's board of directors voted in June not to increase rail or bus fares for another year.....A new state law in New Jersey forbids smoking in all public buses.

NJ TRANSIT is offering its recently rebuilt open-platform lounge car NJT-1 for charter service on NJT lines. Formerly Jersey Central #1178, the heavyweight car once ran on the famed Blue Comet between Jersey City and Atlantic City.....Hawk Mountain Chapter's Hostler reports that NJT is ready to put its remaining RDC's up for sale.....NJT is also thinking about selling its eight ex-Pennsy, ex-CONRAIL E44 electric freight locomotives which it acquired two years ago for possible passenger train use.....City Council in Ocean City wants to remove NJT's unused ex-PRSL track between 9th and 36th Streets for conversion into a bike path.



SEPTA has drawn up a list of capital needs totaling \$281.6 million for its railroad, subway-elevated and trolley lines during the current fiscal year, but expects to receive only about \$100 million in funding. One major item, \$45 million for the first of some 60 new "Silverliner V" railcars, has already been deleted. More than \$23.5 million for improvements for North Philadelphia trolley routes was also included on the wish list. Further capital needs have been spelled out for the next four years.

SEPTA has completed another internal study of its North Philly trolley lines, the abandonment of which has been strongly opposed by the City. The study concludes that only Routes 15, 56, 60 and the north end of 23 will be viable over the long term (the latter if a proposed demonstration project for Allegheny Avenue materializes). A total of 101 cars would be needed to carry an estimated 59,600 daily riders over the 54.5 round-trip miles covered by the four routes. Including the five West Philadelphia subway-surface routes, the City's remaining trolley system would total 115.9 round-trip miles, carry 112,000 daily riders and require a fleet of 223 cars (including spares). Prospects for the survival of Routes 6, 50 and 53, as well as the portion of Route 23 south of Venango Street appear dim.

SEPTA is currently experiencing a severe cash flow crisis, partly the result of lower summer ridership but more importantly caused by a delay in promised subsidies from the City. Reports indicate that most suppliers are going unpaid and rigid cost controls have been imposed throughout the system.....In a July 26 editorial, the Inquirer laid the blame for SEPTA's fiscal problems squarely at the door of Governor Thornburgh and the Legislature. The newspaper demanded that the State give SEPTA and other transit systems a bigger share of the current budget surplus, establish a reliable funding base or set up a regional transit tax modeled after those in other states.

SEPTA is having a problem with its new one dollar cash fare, which became effective August 4. More precisely, the fareboxes on its buses and trolleys are having a problem digesting the dollar bills which riders are stuffing into them--sometimes jamming the sophisticated machines. At some subway-elevated stations, cashiers are instructed to exchange the bills for a dollar's worth of coins, which are then deposited in the farebox. But reports that wily passengers are pocketing some of the change have prompted SEPTA to substitute Susan B. Anthony dollar coins at certain times of the day. SEPTA, of course, is strongly promoting the use of Trans-Passes and tokens, through such offers as the current "More Meals per Mile" tie-in with McDonald's Restaurants.

A major track renewal project continues in the area of 49th & Woodland Avenue (see Summer Cinders), where a complicated section of specialwork has been installed. Route 11 cars detour via 49th Street and Chester Avenue, using a clockwise pattern around the Woodland Heavy Repair Shop, while buses are running on Route 36. A front-page photo of the trackwork appeared in the Inquirer of August 28.....In 1986 SEPTA will complete a seven-year general overhaul program on its PCC car fleet. A total of 113 PCC's will have been rebuilt by Courtland and Woodland shops.....The Route 79 trackless trolley line on Snyder Avenue has been cut back from Delaware Avenue to Front Street.

Route H buses are detouring around a low bridge where the Chestnut Hill West rail line passes over Greene Street in Germantown..... Bus Route D has been extended from Front & Chestnut Streets to Penn's Landing at Delaware Avenue.....SEPTA held its annual "Roadeo" for bus drivers August 17 at the Frontier District depot in Plymouth Township, near Norristown. A total of 43 drivers competed in the test of maneuvering skills, with a driver from Callowhill depot winning a trophy as grand champion.....SEPTA is looking for a \$7.7-million Federal grant to help build a long-planned transit center in Norristown. The \$8.3-million structure is to be built at Lafayette and Swede Streets, a block south of the present Norristown High Speed Line station.

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

The current issue of SEPTA's news publication Convey features an article on the multi-year rebuilding of NHSL, officially Route 100 but known to most riders by its original name "P&W". New track, a new shop, major repairs to the Schuylkill River bridge and up to 30 new cars are all parts of the project. The new cars, for which specifications are now being prepared, will replace 19 Bullet and Strafford cars between 54 and 61 years old. Some 10,000 daily riders use the line, which extends for 13 miles between Norristown and 69th Street Terminal.....Rebuilding of the long P&W bridge at Norristown will probably not be completed until December, requiring continuation of shuttle bus service to and from Bridgeport.....As part of a highway relocation project, a new parking lot has been opened on the west side of Gulph Mills station in Montgomery County.

Rehab work is just about complete on the subway-surface trolley stations at 19th, 22nd, 33rd, 36th and 37th Streets. Handsome tile walls--so far graffiti-free--and brighter lights are among the improvements... ..SEPTA reports that it has built a special water recycling device for its elderly car washer at Fern Rock shop, enabling it to continue washing those new Broad Street subway cars in spite of drought restrictions on water use.

The Broad Street Line did a big business on the evenings of August 14 and 15, carrying droves of Bruce Springsteen fans to the rock star's two sold-out concerts at Veterans Stadium. Inquirer Music Critic Ken Tucker marveled at the number of affluent "yuppies" who apparently had just discovered the reborn subway: "From the abundance of Lacoste shirts to the fact that no one in my car seemed to have ridden the subway before ('It's great!' crowed one young fellow to his date; 'you hand them a dollar and they let you ride the subway--I thought you needed a token or something'), it was plain that this was not your usual proletarian rock-concert crowd."



Now that Congress is back in session, the battle over AMTRAK's Fiscal '86 funding may heat up again. Though the budget resolution passed on August 1 approved a 15-percent reduction from the current year's \$684 million level, opponents may try for an even deeper cut when the Appropriations Committees begin to draft the actual spending bills. Passenger train lobbyists, particularly the National Association of Railroad Passengers, are urging their supporters to flood Congress with more pro-Amtrak mail. They are pushing for a less draconian cut than the proposed 15 percent--which Amtrak can probably live with but only at the price of service reductions.

AMTRAK announced last month that it had picked Houston Developer Gerald D. Hines to build a huge office, hotel and shopping complex on a 60-acre site above its tracks north of 30th Street Station. The mammoth project, described as perhaps the largest commercial real estate deal in the history of Philadelphia, will also include rehabilitation of the cavernous station itself. From a field of six finalists, Hines was selected to head the \$1-billion undertaking because of his international reputation for quality construction and innovative design, as well as his solid financial record. A preliminary study of the property may take up to eight months, a Hines representative said.

AMTRAK continues to study the possibility of de-energizing its Harrisburg mainline as a cost-cutting measure. If this is not feasible because of the need to run the Harrisburg trains into Suburban Station, electric locomotives and Heritage coaches may replace the aging 800-series Capitol Liners which are notorious for their high operating costs.....AMTRAK has installed new electronic train boards at each gate in 30th Street Station, but as of early September they were not yet in service.....Any U. S. travel agent who sells airline tickets can now make AMTRAK reservations and sell rail tickets. After a two-year effort, Amtrak has been accepted as an affiliate of the Airlines Reporting Corp., which represents 170 scheduled airlines through 20,000 authorized travel agencies (Amtrak News).

Budd Company in August shipped the first of three prototype car shells to AMTRAK's Beech Grove (IN) shops, where it will be fitted out as a sleeper for revenue service beginning early next year. The car is part of a \$14.2-million program to test a new generation of single-level cars for operation on eastern trains. The carbody shell, distinctive because of its upper row of windows just below the roofline, was constructed at Budd's Fort Washington facility in Montgomery County. Two other cars will follow, a sleeper and a diner, both sharing the same body design (Amtrak News).....AMTRAK has said that it will buy 50 car shells to be fitted out as mail and express cars at Beech Grove. It will award a contract for the shells later this year and intends to put them in service in 1986.....For the record, the equipment derailed in the August 26 collision of the Broadway Limited and a tractor-trailer at Mansfield, OH was F40's 303 and 334, baggage cars 1127, 1360, 1151, Amfleet II coaches 25024, 25031, 25108, dome-coach 9401, Amlounge II 28014, sleepers 2991, 2084 (Slumber-coach), 2430, 2996 and diner 8507.



Like AMTRAK, the future of CONRAIL is in the hands of the 99th Congress now in session. The issue of whether to sell the giant railroad to NORFOLK SOUTHERN for \$1.2 billion, as proposed by the Department of Transportation, or to maintain its independence through a public sale plan offered by Morgan Stanley & Company, will be debated at length on Capitol Hill this fall.

While both sides have been working furiously to line up support from individual Congressmen, state and local politicians, business people, labor, the media and other groups, no clear consensus has emerged as to what the government should do with its 85 percent share of CONRAIL stock. Nonetheless, the summer months have produced a drumfire of developments--some favoring NS, some Morgan Stanley. Among them:

(Continued on Page 7)

## PHILADELPHIA EXPRESS (Continued from Page 6)

>New York State DOT said it would support the NS takeover of Conrail, in return for numerous concessions favorable to the State. But several New York Congressmen, powerful shippers and newspapers opposed the DOT's decision. The influential New York Times ran an editorial entitled "Sell Conrail to Conrail" and the Wall Street Journal backed away from its earlier pro-NS position by saying that Congress should decide which is the best offer.

>Governor Hughes of Maryland announced his backing for the Morgan Stanley plan after CSX--one of 32 Morgan investors--promised to reduce its rates and improve service to the Port of Baltimore.

>Governor Celeste of Ohio also rejected the NS bid, adding his State's support for an independent Conrail through the Morgan Stanley offering.

>Five midwestern states--Iowa, Minnesota, North Dakota, Nebraska and Wisconsin--said they would oppose the NS takeover.

>A 151-member organization called the Coalition for a Competitive Conrail joined in support of the Morgan Stanley plan. The group includes several railroads, among them CHICAGO & NORTH WESTERN and GRAND TRUNK; the mayors of Chicago, Cleveland, Baltimore and Rochester (but not Philadelphia); several coal companies and large shippers (General Mills, U.S. Steel); chambers of commerce; trade associations; two large farm groups and the Railway Labor Executives Association.

>A majority of shippers polled by Traffic Management Magazine said they favored a public offering of stock in the now-profitable Conrail.

>Soo Line Railroad dropped its opposition to NS-CR after reaching an agreement that would preserve certain joint rates and routes.

>The Railway Labor Executives Association endorsed Morgan Stanley's public sale plan. RLEA is a group of unions which together represent some 35,000 Conrail employees. In a separate announcement, the United Transportation Union, largest of the unions, said it supported the concept of a public sale of Conrail stock.

>U. S. Railway Association, a Congressional watchdog agency, released a study declaring that Conrail's future viability as an independent entity is reasonably assured," adding that an NS takeover of Conrail would have a more serious effect on competing railroads than originally estimated by NS. The Norfolk-based carrier immediately attacked the USRA report.

>The Interstate Commerce Commission weighed in by saying that a plan to have two smaller regional railroads--GUILFORD TRANSPORTATION INDUSTRIES and the PITTSBURGH & LAKE ERIE--provide competition for an expanded NS system is unlikely to succeed. The sale or lease of some 1,450 miles of NS and CR branches to GTI and P&LE is a key part of the NS takeover proposal. The ICC also said that NS underestimated the amount of freight traffic which would be diverted away from other midwestern railroads.

>The Federal Railroad Administration issued a report of its own, contending that the ICC had overestimated the amount of traffic that other railroads would lose to the NS-Conrail system.

>The Justice Department launched a new investigation to determine if the line divestitures to GTI and P&LE would provide enough competition to remove any antitrust concerns arising from Conrail's sale to NS. In addition, Representative John Dingell of Michigan, chairman of the powerful House Energy & Commerce Committee, wrote to the Justice Department charging that the original divestiture plan was approved by the department last winter in spite of strong doubts expressed by key staff members, and without a full review of its effects on certain areas of the Midwest.

>Congressman James Florio of New Jersey, chairman of the House subcommittee which will consider the Conrail sale, asserted that the \$1.2 billion offered by both NS and Morgan Stanley is inadequate. Each proposal would have to be "modified considerably," he said.

>A study by the Congressional Budget Office calculated that the government would net only about \$200 million from the sale of Conrail to NS, and would lose about \$800 million in future interest and dividend payments from CR as well as \$400 million in tax revenue from NS through the use of Conrail tax credits.

>Conrail Chairman L. Stanley Crane, who is given much of the credit for the railroad's remarkable turnaround over the past four years, told a House subcommittee that Conrail is strong enough to stand on its own but that Congress should not delay in turning the railroad over to the private sector. Crane, who strongly supports the Morgan Stanley sale plan, said that "the rail crisis in the Northeast is solved...The solution is Conrail."

(Continued on Page 8)

## PHILADELPHIA EXPRESS (Continued from Page 7)

>The authoritative Kiplinger Washington Letter predicted that Congress will put off action on the sale until at least next year, reflecting a growing opinion in Washington that Congress is wary of both offers.

CONRAIL has ordered 30 more 3,600-hp SD50 diesel locomotives from General Motors. Valued at \$38.6 million, the giant units will be delivered in the first quarter of next year, bringing to 135 the total number of SD50's acquired by CR since 1983.....CONRAIL has been testing two SANTA FE B39-8 diesels built by General Electric. One of them, #7400, was spotted last month in Altoona.....A total of \$21.7 million is being spent this year to upgrade several CONRAIL branches in South Jersey. All told, 45 miles of welded rail and 126,000 ties will be installed.....Conrail has retired its 15 ex-Erie Lackawanna SDP45 diesel units.

In response to urgings by Horseshoe Curve Chapter NRHS and other groups in the Altoona area, ex-Pennsy K4s #1361 will be moved from its longtime perch at Horse Shoe Curve on September 16 to the Railroaders Memorial Museum in Altoona. CONRAIL has agreed to make the move in time for a three-day celebration September 27-29 marking the retirement of the museum's debt. It has long been felt by many local people that the price-less steam locomotive--one of only two K4 Pacifics still in existence--can be better protected and maintained within the confines of the museum. The State has already approved a \$50,000 grant for use in the restoration of #1361, plus \$200,000 worth of workfare labor toward the project.....CONRAIL will donate GP9 #7048, a former Pennsy unit--to replace K4s #1361 on the display track at Horseshoe Curve.....CONRAIL Chairman L. Stanley Crane will be the featured speaker at a dinner on September 27 in connection with the Railroaders Museum ceremony. Special admission prices to the museum in downtown Altoona will be offered for the 27th, 28th and 29th: \$1 per person per day, instead of the normal adult admission of \$2.50 (Dan Cupper and Harrisburg Chapter Rail Review).

At the request of an Altoona City Councilwoman, CONRAIL has issued an attractive brochure entitled "Trains on the Curve," which lists the identity, direction and approximate times of up to 50 freight trains which rumble around Horse Shoe Curve each day. Such a freight schedule brochure for public distribution is almost unheard of in U.S. railroading history (Horseshoe Curve Chapter Coal Bucket).....CONRAIL has reportedly agreed to donate an ex-Pennsy GP9 diesel, in working order, to the Railroad Museum at Strasburg.

Work is well under way on rebuilding a two-mile stretch of Delaware Avenue in South Philadelphia. The crumbling railroad tracks in the street--four abreast in some areas--are being replaced by a new single track in the center of the wide thoroughfare, all of it laid with welded rail. Unfortunately, many industries along the BELT LINE have closed and few of the piers still operating receive freight in carloads. There is talk, however, of a new CONRAIL intermodal terminal to be constructed at the south end of Delaware Avenue across from Packer Marine Terminal, and the Penn's Landing Trolley group is considering an extension of its present Delaware Avenue operation to Washington Avenue.

The Inquirer editorialized on August 27 about the impressive gains in cargo volume registered by the Post of Philadelphia during the first six months of 1985--up 5.2 percent over the same period a year ago. This showing made Philadelphia #1 in tonnage among all North Atlantic ports. The editorial pointed in particular to the growth in export coal moving over Pier 124 in South Philadelphia, which tripled to 1.5 million tons in the first half of this year. CONRAIL, said the Inquirer, deserves most of the credit for this growth because it has "vigorously marketed Pennsylvania and West Virginia coal for industrial uses overseas (and) provided efficient service at attractive rates..." The editorial concluded with a plug for keeping CONRAIL an "independent system with a heavy stake in revitalizing industries, mines and ports in the states it serves."

Buckingham Valley Trolley Association this summer has moved all of its inactive cars from Pier 5 North to Pier 38 South, where they are now stored in the open on two apron tracks. The standard gauge rolling stock was moved by rail directly to the new site, including ex-Broad Street subway car #182 which ran under its own power July 9 with help from a temporary trolley pole. The three active PENN'S LANDING cars, #26, 46 and 80, are now housed in Pier 9 North, next door to their former home which is being redeveloped into an apartment and shopping complex.....The PENN'S LANDING TROLLEY operation reached a seasonal mark of 10,000 riders on August 11, about 1,200 more than handled up to that time in 1984 (BVTA Newsletter).



The Inquirer on August 18 carried a major story on the struggle between Friends of the EAST BROAD TOP and the Kovalchick family, which owns the quaint narrow-gauge tourist line at Orbisonia, PA. The two sides disagree on expansion plans for the former coal road, whose mostly abandoned line stretches for 32 miles between Mount Union and Woodvale.....The Railroad Museum of Pennsylvania has begun a fund-raising drive for a \$1.2-million expansion of its display building at Strasburg. The State has already promised \$565,000 as its share. The existing display area has been dedicated to former Museum Director George Hart, and contains a plaque identifying it as the "George M. Hart Motive Power & Rolling Stock Hall".....Ex-SEPTA, ex-Lehigh Valley RDC #40, now at the Strasburg museum, had a rebuilt diesel engine installed on September 1. The replacement engine (one of two on the car) was furnished by Philadelphia Chapter from the stock of spare RDC parts purchased from SEPTA last year. The car should soon be available for charter operations.

Chapter Members Jim Sparkman and Donald Wright received considerable newspaper and TV coverage when they again brought their Fallon Street Elevated Passenger Railway display to Greenberg's Train Show last month. ....Longtime Member George Arnoux has moved to Portland, OR.....Chapter Treasurer Doug Watts has joined CONRAIL's Transportation Department. He's also involved with private railroad car restoration and operation through Silver Carpet Lines, Inc.

(Continued on Page 9)

## Membership News

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

### NEW MEMBERS:

DATZ, Raymond B., Jr., 4022 S. Warner Rd., Lafayette Hill, PA 19444-1422	215-828-5099
DENLINGER, Brenda L., 122 McKinley Ave., Apt. #3, Lansdowne, PA 19050-2017	215-622-4765
DIQUINZIO, David M., 627 S. 26th St., Philadelphia, PA 19146-1010	215-732-8772
ENGELS, Elliot D., 91 Jones Ave., New Brunswick, NJ 08901-2848	201-246-2764
HARRIS, Dr. William H., 24 Elder Ave., Yeadon, PA 19050-2820	215-622-4488
HICKEY, Thomas R., 65004 Delaire Landing Rd., Philadelphia, PA 19114-4167	215-824-2841
KOALS, Michael A., 892 Sycamore Dr., Lansdale, PA 19446-3128	215-368-1211
LEVANDUSKY, Thomas M., 3239 E. Orvilla Rd., Hatfield, PA 19440-2051	215-822-3943
MCGRAW, Julia Elizabeth, P. O. Box 12469, Philadelphia, PA 19151-0469	215-472-8463
McNALLY, Jack, 2771 Pershing Ave., Roslyn, PA 19001-3607	215-885-2948
MILKE, Robert A., 3010 Rawle St., Philadelphia, PA 19149-2507	215-333-6164
MILLER, Silas A., 102 Hickory Court, Lansdale, PA 19446-	215-368-8447
OTTINGER, David W., 219 Sugartown Ave., Apt. S-104, Wayne, PA 19087-3002	215-964-9241
PLOTTS, Donald J., 121 Poplar Ave., Westville, NJ 08093-1140	609-456-2528
RIECK, Jonn Paul, 2332 Newcombtown Rd., Millville, NJ 08332-1834	
ROGAN, Michael A., 110 Wagner Ave., Downingtown, PA 19335-2706	215-269-7378
TEDESCHI, Douglas J., 9616 Hoff St., Philadelphia, PA 19115-3814	215-673-3385
TEMPLE, Dale, 1151 Jericho Road, Abington, PA 19001-3607	215-885-2948
YOUNG, James M., 2226 S. Norwood St., Philadelphia, PA 19145-3413	215-271-6927

### NEW CHAPTER-ONLY MEMBERS:

DEITER, Ronald H., P. O. Box 4431, Arlington, VA 22204-0431 (Washington Chapter)	
McFADDEN, Robert L., 105 Loller Rd., Hatboro, PA 19040-3925 (Associate Member)	215-672-0270
SAUER, Robert E., Jr., P. O. Box 335, Washington, DC 20044 (Lehigh Valley)	202-293-4724
WANNER, Robert E., 41 Scenic Dr., RD #3, Denver, PA 17517-9803	

### ADDRESS CHANGES:

ARNOUX, George V., 5833 N. Fessenden, Portland, OR 97203-2636	
GORDON, Robert R., 103 Montrose Ave., Rosemont, PA 19010-1508	215-527-1892
HENWOOD, James, 111 S. Kistler St., East Stroudsburg, PA 18301-2516	
MAYOVER, Edward, 6 W. Plumstead Ave., Lansdowne, PA 19050-1323	
NACEY, John, 1507 Woodland Ave., Rear, Folcroft, PA 19032-1120	215-586-2431
SIMPSON, Hugh R., 225 Glendale Rd., Upper Darby, PA 19082-4017	
SWEENEY, John P., 1435 Black Rock Rd., Swarthmore, PA 19081-2826	
WARFIELD, Wilbur B., c/o Margaret A. Nichols, 3 Lynfair Court, Baltimore, MD 21234-6637	

## PHILADELPHIA EXPRESS (Continued from Page 8)

The James E. Strates carnival train passed through Philadelphia September 4 via CONRAIL and CHESSIE, enroute from Syracuse, NY to the South.....In addition to using the traditional "circus" method for unloading trailers, CHESSIE has placed two sideloading machines in service at its South Philadelphia intermodal terminal, located at Delaware Avenue & Jackson Street.....CSX CORP. moved to consolidate the sales and marketing departments of its two subsidiaries, CHESSIE and SEABOARD. The combined department will be headed by James A. Hagen, who joined CSX from CONRAIL in March.

The UTU has rejected arbitration in its continuing contract dispute with the railroad industry, raising the possibility of a strike. The union has a separate contract with CONRAIL.....The September issue of Popular Mechanics Magazine has an article on modern-day steam locomotives, such as 611, 614 and the proposed ACE 3000 (P&R Chapter Colebrookdale Local).....MARYLAND MIDLAND has acquired three ex-NORFOLK & WESTERN GP9 diesels, #793, 794 and 812.....DELAWARE OTSEGO plans to buy four former CONRAIL Alco C636 units from Naporano Iron & Metal (Carl Perelman).....L&WV Chapter was forced to cancel its September 7-8 excursions out of Scranton because of an insurance problem with GUILFORD TRANSPORTATION.....BLUE MOUNTAIN & READING is advertising three steam-powered trips from Hamburg, PA to Philadelphia and return on November 29, December 14 and 21. Pacific #425 now being rebuilt is the proposed power.....The Reading Company has sold its brand new One Reading Center office building to a Chicago investment firm for \$107 million. The 32-story Art Deco-style building is located at 11th & Market Streets, Philadelphia.

LATE SEPTA NOTES: The Blueliners paid their first visit to International Airport on September 8, when a work train consisting of #9133, 9119, 9124, 9118, 9131, Wire Car 90871 and 9120 ran from Roberts yard. The 90871 (ex-9121) is painted orange and white and equipped with a roof-mounted TV camera....Because of the extremely hot weather in early September, SEPTA issued radio instructions to all trains not to exceed 50 mph in SEPTA territory. Downed wires at North Wales on the 6th and at Glenside on the 9th were attributed to the heat.

Chapter Member Gary Landrio has been named manager of the new ALLEGHENY RAILROAD, headquartered at Warren, PA, and owned by Hammermill Paper Company. The line was put together from segments of the Pennsy's former Philadelphia & Erie (Harrisburg Chapter Rail Review).....Rail Travel News reports that AMTRAK may not issue a fall national timetable this year because of its uncertain funding situation.



The sale of Amtrak locomotives noted in last month's Cinders leaves only three RS3u's on the roster, 104, 106 and 107 (all rebuilds with EMD power plants like the former Conrail 9900's). Nine SW1's also remain, including four around Philadelphia, three in Chicago and two at Rensselaer. A number of SDP40F's, plus E8 #496, remain in storage. No Washington Terminal locomotives have been placed up for sale yet, with RS1's 59 and 62 having been noted in service on the WT, but their days are probably limited, at best.

At Beech Grove, work continues on car repairs, but only 8558, a buffet-diner, and baggage car 1195 are "new" releases. Hi-level buffet-diners 39984-39985 were completed earlier and are now operating on the Desert Wind, protecting two of the three sides.

A plan has been reported to acquire 50 baggage cars to replace some sub-standard cars while increasing capacity to handle increasing mail and express traffic. Consideration is being given to either using trucks from existing cars and/or assembling the cars at Beech Grove.

North of the border, VIA Rail Canada has made it through the summer with excellent passenger loadings and I've been able to document many consists of trains for this landmark season, with the extra trains now operating. The assistance of a number of correspondents and VIA itself was most helpful in this cause.

I understand that the schedules of the Ocean and Atlantic, operating east of Montreal, will be changed to eliminate the apparent connection with the eastbound Canadian. The failure to maintain this connection, caused by extensive CP trackwork in western Ontario, has resulted in many instances of flying connecting passengers from Sudbury to Montreal or else putting passengers up in Montreal hotels. From October, the layover will be almost 24 hours and passengers will have to pay for and make their own arrangements.

The weekend of August 25 found me taking a third trip to Canada, this time a short four-day version. The Cavalier, running overnight from Montreal to Toronto, arrived Saturday morning with an impressive 18-car consist. Its regular consist was swelled by eight extra coaches on the rear, behind the sleepers, and most likely a tour party. This was the only exceptional train noted.

The winding down of Toronto's Spadina yard continues — on September 6, the RDC fleet was scheduled to transfer to the new facility at Mimico, leaving only the conventional cars and locomotives to move by the end of September. The new Mimico facility is impressive, but VIA's policy on security is likely to be less hospitable than was CN's.

The "high line" bypassing Toronto Union Station will be discontinued soon and the few freight movements which use this line will go around the east side of Union Station. Negotiations are under way to redevelop the site which will be vacated by the removal of Spadina yard.

I did note that GO Transit has leased bi-level coaches 2117-2123 to operate the tour train out of Quebec, along the north shore of the St. Lawrence, as last year. A CN power car, rebuilt from baggage car 8085, provides head-end power.

We went to Montreal on an LRC-equipped train, with no difficulty (two different trains had broken down Friday night north of Toronto with this equipment). In Montreal, we stayed at the Merlion hotel about two blocks north of Windsor Station. Reasonably-priced hotels are hard to find in downtown Montreal. The return to New York on Amtrak's Adirondack was uneventful, excepting the usual delays on the D&H account track work and a derailed Metro-North commuter train at the Tarrytown interlocking.

In commuter items, the unfortunate casualties, 18 in all, of the fire on storage tracks 118 and 119 deep under Grand Central Terminal on August 27 appear to be as follows: former Delaware & Hudson coaches 31-34 (ex-DL&W), coaches 204, 205, 206 (D&H ACF-built in the 1930's to "American Flyer" standards), and diner-lounges 41-42 (ex-D&RGW). The other nine cars were coaches 2160, 2162, club 2179, bar-lounge 4423, snack-coaches 3270, 3272, 3274 and coaches 3273 and 2468, from the best information available.

Metro-North has received at least five of its new Bombardier coaches and will place the first train into service to Poughkeepsie in September. Because C&S Transit in Chesapeake, VA has not released any rebuilt FL9's, this train will be pulled by two Connecticut units in New Haven colors. (The New Haven Line's new cars will be delivered after Metro-North's cars). Units 2005, 2015 and 2018 from Metro-North are being converted to

(Continued on Page 11)

## ON THE SCENE (Continued from Page 10)

HEP; they will be followed by four others. A contest among commuters has resulted in 19 names for new Metro-North Bombardier cars and another 20 names for the Connecticut cars. The Metro-North names include three individuals, with the balance being locations. Connecticut's suggestions are more varied, including three governors, seven towns, four historical figures and six names of well-known Connecticut figures like The Nutmegger.

Locally, I note that SEPTA has lost three Silverliners from its roster so far — 210, 9020 and 249.

The new Caltrans commuter coaches have replaced all off-peak service, with the SP gallery coaches helping out during rush hours until the remainder of the 63-car order has been received. For the record, 42 coaches are numbered 3800-3841 and 21 cab-coaches are 4000-4020. Eighteen new F40PH diesel units, numbered 900-917, arrived in March and April as replacements for the SP units formerly used.

On a different note, the August steam excursions operated out of Buffalo with N&W 4-8-4 #611 had 25-car consists, plus an auxiliary tender.

Buffalo's new light rail line is open; we rode on it recently. The line starts downtown at Auditorium station, near the river. The former Lackawanna station is nearby and the train shed area has been rebuilt to store the cars (repairs are made downstairs in the structure). The next five stops are in a fare-free zone, in a mall still under construction along Main Street running northeast. At Tupper Street (700 Main), the line enters a tunnel and continues in subway all the way to the present terminal at Amherst Street.

Three stations, Delavan-College, Humboldt-Hospital and Amherst Street have island platforms; others have side platforms. All appear to have an off-street entrance structure and escalators or elevators to the mezzanine level. Construction is moving along on an extension to LaSalle and South Campus stations.

Fares are on the European mode, with ticket-issuing machines. Tickets are good for an hour, and only for travel away from the station. Roving inspectors check fares and issue summonses to fare evaders. Transfers and bus cards are good for travel.

I noted seven two-car trainsets in service, and the roster consists of Tokyu Car-built equipment numbered between 101 and 127. The service does not run weekends but limited service is offered until after midnight. We stayed at a Travelodge near the Allen-Hospital station. The station nearest Amtrak's Exchange Street station is the second stop, Seneca, a block north, crossing the railroad, which is covered over at that point.

In Toronto, TTC no longer runs extra streetcars for ball games at Exhibition Stadium, but they do provide extra route service during the Canadian National Exhibition, which is Canada's national fair and it runs about three weeks starting in mid-August. Route 521 runs from downtown to the west gate (passing the "grand union" streetcar junction at King and Bathurst Streets). Route 522 runs from the west gate at Dufferin Street to Dundas West subway station via the King Street line.

A total of 83 PCC cars have been completed in SEPTA's General Overhaul (GOH) program. Production seems to have slowed down markedly since the move to Elmwood.

Some notes from recent research projects: Budd Company's prewar production came from their Nicetown plant. The Red Lion plant was built to construct aircraft — specifically the "RB" Conestoga, a twin-engined transport for the Navy. Not surprisingly, it would have a stainless-steel structure. Two-hundred of these planes were ordered, but only 17 completed as serial numbers BU 39392-39408. Some of the cancelled aircraft (I think it was around nine) were completed as civil aircraft because they wound up on Flying Tiger Line. Another 600 planes were ordered for the Army as C-93's but all were cancelled.

The July 7, 1945 issue of Railway Age carried the announcement that Budd had leased, for five years, the Red Lion Plant from the Reconstruction Finance Corporation (the plant was later sold). Ironically, the photos included a Reading Camelback switching the plant! I don't know if the few 1945 cars Budd built came from Red Lion or Nicetown, but Budd did build a few Santa Fe cars which had been under way when construction was suspended in 1942.

Older members may remember Reading coaches lettered "Reclining Chair Car" under the windows. The first three cars were rebuilt in 1935 (1532, 1540, 1543) with 59 seats. They replaced parlor-buffets on main-line trains. In 1937, three more cars (1546, 1548, 1549) were rebuilt with 54 seats, but car 1548 was a postwar rebuild — it looked like the cars on the Philadelphia Express heading, with wide windows but not new trucks.

It has now been almost 20 years since the end of locomotive-hauled passenger service on PRSL's route to Ocean City, Wildwood and Cape May. The 1966 summer season was one of transition, since it was the last to use locomotives on some trains but the first to see all trains running to or from Philadelphia. Construction of the new PATCO right-of-way had severed the connection from West Haddonfield to Camden. The commuter trains continued to operate that year with RDC's but one weekday train used Baldwin road-switchers (with 1200-hp switchers on the Cape May and Ocean City branches). Additional diesel services ran on Fridays, Saturdays and Sundays.

In 1967, with the impact of the Atlantic City Expressway resulting in the reduction of two Friday evening trains, a Saturday morning and afternoon run and a Sunday morning train out of Philadelphia, corresponding reductions were made from the shore as well, and PRSL was able to protect all remaining service with its Budd RDC's. Locomotive-hauled trains out of Ocean City and Millville continued until 1969, as I recall.

## COLOR PRINTS NOW AVAILABLE OF TED XARAS' "J TOWER AND FRIENDS"

Lancaster Chapter NRHS announces that a specially commissioned painting of the Pennsylvania Railroad's "J" tower has been reproduced and is now available for sale.

The famed wooden tower, the last survivor of its type, was recently moved from its original site at Lemoyne, PA near Harrisburg, and reassembled beside the Strasburg Rail Road at Strasburg, PA. The entire project to date has cost over \$60,000 for moving and restoration, most of which was loaned by the Lancaster Chapter. Philadelphia Chapter also loaned \$5,000 and there have been numerous individual contributions.

Built about 1885 as "J" tower, at a crossing of the Cumberland Valley and Northern Central Railroads in Lemoyne, the structure was designed to the standard specifications of parent Pennsy--including the unmistakable cupola on the roof. Later renamed "Lemo," the tower continued in service under Penn Central and Conrail management until retired in 1983 after most of the tracks around it were abandoned. "Lemo" was sold by Conrail to Lancaster Chapter for \$1, on the condition that it be removed and preserved elsewhere.

Well-known Philadelphia Rail Artist Ted Xaras, who spearheaded the drive to save the tower, volunteered to create an original painting which could be sold to raise funds for the project. The result is "J Tower and Friends," depicting steam locomotives 7002 and 1223 with a passenger train passing the tower many years ago.

This beautiful full-color painting has been lithographed in 16" x 22" size on 18" x 24" 80-pound matte stock. Copies may be purchased for \$14.95 each in an unsigned edition, and for \$24.95 each in the limited signed edition (only 950 copies of the latter were produced). All prints are mailed in a sturdy tube. Orders should be addressed to:

"J Tower and Friends"  
Lancaster Chapter NRHS  
342 West Fritz Avenue  
Quarryville, PA 17566

Include \$1.50 each for postage and handling (Pennsylvania residents add 6 percent tax), making checks payable to "J Tower and Friends."

## DVARP IS LOCAL VOICE FOR RAILROAD PASSENGER SERVICE

Anyone walking through 30th Street Station's main waiting room will probably notice the information kiosk standing near Gate 9. On it are posted notices of the latest news in the fight to preserve Amtrak, as well as colorful brochures on interesting passenger trips across the U.S. and other timely bulletins.

This kiosk is one service of the Delaware Valley Association of Railroad Passengers (DVARP), the local affiliate of the respected National Association of Railroad Passengers. DVARP is also active in voicing the interests of the riding public, whether these involve preservation of Amtrak, defending SEPTA from threatened cutbacks or challenging transportation agencies to improve and expand their services.

Membership is open to anyone with an interest in rail passenger transportation, and indeed a number of NRHS members also belong to DVARP. Regular annual dues are \$10 per person, with introductory memberships available for \$5, family for \$15 and sustaining for \$25 or more. For further information and membership applications, stop by the 30th Street kiosk or write: DVARP, P. O. Box 7505, Philadelphia, PA 19101-7505. Dues include a monthly newsletter on local rail activities.

The current president of DVARP is John Pawson, who is also a member of Philadelphia Chapter NRHS.

## RADIO SCANNER BILL APPEARS DEAD IN STATE LEGISLATURE

Senate Bill 637, which seemingly would have outlawed the use of radio scanners in Pennsylvania (see Cinders Summer issue), appears to have died in the State Legislature.

Responding to a letter from Editor Larry Eastwood, the bill's sponsor, Senator Roger Madigan of Crawford County, said that he did not intend to call up the legislation for consideration because "my purpose for introduction has (been satisfied)." He explained that the real purpose of the bill was to draw the public's attention to certain improper uses of scanners, including their use by criminals to keep tabs on police. There is the possibility of alternative legislation, however, "such as possibly making it a violation of the criminal code to use a scanner in the planning and/or perpetration of a crime," Senator Madigan said.

NRHS and other groups interested in the lawful use of scanner radios will continue to monitor the situation in Harrisburg.

## FURTHER REVISIONS TO CONRAIL EASTERN REGION FREIGHT SCHEDULES

The following additional changes have been made to the schedules of through freight trains operating in Conrail's Eastern Region, as shown in the May, June and Summer issues of Cinders:

ENAL (Daily) - Established - Leave Enola 1300, Leave Reading 1700, Arrive Allentown 1945.

ENOI - Withdrawn

LMPI - Withdrawn

MOEN (Daily) - Established - Leave Morrisville 1600, Leave Earnest 1930, Leave Thorndale 2230, Pass Columbia 0015, Arrive Enola 0200.

MOPI - Withdrawn

MTPI (Except Sunday) - Established - Leave Metuchen 0400, Leave Morrisville 1400\*, Leave Thorndale 1830, Pass Columbia 2015, Arrive Enola 2300\*, Leave Enola 2345.

OIEN - Withdrawn

PIML - Withdrawn

PIMT (Daily) - Established - Arrive Harrisburg 1230\*, Leave Harrisburg 1345, Pass Columbia 1445, Pass Thorndale 1650, Leave Earnest 1830, Leave Morrisville 2200\*, Arrive Metuchen 2345.

### KEY TO ORIGIN AND DESTINATION SYMBOLS

AL - Allentown, PA

EN - Enola, PA

LM - Linden/Metuchen, NJ

ML - Metuchen/Linden, NJ

MO - Morrisville, PA

MT - Metuchen, NJ

OI - Oak Island (Newark), NJ

PI - Pittsburgh (Conway), PA

\* - Crew change

## CHAPTER MUSTERS LARGE TURNOUT FOR LANCASTER CONVENTION

"Dutch Country Rails '85," the 50th anniversary convention of NRHS, drew a large turnout of Philadelphia Chapter members during its August 22-25 run in Lancaster.

Members spotted at one or more functions were:

Dick and Judy Avy

Dick Barben

Howard Bender

John Burke

Mike and Lynn Burshtin

Charlie Bustard

Les Dean

Larry and Marie Eastwood

Ev Edwards

John Francis

Hugh Gibb

Harvey and Helen Glickenstein

Lew Hoy

Hugh Jenkins

Joe Mannix

Lisa Mauss

Ara Mesrobian

George Metz

Ray Muller

Harry Myers

Jim Myers

Marie Prewett

Phil Ritter

Phil Sammis

Pete Senin

Frank Tatnall

Dale Temple

Bill and Pat Wagner

Gerry Wilson

Walt Zackon

## CHAPTER BOOKSTORE WELL STOCKED FOR FALL SEASON

The Chapter's sales table has been restocked for the fall season, and included are a number of new items, most of which will be available at the September 20 meeting. Dave Kopena has joined Larry Eastwood in handling sales at our meetings. Additionally, Mr. and Mrs. Harvey Seligsohn, who so ably handled sales on the Harpers Ferry Special last September, will again be performing these duties on the West Point Special.

There are a number of different calendars available for 1986. The famous Potomac Chapter calendar, in full color as always, is available for \$5.00 each. Additionally, the Friends of the Railroad Museum has issued a 1986 black-and-white calendar on steam power in the Commonwealth, available for \$3.50 per copy, with all proceeds going to the Friends to assist in their many projects at Strasburg. Several of the Audio-Visual 1986 calendars will also be stocked this year.

Copies of RED ARROW: THE FIRST HUNDRED YEARS are still available at \$27.00 each to Chapter members, for those who did not secure copies prior to the summer. Also available is an outstanding, full-color book issued by Potomac Chapter, entitled THE WESTERN MARYLAND STEAM ALBUM, available to members at the special price of \$23.00 per copy. This hard-bound book, by William P. Price, contains 135 beautiful, full-color reproductions on the final chapter of steam on the Western Maryland.

Added to this will be a full selection of soft-bound books. It's a good time to purchase stocking stuffers for Christmas, as well as some reading material for the long winter nights ahead. At the same time, your Chapter benefits from these sales.

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

**CHAPTER OFFICERS:**

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

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

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

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

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

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

# OUR MEETING:

FRIDAY, SEPTEMBER 20, 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)



Our September 20, 1985 program will feature a color slide presentation on "German Rails '85", the 150th anniversary of the German rail system, presented by Eastern Region Vice President Larry Eastwood. Included in the program will be coverage of a weekend of Deutsche Bundesbahn steam excursions in July, as well as a look at other contemporary German rail action.

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, SEPTEMBER 18, 1985 to President Tatnall at 215-828-0706.

Start off the new meeting year with a friend as we view European rail action on Friday, September 20.

## Ride the WEST POINT SPECIAL! Sunday, September 29, 1985

PHILADELPHIA CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
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