

50th Anniversary = 1936-1986



CINDERS

APRIL 1986



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Volume 47 Newsletter of the Number 4

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Banquet Marks Chapter's 50th Anniversary



National President Nelson W. Bowers (left) prepares to award 50-year NRHS pins to Richard S. Clover, Robert G. Lewis and Hugh R. Gibb (left to right, standing) at Philadelphia Chapter's 50th Anniversary dinner, March 14, 1986. Also pictured: Vice President, Eastern Region R. L. Eastwood, Jr. (next to Mr. Gibb), Chapter President Frank Tatnall (standing, right), Brother Hilary Basel (seated left) and Chapter Secretary Marie Eastwood. — Photo by MICHAEL L. BURSHTIN

Philadelphia Chapter officially entered its second half-century on Friday evening, March 14, as 120 members and friends attended the Chapter's 50th anniversary banquet at Williamson's Restaurant in Bala-Cynwyd.

Highlights of the evening included the awarding of 50-year service pins to Chapter Members Richard S. Clover and Hugh R. Gibb, as well as to Founding Member Robert G. Lewis, and a fascinating slide program on the historic Camden & Amboy locomotive *John Bull* presented by John H. White, Jr. of the Smithsonian Institution. Member Earle P. Finkbinder was unable to attend the dinner and will be awarded his 50-year pin at a later date.

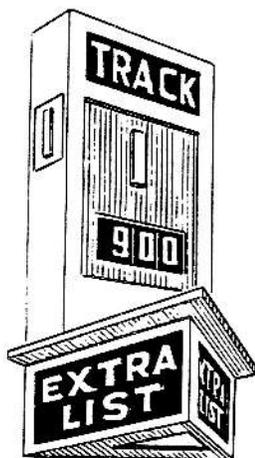
Special guests at the banquet included: Brother Hilary Basel, St. Peter's Church, Philadelphia; Nelson W. Bowers, NRHS National President, and his wife Patti; Richard S. Clover, Founding Member of Philadelphia Chapter; David H. Cope, Founding Member of Philadelphia Chapter; Robert L. Emerson, Director, Railroad Museum of Pennsylvania; Bruce Heard, Senior Director-Special Events, Amtrak; J. Hansell Lewis, Founding Member of Philadelphia Chapter; Robert G. Lewis, Publisher, *Railway Age*, and Founding Member of Philadelphia Chapter; Charles N. Marshall, Senior Vice President-Marketing & Sales, Conrail; E. Lewis Pardee, Chairman Emeritus, NRHS; V. Allan Vaughn, National Chairman, NRHS; J. William Vigrass, Assistant General Manager, Port Authority Transit Corp.; and John H. White, Jr., Curator, Division of Transportation, Smithsonian Institution.

Two other invited guests were unable to attend because of last-minute emergencies. They were John F. Tucker, chief officer of SEPTA's Regional Rail Division; and Albert J. Derr, president of the Anthracite Railway. Basel, Clover, Derr and Vigrass are members of Philadelphia Chapter.

President Bowers presented the 50-year pins, Chairman Vaughn gave a brief talk on the significance of NRHS in the 50 years since its founding in 1935, and Chairman Emeritus Pardee introduced the guest speaker.

Chapter President Frank Tatnall acted as master of ceremonies and introduced the guests. Larry Eastwood, Vice President, Eastern Region of NRHS, served as banquet chairman and performed the additional duty of awarding the many door prizes. His wife Marie, the Chapter's secretary, assisted in securing the door prizes from a number of railroads. Winners were determined by a drawing of ticket stubs following the dinner.

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APRIL 26, 1986: Diesel-powered excursion from Ringoes, NJ to Easton, PA and return, via Black River & Western and Conrail's ex-Lehigh Valley mainline, sponsored by Jersey Central Chapter NRHS and Union Township (NJ) Historical Society. Train leaves BR&W Ringoes station at 10 AM, returns about 3 PM, and will use BR&W open-window coaches pulled by Alco RS1 (if available). Fare: \$25 per person (children under 5 free). Order tickets from: Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope.

MAY 2-4: Spring Railfans Weekend at Steamtown U.S.A., Scranton, PA, including steam and diesel-powered excursions with photo runbys, night photo session conducted by Railfan & Railroad Editor Jim Boyd, and tour of Steamtown's ex-Lackawanna Railroad shops. Registration will be limited to 400 persons. Price for entire weekend package, including welcoming buffet and program Friday evening, is \$54.95; without the Friday events \$45. To order tickets, write: Steamtown Foundation, Railfans Weekend, P. O. Box 5250, Scranton, PA 18505-5250, making checks payable to "Steamtown Foundation."

MAY 10-11: Steam excursions from Pittsburgh to Altoona, PA and return via Horse Shoe Curve and Conrail's mainline, featuring Lima-built 2-8-4 #765, sponsored by Pittsburgh Transportation Museum Society. Open-window and air-conditioned coaches will be available, as well as first-class accommodations. Train leaves Pittsburgh (Amtrak station) at 8:30 AM both days, arrives Altoona about 12:25 PM. Returning, leaves Altoona 4:30 PM, arrives Pittsburgh 8:25 PM. Fares: \$49 per person in coach, \$75 first class. To order tickets, write: PTMS, P. O. Box 2383, Pittsburgh, PA 15230-2383, making checks payable to "PTMS" and enclosing large stamped, self-addressed envelope. Specify whether open-window or air conditioned coach is desired. Deadline for ticket orders is April 25.

MAY 18: Liberty Bell Limited doubleheaded steam excursion from Strasburg to Philadelphia (30th Street Station) and return, sponsored by Lancaster Chapter NRHS. Train will feature open-window ex-Lackawanna, Pennsylvania and Western Maryland coaches pulled by former PRR 4-4-0 #1223 and 4-4-2 #7002, and will operate via Strasburg Rail Road, Amtrak and SEPTA mainlines. Leaves Strasburg 7:45 AM, arrives 30th Street Station (Upper Level) 11 AM. Returning, leaves 30th Street (Lower Level) 3:30 PM, arrives Strasburg 6:30 PM. Photo runby will be made enroute. Fares: \$39 per person in regular coach, \$44 in PRR and WM coaches. To order tickets, write: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566-1312, making checks payable to "Lancaster Chapter NRHS" and enclosing large stamped, self-addressed envelope.

MAY 24: Diesel-powered special via Southern Railway from Alexandria to Harrisonburg, VA and return using Southern's Heritage FP7's, sponsored by Washington, DC and Potomac Chapters NRHS and Chesapeake Division RRE. Schedule, fares and ticket information to be announced.

MAY 25: FP7-powered special from Alexandria to Charlottesville, VA via RF&P to Doswell, VA and Chessie to Charlottesville, returning via Southern behind Norfolk & Western J-class 4-8-4 #611. Same sponsors as May 24 trip.

MAY 25: Steam excursion from Hamburg to Valley Forge, PA and return via Blue Mountain & Reading Railroad and Conrail, using BM&R's 4-6-2 #425 and ex-Lackawanna open-window coaches. Train leaves Hamburg 8:10 AM, Temple 9 AM, arrives Valley Forge station 11:15 AM for visit to Valley Forge National Park. After wyeing on SEPTA line at Norristown, train leaves Valley Forge at 4 PM, arriving Temple 5:30 PM and Hamburg 6:10 PM. Fares: \$22 adults, \$11 children (3-12). Order tickets from: Blue Mountain & Reading Railroad, Therman Madiera, Passenger Agent, P. O. Box 307, Shoemakersville, PA 19555-0307. For additional information, telephone 215-921-1442.

MAY 31-JUNE 1: Steam excursions from Alexandria to Charlottesville, VA and return via Southern Railway, using N&W 4-8-4 #611. Same sponsors as May 24 trip.

JUNE 7: Diesel-powered special on Long Island Rail Road from Jamaica to Oyster Bay, Greenport and return, sponsored by Steam Locomotive 39 Fund Committee. For information, write: Steam Loco 39 Fund, P. O. Box 1013, Riverhead, NY 11901, enclosing stamped, self-addressed envelope.

JUNE 7-8: "Grand Circle Trip" from Alexandria to Roanoke, VA and return, using FP7's on going portion and 611 on return. On Saturday, train operates via RF&P to Richmond, CSX to Petersburg and N&W to Roanoke (including former Virginian line through Altavista). On Sunday, train returns from Roanoke to Alexandria via N&W-Lynchburg-SOU. Same sponsors as May 24 trip.

JUNE 8: SEPTA Blueliner electric excursion from Philadelphia to Norristown, International Airport, Parkersburg and return, sponsored by Philadelphia Chapter NRHS. Special train leaves 30th Street Station (Upper Level) 10:05 AM, returns about 5 PM. Fare: \$18 per person. 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.

JUNE 8: Special train from Harrisburg and Lancaster, PA to Baltimore, MD and return via Amtrak and Conrail, sponsored by Lancaster Chapter NRHS. Includes boat tour between Baltimore and Annapolis, MD. Diesel-powered train with Heritage coaches leaves Harrisburg 6 AM, Lancaster 7:20 AM, operating via Philadelphia and Northeast Corridor to Baltimore. Returning, leave Baltimore 6:30 PM via Perryville, MD and Conrail's Port Road branch, arriving Harrisburg 10:10 PM, Lancaster 10:55 PM. Fare: \$55 per person, including train, boat and bus

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EXTRA LIST (Continued from Page 2)

transportation. Order tickets from: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566-1312, making checks payable to "Lancaster Chapter NRHS" and enclosing stamped, self-addressed envelope.

JUNE 15: Steam excursion from Hamburg, PA to Philadelphia and return, including visit to Philadelphia Zoo, via Blue Mountain & Reading and Conrail, using BM&R's 4-6-2 #425 and open-window coaches. Train leaves Hamburg 8:10 AM, Temple 9 AM with connecting buses to the Zoo. Returning, train arrives Temple 8:15 PM, Hamburg 9 PM. Fares: \$24 adults, \$12 children (3-12). Order tickets same as May 25 trip.

JUNE 19-22: "Altoona and the American Railroad," conference sponsored by Pennsylvania State University College of Liberal Arts, at Penn State Altoona Campus, Altoona, PA. Three-day event includes presentations by noted rail historians, meals and tours. Speakers include Theodore A. Xaras, Philadelphia artist; William L. Withuhn, chief of Division of Transportation, Smithsonian Institution; and Robert L. Emerson, director, Railroad Museum of Pennsylvania. On-site visits include Conrail's Juniata locomotive shops, East Broad Top Railroad, Railroaders Memorial Museum and Allegheny Portage Railroad. Cost: \$300 per person, including conference materials, meals and dormitory room; \$260 without lodging. To register or obtain further information, write: Pennsylvania State University, Altoona Campus, 135 Smith Building, Altoona, PA 16601-3760 (telephone 814-946-4321, extension 59). Registration forms will be available at Philadelphia Chapter April meeting.

JUNE 27-29: First annual Railfan Weekend on Blue Mountain & Reading Railroad, Temple, PA. Includes special freight and passenger runs on BM&R, night photo session and steam trip to Pottsville, PA (see below). For further information, write: Blue Mountain & Reading Railroad, Railfan Weekend, P. O. Box 307, Shoemakersville, PA 19555-0307 (telephone 215-562-4083).

JUNE 29: Steam special via Conrail's ex-Reading Pottsville branch using 4-6-2 #425 and open-window coaches. Train leaves Temple, PA (Blue Mountain & Reading station) for Pottsville and return. Schedule to be announced. Fare: \$20 adults, \$10 children (3-12). Order tickets same as May 25 trip.

JULY 4: Special diesel-powered train sponsored by Blue Mountain & Reading Railroad from Temple, PA to Jersey City, NJ and return for rededication ceremony of Statue of Liberty. Morning departure and late evening return, with schedule and fares to be announced. Route will be via Conrail's Reading and Lehigh Lines and National Docks branch to site of Liberty State Park. Ex-Amtrak, ex-PRR E8's will be used. For information, write or call as shown under May 25 trip.

JULY 21-27: "Minuteman '86," national convention of NRHS, RRE and NMRA in Boston, MA. Numerous steam, diesel and trolley trips and a host of other events are scheduled. Full convention brochure and order form will be mailed soon to all members.

"ALTOONA AND THE AMERICAN RAILROAD" CONFERENCE SET BY PENN STATE

A four-day conference on railroading, set in the railroad city of Altoona, PA, has been scheduled for June 19-22 by the Pennsylvania State University College of Liberal Arts. The conference is entitled "Altoona and the American Railroad."

A number of well-known rail historians will host seminars and four on-site tours of nearby facilities are included in the program. Among those speaking will be William L. Withuhn, chief of the Division of Transportation, Smithsonian Institution; Robert L. Emerson, director of the Railroad Museum of Pennsylvania; Theodore A. Xaras, noted railroad illustrator and chairman of the Fine Arts Department, Ursinus College; Paul B. Cole, chief of interpretation and resource management, Allegheny Portage Railroad, National Park Service; and Theodore J. Holland, Jr., executive director, Railroaders Memorial Museum.

Tours will include Conrail's Juniata locomotive shops in Altoona, the East Broad Top narrow-gauge railroad, the Railroaders Museum and the historic inclines of the Allegheny Portage Railroad.

The conference will take place at the Altoona campus of Penn State University, accessible by Amtrak, bus or automobile. The cost is \$300 per person, which includes all conference materials, meals and dormitory rooms on the campus. For those who wish to secure their own lodging, the cost of the conference is \$260.

Registration and further information may be obtained by writing:

Pennsylvania State University
Altoona Campus - Continuing Education
135 Smith Building
Altoona, PA 16601-3760

Telephone 814-946-4321 (extension 59)

Copies of the registration form will be available at the April 18 meeting of Philadelphia Chapter.



Amtrak and NJ Transit have signed an agreement to restore service to Atlantic City via the former PRSL route. A total of \$86 million will be spent, including \$30 million from Federal and \$56 from State sources. Atlantic County will spend \$15 million to incorporate a Shore terminal in a proposed convention center. Amtrak is committed to operating five round trips between Philadelphia and Atlantic City (plus two additional weekend trips) and a New York round trip.

Commuter service on the route, to be operated by NJ Transit, will originate at Woodcrest rather than Lindenwold because this newest PATCO station has better highway connections and parking space. Eleven round trips will be scheduled, requiring two sets of equipment plus a spare consist. Station stops are expected to be made at Absecon, Egg Harbor, Hammonton and a new station at Atco. The line will be single-tracked with CTC-equipped sidings.

In preparation for implementation of Amtrak's new corridor control system, a number of interlockings have been renamed since the system is apparently limited to names of no more than six letters. Recent changes I've noted are "Iron" (ex-Iron Hill), "Prince" (ex-Principio), "Perry" (Perryville), "Grace" (Havre de Grace), "Poplar" (Short Lane) and "Yard" (West Yard). Obviously, "Baldwin", "Arsenal", "Edgewood", "North Point", the two Baltimore towers and "Landover" will have to be renamed in the near future.

Four Metroliner Service coaches assigned to Los Angeles-San Diego service are to be returned to the Northeast, replaced by "normal" 60-seat Amcoaches. Out West, the four cars were re-stencilled "Custom Coach" and car 21901 was seen as such back in the Corridor in March.

I made a recent trip to Atlanta, riding the Crescent both ways in Slumbercoach. While I'm admittedly not the optimal size for such economy sleeper accommodations, I find I can sleep well enough to easily justify the surcharge. Try to avoid rooms 13-16 on a 2050-series car (ex-New York Central), since you're over the trucks and these cars don't have the outside swing-hanger version, which means a rougher ride.

Preliminary changes for April 27 show few changes in our area, but those I have noted are: the Silver Star will operate 80 minutes later southbound and 50 minutes later northbound; the Broadway Limited will run 40 minutes later westbound and 55 minutes later eastbound; Trains 42 and 202 will exchange times, making the Valley Forge an earlier train out of Harrisburg; the eastbound Cardinal will leave Washington 10 minutes later, and Train 177 will operate 45 minutes later.

In Canada, the Transport Minister has proposed legislation to split VIA's service into four categories: corridor, regional, remote and transcontinental. Each type of service will have to meet specific targets or face discontinuance. Provinces will be able to subsidize money-losing services, similar to Amtrak's 403b program.

In commuter rail items, Metro-North's first Danbury train was converted to the new Bombardier cars on March 28. Trains 1833-1846 initially converted with FL9's 2019, 2023 and coaches 6250, 6251, 6252, 6254, 6256, 6201 and 6205.

In NJ Transit items, the nine ex-Kansas City Southern coaches (last new conventional cars built -- Pullman-Standard 1965) have been transferred to the Chicago & North Western and will be converted to an office car, four staff sleepers and four coaches will remain, presumably to run behind steam locomotive 1385.

From Mike Burshtin and my own sources, we've learned that NJT has ordered 20 new Comet II trailer coaches from Bombardier, with restrooms, at \$816,000 each. These cars will have the minor improvements which have been incorporated into the Metro-North "Shoreliners". In addition, Bombardier will overhaul the 147 Comet I cars built in 1971-73 by Pullman Standard. The overhaul will include conversion of the low-level doors and stepwells to high-level doors and traps, similar to the Comet II's. New fixed 3-2 seating similar to the M-3 cars will also be installed. The price is a staggering \$350,000 per car, more than the cost to overhaul the Arrow II cars. The work will take place in the recently-closed MLW locomotive factory in Montreal. Since NJT wants all work to be completed by December 1987, Bombardier will truck the Comet I's to Montreal in two days time versus 9-14 days by rail.

In addition, 25 5400-series coaches have been moved to Elizabethport for conversion to HEP. They'll be needed to release Comet I coaches for the refurbishing program. Car 5431 was the first into the shop. Also, the second GP40P converted to HEP is 4102, with 4100 being converted now.

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ON THE SCENE (Continued from Page 4)

In Pittsburgh, PAT's Mon Valley rail service still schedules seven round trips between Versailles and Pittsburgh. One trainset is required, using ex-C&O coaches and an F unit rebuilt for head-end power. Visitors to the Steel City can make a round trip weekdays in about 90 minutes, with a short turnaround at the outer end.

MARC has assigned its new Sumitomo coaches to the Baltimore-Washington service via the Amtrak route. Three trainsets of four cars each are required, with a cab car and three coaches each.

Caltrans operated a special train in January as the final run with ex-Southern Pacific gallery cars. Oddly enough, it was not a railfan trip. From December 30, all schedules have been held down by the new Sumitomo gallery cars.

The second former SEPTA Budd RDC has been shipped to the Alaska Railroad following a rebuilding by Morrison-Knudsen at Boise. Car 702 was rebuilt to British Columbia Railway standards (as was 701). Effective January 18, the 701 makes a round trip once every two weeks(!) between Fairbanks and Anchorage. In addition, Saturdays and Sundays find the cars running a round trip between Anchorage and Hurricane.

A recent look at SEPTA's morning rush hour (on the day of our banquet) found four sets of Blueliners running on two West Trenton, a Media and a Chestnut Hill East set. A total of 18 cars was noted, with the other 10 in varied status. The only mis-matched pair of Silverliner IV's noted was 147-166, whose normal partners have been out of service for some time. By the way, did you ever notice that former Penn Central married pairs (series 304-399) have the even number first (304-305), because PC started number series that way. Reading, on the other hand, had changed to the practice of beginning a number series at "01". So, on the Reading, the pairs ran from 101-188. The Long Island is the only other property in our area to use the Reading style.

I visited Atlanta in March and made a few notes. Norfolk Southern's office car track in Atlanta held office cars 6, 8, 13 and 21, in gleaming tuscan red with gold striping, coaches 842-845 and sleepers 2019 and 2302 (all still in SR scheme). Years ago, when I regularly visited Atlanta, Southern's cars were olive green and Pennsy's were red. Now, Atlanta sees red cars and Philadelphia sees Conrail's dark green. Interesting.

I was impressed with Atlanta's heavy rail transit system (the first segment of the system now goes back more than six years). Two lines are operated, the North-South (orange) and East-West (blue). They cross downtown under a square-block plaza. The downtown portion of the Orange line and parts of the west end of the Blue line are in subways; otherwise, the line runs along railroad rights-of-way on surface or aerial structures.

The equipment reminds one of Washington's cars and features automatic operation with an attendant overseer. Stations often incorporate major bus loading areas and outer locations include large parking lots. Franco-Belge built paired cars 101-200 and single units 501-520. Hitachi did paired cars 201-250 and has an additional 70 cars on order. The fare, by the way, is 60 cents with free transfers to and from buses.

One can reach Amtrak's station in Atlanta (former Southern Railway Peachtree station) by transferring to bus route 23 at the Arts Center station, fifth one north of the downtown crossing on the Orange line.

In Boston, meanwhile, the only active PCC's are 13 cars on the Ashmont-Mattapan line. An additional 47 cars were active until the temporary conversion on December 28 of the Arborway line. There are 24 Boeing LRV's in storage with various ailments. In March 1986, MBTA increased its order for new LRV's from 50 to 100, but it's not clear if these are to replace existing Boeing LRV's or to increase capacity. The first 50 cars are to replace PCC's on the Arborway line.

The first four PATH cars to be rebuilt by New York Rail Car Corp. (103, 131, 610, 696) have still not been returned to service and are still being debugged.

NJ Transit has acquired the over 800 Grumman Model 870 buses stored by NYCTA President David L. Gunn shortly after his arrival in New York. Thirteen V-8-powered coaches went to Pioneer Valley Transit Authority at Springfield, MA. NJT will have 120 of the buses completely rebuilt by Flixible immediately, and the remainder over the next several years. Reportedly, NJT paid only \$4.5 million in the deal, about 4% of the original price!

NEW RAIL MAGAZINE MAKES ITS APPEARANCE

Locomotive & Railway Preservation, a new bimonthly, slick-paper magazine, has recently appeared in Vol. 1, No. 1 for March-April 1986.

In its first issue, the professionally-edited publication boasts color photos and such big-name authors as Philip R. Hastings, Jim Shaughnessy and Bert Pennypacker. "The Yorker," an article about the Reading Company's New York express trains, is Pennypacker's contribution to the issue.

Individual copies of L&RP are \$3 and a one-year subscription costs \$16 (two years for \$31). The address is P. O. Box 5, Huntington, VT 05462-0005.

NOTICE: Amtrak has scheduled no special events for its 15th Anniversary on May 1.

CSX Restructures Its Railroad Operations

CSX Corp., the Richmond (VA)-based holding company which controls Chessie System and Seaboard System Railroads, has formed a new subsidiary known as CSX Transportation to bring together all of its transport activities. In changes announced last month, the separate identities of Chessie and Seaboard will disappear, though CSX's barge subsidiary, American Commercial Lines, will retain its individual status.



The two railroads are being split into three business groups, to be known as CSX Rail Transport, CSX Equipment and CSX Distribution Services. The first group, headed by former Chessie President John W. Snow, has been divided into three regions, Eastern, Central and Western, which cut across the territories of both Chessie and Seaboard.

The Eastern Region, headquartered in Baltimore, will control operations between Chicago, Detroit, Pittsburgh, Philadelphia, Baltimore, Richmond, Savannah and Jacksonville. The Central Region, based in Louisville, will operate between Toledo, Columbus, Cincinnati, Louisville, Huntington, Newport News, Corbin, KY, Atlanta and Waycross, GA. The Western Region, with headquarters in Nashville, will cover the lines between Chicago, Evansville, Cincinnati, Nashville, Memphis, Birmingham, New Orleans, Jacksonville and Miami. The Eastern Region will operate 10,335 route miles, the Central 5,796 route miles and the Western 8,690 route miles.

Rail marketing and sales activities will be concentrated in the Distribution Services group, whose chief executive will be former Seaboard President Richard D. Sanborn. Car management will be the responsibility of the Equipment group headed by Richard D. Leatherwood, who came from Texas Gas Resources Corp. when CSX acquired that company in 1983. CSX will continue to use the slogans "Single-System Service" and "One-Stop Shipping" in its marketing programs, but the familiar Chessie Cat logo will no longer be used as a transportation trademark. It will continue to be seen, however, on certain items such as the famed Chessie calendar.

No announcement has been made regarding a new paint scheme for the Chessie and Seaboard locomotive fleets, but it is safe to assume that no more units will be painted in Chessie yellow and blue or Seaboard gray.

Integration of the present railroads into the new unified structure will take some time. In fact, CSX Chairman and Chief Executive Officer Hays T. Watkins has said that, while the management reorganization is nearly complete, the business groups will not be operating as separate profit centers until the third quarter of this year. And the already announced elimination of some 6,700 jobs on the combined system will occur over the next four years. Officially, however, the underlying railroads--Baltimore & Ohio, Chesapeake & Ohio and Seaboard--will continue to exist as legal entities until a formal merger is approved by the Interstate Commerce Commission. No such application has yet been filed.

It appears that CSX, which was formed in 1980 through the combination of Chessie System, Inc., and Seaboard Coast Line Industries, Inc., has decided to fuse its railroad operations to an even greater extent than competitor Norfolk Southern Corp. While combining most corporate functions and adopting a uniform paint scheme for its locomotives, NS continues to maintain separate operating organizations for its Norfolk & Western and Southern Railway subsidiaries.

CSX, however, is a much larger and more diversified company with \$7.3 billion in revenues during 1985 versus \$3.8 billion for NS and \$3.2 billion for Conrail. CSX is also realigning its other interests this year into three asset-based business groups: CSX Energy, Technology and Properties. It's all part of a corporate goal, as stated in the company's 1985 annual report, "to reach and exceed a 15-percent return on invested capital by 1990."

SEPTA LOSES INSURANCE; CANCELS TRANSIT EXCURSIONS

The insurance company which was providing \$5 million of liability insurance coverage for SEPTA's transit operations has cancelled its policy, effective April 1. Because it is now "going bare"--without coverage--SEPTA has decided to reduce its risk by eliminating all transit charters, including the bus and trolley excursion business.

Also on April 1, SEPTA discontinued the Morrisville-Trenton segment of bus Route 127, since the absence of insurance coverage violates Interstate Commerce Commission rules. The ICC has jurisdiction over all "for hire" transportation services which cross state lines.

For the moment, the Regional Rail Division is not affected. It is covered by a different policy.

SEPTA is attempting to obtain a replacement policy for its transit operations at a reasonable cost, but this is difficult because of the well-publicized crisis in the casualty and liability insurance industry. Much of the problem stems from a trend toward extremely high jury awards in recent years for those claiming injuries.

SEPTA in this fiscal year has been forced to budget \$56 million for claims and insurance, as compared with \$35 million last year. While accidents on its system have declined by 15 percent since 1979, SEPTA reports that the number of liability claims filed against it has risen more than 50 percent during the same period--to an estimated 8,500 this year. "We're perceived as a golden rainbow," SEPTA Government Information Officer Allen Hornblum told the Daily News. Almost 22 cents of every dollar SEPTA collects in fares is paid out in liability claims, Spokesman Joaquin Bowman added.

HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES

Once again, Cinders presents its annual survey of steam locomotives recently operated or intended to operate on mainline railroads in the United States and Canada. Because this information is drawn from a wide variety of sources, its accuracy cannot be guaranteed.

1986 SEASON					
LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	STATUS
39	4-6-0	LIRR	Steam Locomotive 39 Committee	Riverhead, NY	Under restoration for several years. Aim is to operate on LIRR in 1987.
152	4-6-2	L&N	Kentucky Ry. Museum	Louisville, KY (KRM)	After years of restoration, ran under steam last fall. Excursions planned in 1986.
290	4-6-2	A&WP	Atlanta Chapter NRHS	Atlanta, GA	GA Building Authority considering restoration.
425	4-6-2	GM&N	Blue Mountain & Reading RR	Hamburg, PA	Operated excursions on CR last year. Further trips on CR set in 1986.
587	2-8-2	LE&W	Indiana Transportation Museum	Beech Grove, IN	Restoration in progress. May run on excursions this year.
610	2-10-4	T&P	Private individuals	Fort Worth, TX	Proposed for "Texas Independence Express" this year. Tour cancelled.
611	4-8-4	N&W	City of Roanoke, VA	Birmingham, AL (SOU shops)	Will operate full excursion program this year on NS.
614	4-8-4	C&O	Steam Loco Corp. of America	Hagerstown, MD	Last operated in 1985 on C&O. For sale, no excursion plans.
643	2-10-4	B&LE	Glenn E. Campbell	Pittsburgh, PA (URR shops)	No recent reports on planned rebuild.
700	4-8-4	SP&S	City of Portland, OR	Portland, OR	Restoration under way.
750	4-6-2	FEC	Atlanta Chapter NRHS	Atlanta, GA (South-eastern Ry. Museum)	To operate on short trips in Atlanta area sponsored by GA Building Authority.
765	2-8-4	NKP	Fort Wayne RR Historical Society	New Haven, IN	To operate full excursion program this year on CR and NS. Will handle NRHS convention trips at Boston, MA.
819	4-8-4	SSW	City of Pine Bluff, AR	Pine Bluff, AR (SSW shops)	Long restoration project nearly complete. Test runs expected this spring.
972	4-6-0	CP	George Hart	Jim Thorpe, PA	Ran several excursions on CR in 1985. Confined to shortline service this year.
1201	4-6-2	CP	National Museum of Science & Technology	Vancouver, B.C.	Operated excursions last year out of Ottawa, Ont., then took part in re-enactment of CP Golden Spike ceremony in B.C. In use this season at STEAMEXPO in Vancouver.
1218	2-6-6-4	N&W	City of Roanoke, VA	Birmingham, AL (SOU shops)	Being rebuilt by NS for excursion service beginning in September.
1223	4-4-0	PRR	RR Museum of Pennsylvania	Strasburg, PA	Operated two specials on AMTK and CR last year. Expected to run at least two mainline trips this season, teamed with 7002.
1225	2-8-4	PM	Michigan State Trust for Ry. Preservation	Owosso, MI	After long restoration, steamed up late last year. No planned excursions in 1986.
1361	4-6-2	PRR	City of Altoona, PA	Altoona, PA (Railroaders Memorial Museum)	Removed last year from longtime display site at Horse Shoe Curve. To be restored for possible operation.
1385	4-6-0	C&NW	Mid-Continent Ry. Museum	Green Bay, WI (C&NW shops)	Restored 1982. Expected to run another full season of excursions on C&NW this year.
1522	4-8-2	SLSF	National Museum of Transport	St. Louis, MO (NMOT)	To be restored.
2102	4-8-4	RDG	Rails Diversified of Ohio	Reading, PA	Operated several trips on CR out of Reading in 1985. Excursions planned this year.
2467	4-6-2	SP	Project 2467	Oakland, CA	Restoration in progress.
2472	4-6-2	SP	Project 2472	San Mateo, CA	Restoration nearing completion.
2716	2-8-4	C&O	Kentucky Ry. Museum	Birmingham, AL (SOU shops)	Last operated in 1982. Leased by NS, may be rebuilt for excursions.
2860	4-6-4	CP	Province of British Columbia	North Vancouver, B.C.	Longtime excursion loco on BCR. "Royal Hudson" will be host engine at this year's STEAMEXPO in Vancouver, B.C.
2921	4-8-4	ATSF	City of Modesto, CA	Modesto, CA	Reported to be under restoration.
3001	4-8-2	NYC	Lake Shore RR Historical Foundation	Elkhart, IN	CR said to be considering for future excursion program.
3716	2-8-0	CP	Province of British Columbia	North Vancouver, B.C.	Will fill in on BCR excursions this season, substituting for 2860.
3751	4-8-4	ATSF	City of San Bernardino, CA	Fontana, CA	Restoration planned by San Bernardino RR Historical Society.
3768	4-8-4	ATSF	City of Wichita, KS	Wichita, KS	Restoration being considered.

(Continued on Page 8)

HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES (Continued from Page 7)

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	STATUS
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY	Active in 1985. No excursions planned this year.
4070	2-8-2	GTW	Midwest Ry. Historical Foundation (NRHS)	Cleveland, OH	
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Operated once-weekly excursions over ex-B&O Cuyahoga Valley branch (Cleveland-Akron, OH). Tentative plans for same program this year.
4501	2-8-2	SOU	Tennessee Valley RR Museum	Birmingham, AL (SOU shops)	Traveled to California in March for Hollywood film. May go to STEAMEXPO in Vancouver, B.C. this spring.
4960	2-8-2	CB&Q	Mid-Continent Ry. Museum	New Haven, IN	Operated in NS excursion service last year but out for repairs in 1986.
6060	4-8-2	CN	Province of Alberta	Jasper, Alta.	Considered for excursions in Rock Island, IL area but restoration uncertain.
7002	4-4-2	PRR	RR Museum of Pennsylvania	Strasburg, PA	Former CN excursion loco being restored for use at STEAMEXPO in Vancouver, B. C. this spring.
8444	4-8-4	UP	Union Pacific	Omaha, NE	Will again team with 1223 on mainline excursions this year.
					Will travel to STEAMEXPO, Vancouver, B. C., this spring.

KEY TO RAILROAD ABBREVIATIONS

A&WP - Atlanta & West Point Rail Road	LE&W - Lake Erie & Western Railroad
AMTK - Amtrak (National Railroad Passenger Corp.)	LIRR - Long Island Rail Road
ATSF - Atchison, Topeka & Santa Fe Railway	N&W - Norfolk & Western Railway
B&LE - Bessemer & Lake Erie Railroad	NKP - Nickel Plate Road
B&O - Baltimore & Ohio Railroad	NS - Norfolk Southern Corp. (N&W and SOU Railways)
BCR - British Columbia Rail	NYC - New York Central System
C&NW - Chicago & North Western Railway	PM - Pere Marquette Railway
C&O - Chesapeake & Ohio Railway	PRR - Pennsylvania Railroad
CB&Q - Chicago, Burlington & Quincy Railroad	RDG - Reading Company
CN - Canadian National Railways	SOU - Southern Railway System
CP - Canadian Pacific Railway	SP - Southern Pacific Company
CR - Consolidated Rail Corp.	SP&S - Spokane, Portland & Seattle Railway
FEC - Florida East Coast Railway	SSW - St. Louis Southwestern Railway
GM&N - Gulf, Mobile & Northern Railroad	T&P - Texas & Pacific Railway
GTW - Grand Trunk Western Railroad	UP - Union Pacific Railroad
L&N - Louisville & Nashville Railroad	URR - Union Railroad

Slide Contest Winners

Nine members shared a total of 18 prizes in Philadelphia Chapter's 1986 slide contest held at the February 21 meeting in the Engineers' Club. All told, 15 persons entered the contest, two more than last year. The Chapter wishes to thank all those who participated.

Prize winners and their subjects in the six categories were:

STEAM

- 1 - Phil Mulligan (Reading 2102 on Schuylkill bridge)
- 2 - Larry DeYoung (Strasburg Rail Road in twilight)
- 3 - Larry Stier (Reading 2101 on Chessie Steam Special)

DIESEL

- 1 - Larry DeYoung (Conrail freight in snow)
- 2 - Doug Watts (Southern Pacific freight on bridge)
- 3 - Bob Gordon (GO Transit in Toronto)

MAINLINE ELECTRIC

- 1 - Phil Mulligan (Swiss train on mountain)
- 2 - Bob Gordon (SEPTA MP54's at Villanova)
- 3 - Steve Salamon (Conrail E44 at Safe Harbor)

TROLLEYS/RAPID TRANSIT/INTERURBANS

- 1 - Hank Sachs (Market-Frankford el trains near Ben Franklin bridge)
- 2 - Ray Muller (restored trolley in San Antonio)
- 3 - Rodger Fredrick (Miami Metro trains)

GENERAL

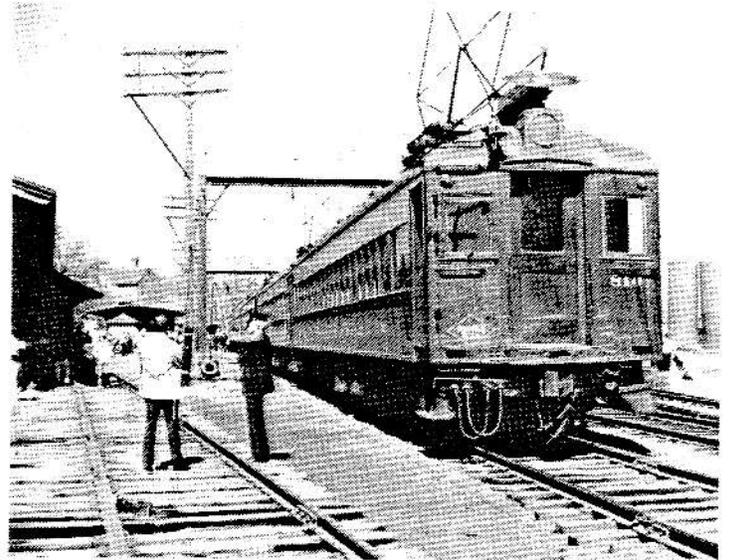
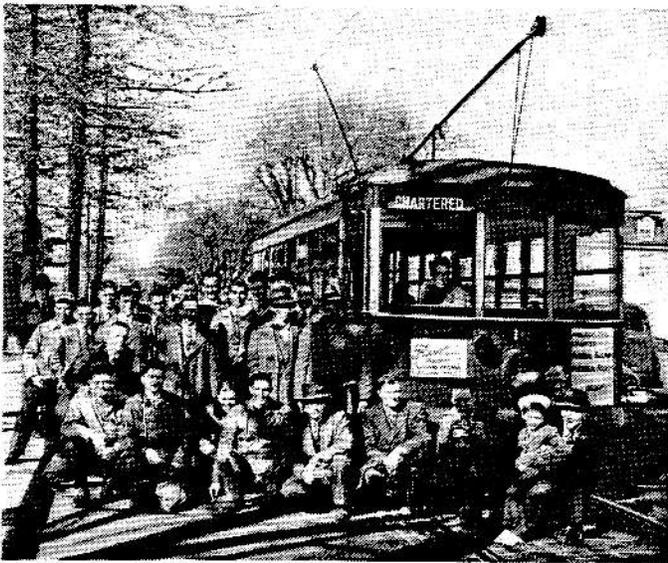
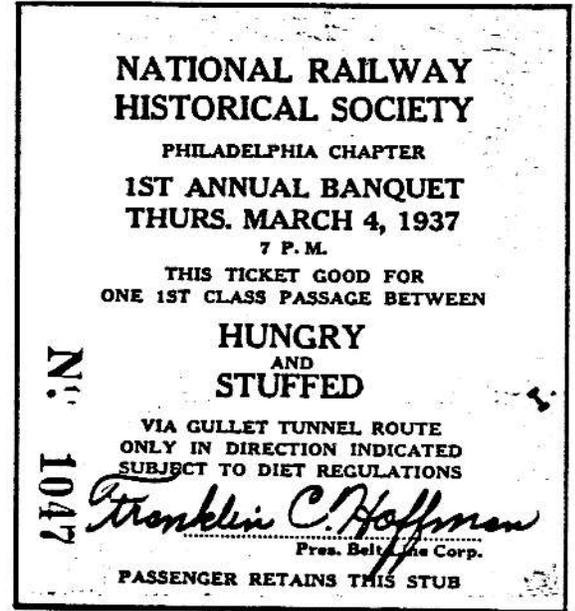
- 1 - Steve Salamon (Pittsburgh & Lake Erie station at night)
- 2 - Larry Stier (London's Paddington Station)
- 3 - Rodger Fredrick (Former Detroit carferry Lansdowne)

OLDIES BUT GOODIES

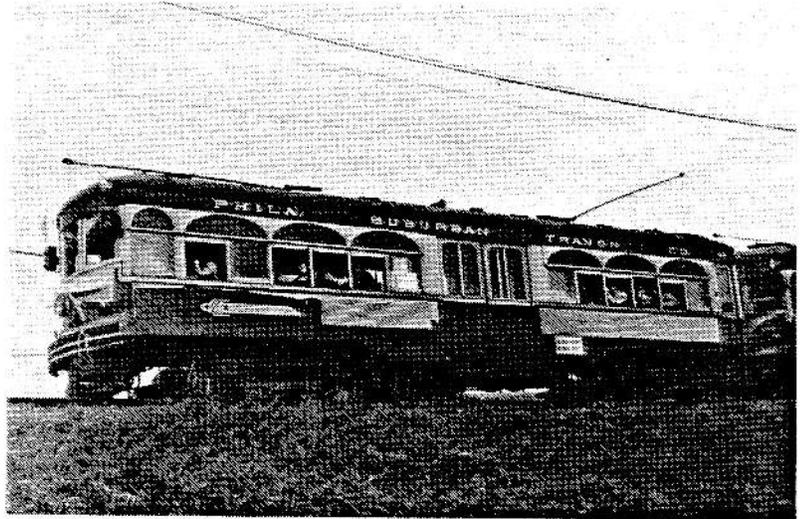
- 1 - Phil Mulligan (Erie Lackawanna PA's on fantrip)
- 2 - Steve Salamon (Reading freight at Gettysburg)
- 3 - Bob Gordon (Red Arrow car in snow)

Judges for the contest were Frank Tatnall, Marie Eastwood, Mike Burshtin, Willard Hart and Doug Volk. Prizes to be awarded are one 36-exposure roll of color film with processing for first place, one 36-exposure roll without processing for second place and one 20-exposure roll without processing for third place.

More Chapter Memories...



Top, Philadelphia Chapter's first annual banquet, held aboard a dining car at the Reading Company's North Broad Street Station, took place on March 4, 1937. The Chapter was less than one year old at the time (Chapter Collection). A ticket for that inaugural dinner is shown at top right (F. C. Hoffman). Above, Philadelphia Transportation Company Birney car #1 is the setting for a farewell trip sponsored by the Chapter in April 1948 (David H. Cope). Above right, the Chapter's last excursion with the ex-Reading "green" MU cars lays over at SEPTA's Doylestown, PA station on April 17, 1977 (William C. Wagner). Right, another last trip for Chapter members occurred on June 6, 1954, as two specially decorated center-door cars breeze along Red Arrow's West Chester line enroute to 69th Street Terminal (Albert J. Derr).



FOUR-DAY STRIKE HITS CITY; RED ARROW SHUT

The strike that almost everyone thought would happen did happen, but like so many other things in Philadelphia it was delayed. Here's a day-by-day log of the events in SEPTA's twin shutdowns.

Friday, March 14: As the midnight deadline for a City-wide transit strike ticks closer, negotiators for SEPTA and Local 234 of the Transport Workers Union place a series of rapid-fire offers and counter-offers on the table. After narrowing their differences on a number of thorny issues--pension benefits, disciplinary procedures, wages, layoffs and part-time workers--Local 234 President Roger Tauss announces that the walkout will be postponed until Sunday at 6 PM. The press reports that a feeling of optimism has surfaced--with a little more time this seemingly "hopeless" dispute can indeed be resolved without a strike. TWU International President John Law is also on the scene.

Saturday, March 15: Buses, trolleys and subway-elevated trains on SEPTA's City Transit Division continue operating normally as 5,100 TWU members stay on the job--though not without some grumbling. Never before in memory has a Philadelphia transit union agreed to a strike postponement. But State Mediator Edward Feehan cautions reporters that an agreement will require a great deal more progress. Negotiations continue under a news blackout.

Sunday, March 16: SEPTA offers an amended contract proposal. Tauss accuses SEPTA of "reneging" on what it had promised two days earlier. He breaks off the talks at 3 PM and calls the strike for 6 as union members vocally support his decision at a mass meeting that afternoon. Picket lines go up at all facilities as the transit system grinds to a halt. SEPTA Board Chairman Lewis F. Gould, Jr. heatedly denies Tauss' charge that the suburban-dominated SEPTA board has forced the strike as a means of intimidating the city. He calls the strike "unnecessary and unfortunate."

Monday, March 17: Thousands of displaced transit riders crowd onto highways, streets and commuter trains in an effort to get to work without their usual service. The Regional Rail Division is not affected by the strike because its workers are covered by different agreements. With the Schuylkill Expressway already partially shut down for reconstruction, drivers encounter many delays, but a number of emergency parking lots made available on the fringes of center city remain half-empty.

During the afternoon rush hour, confusion reigns at SEPTA's three downtown rail stations as thousands of extra riders try to jam onto commuter trains at Penn Center, Market East and 30th Street. Extra cars are added to many runs and some additional trains are operated. Long lines of would-be passengers queue up at ticket windows and supervisors try to prevent dangerous overcrowding on platforms by holding riders at the gates until their trains are ready for boarding. Tickets are collected at the gates between 3 and 7:30 PM. SEPTA borrows ten Capitol Liner cars from Amtrak for rush-hour use on Paoli expresses #9505, 9508, 9509 and 9512, as Amtrak diverts all of its Harrisburg trains to the lower level of 30th Street Station. Amtrak also substitutes standard coaches hauled by F40 diesels on certain Harrisburg runs.

Commuters get a break, however, as SEPTA completes the testing of all hollow axles on its 200-plus fleet of Silverliner IV MU cars. The problem had arisen early in March when checks revealed that certain axles of this design could cause excessive wear on wheel bearings and possible overheating. The Federal Railroad Administration ordered SEPTA to impose strict speed limits on the Silverliner IV's and to check the bearings every 30 miles until they could be inspected with ultrasonic equipment. SEPTA's contractor finished the testing program ahead of schedule, just hours before the Monday morning rush, allowing all speed restrictions to be removed. Fewer than a dozen cars had been found with axle wear serious enough to warrant their removal from service, while those that passed were given yellow dots on their sides and a dab of yellow paint on the end of each axle. All cars are to be retested every 92 days until the end of next year, by which time SEPTA expects to replace the hollow axles with those of a different design.

Delays are caused to many trains as a result of Sunday's vandal-caused fire in a signal relay case at "Hunt" interlocking, just south of Wayne Junction. For three days, one of four tracks cannot be used for through trains while the signal cables are repaired. The vandals are not apprehended. Red Arrow trolleys to Media and Sharon Hill are temporarily replaced with buses because of light traffic to 69th Street Terminal and because the cars are maintained at the strikebound City Division shops.

Meanwhile, Roger Tauss declares that "economics are not a problem" and urges that negotiations resume on the issue of SEPTA's alleged harassment of workers. State Mediator Feehan briefs Mayor Goode on the respective bargaining positions.

Tuesday, March 18: Overcrowding of commuter trains continues, but there are fewer station delays as passengers and employees learn to cope. No further negotiations to end the strike are scheduled, but Feehan and Mayor Goode meet separately with both sides.

Wednesday, March 19: Commuter trains remain packed but the flow of passengers through stations continues to get smoother. Tauss calls a press conference to denounce SEPTA for spending \$25,000 on two full-page newspaper ads placed in that day's editions. The ads, signed by General Manager Joseph T. Mack, spell out in detail SEPTA's contract proposals and why its offer of March 16 was better than its previous offer. The State mediator calls SEPTA and the union back to the bargaining table.

(Continued on Page 11)

FOUR-DAY STRIKE HITS CITY; RED ARROW SHUT (Continued from Page 10)

Thursday, March 20: After 25 hours of marathon bargaining, Gould and Tauss jointly announce a settlement of the strike about 2:30 PM. The Authority says that some service will begin in time for the afternoon rush hour and that full service will resume the next morning. SEPTA reveals that it will seek to increase basic transit fares from \$1 to \$1.25 in July to help make up for reduced subsidies. The estimated \$27-million annual cost of the new three-year labor agreement is not the major cause for the higher fares, SEPTA says.

Friday, March 21: Full transit service resumes with the morning rush hour. Details of the tentative agreement are learned: a pay raise of \$1.12 an hour over three years, substantially improved pensions, no part-time workers and a \$50,000 fund provided by the City to pay arbitration costs in labor-management disputes. Mayor Goode is given credit for breaking the logjam on the crucial disciplinary issue through his offer to set up the arbitration fund.

Monday, March 24: Tauss predicts overwhelming ratification of the new agreement by TWU members in a secret ballot set for April 4. The Greater Philadelphia Chamber of Commerce estimates that City businesses lost \$8.2 million in sales because of the four-day strike.

Tuesday, April 1: Contract talks continue between SEPTA and Local 1594 of the United Transportation Union, which represents 275 bus and trolley operators on Red Arrow lines in Delaware, Chester and Montgomery Counties. Deadline for agreement is 12:01 AM Wednesday. The Red Arrow District of SEPTA's Suburban Transit Division carries about 60,000 daily riders.

Wednesday, April 2: At 2:30 AM UTU calls a strike against the Red Arrow system, shutting down all service on 23 bus lines, the Media-Sharon Hill trolley routes and Norristown High Speed Line. (Three City-suburban bus routes, 44, 44G and 45, continue operating with TWU drivers.) Many riders at 69th Street Terminal and elsewhere are caught by surprise when their buses and trolleys fail to show up during the morning rush hour. It is the first strike to hit Red Arrow since the 46-day walkout in 1981.

Friday, April 4: Members of TWU Local 234 approve their new contract with SEPTA by a five-to-one margin, assuring Philadelphia's 800,000 daily transit riders of uninterrupted service for another three years.

Monday, April 7: Talks resume between SEPTA and the UTU in an effort to end the Red Arrow walkout. Major unresolved issues echo those in the Philadelphia dispute--pension benefits and alleged mistreatment of workers--as well as UTU's demand for wage parity with City Transit employees.

BANQUET MARKS CHAPTER'S 50TH ANNIVERSARY (Continued from Page 1)

Chapter Member Richard Reuss hosted a reception at his home for special guests prior to the dinner. A special 50th anniversary logo was created by Member Joseph M. Mannix, and each person attending received a souvenir ceramic tile on which was embossed the logo. For those unable to attend the banquet or who wish extra tiles for gifts to friends, they will be available at the April 18 Chapter meeting for \$1.50 each.

Louis F. Mountney, president of neighboring West Jersey Chapter, was also in attendance with his wife, Helen.

The banquet was enjoyed by all who attended and seemed to be a fitting celebration for the fourth oldest chapter in NRHS.

BLUELINER TRIP TO NORRISTOWN, AIRPORT, PARKESBURG PLANNED FOR JUNE 8

Once again, SEPTA's vintage Blueliner electric cars will cover new territory during a Philadelphia Chapter fantrip on Sunday, June 8.

Departing from the Upper Level of 30th Street Station, Philadelphia at 10:05 AM, Suburban Station at 10:10 AM and North Broad Street at 10:20 AM, the train of open-window cars will proceed to Norristown, thence to International Airport and Parkesburg, PA (pending approval by Amtrak), where the cars have never before been operated. Photo stops, runbys and a lunch stop are planned. Return to 30th Street will be about 5 PM.

Tickets are priced at \$18 per person and may be ordered 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. A flyer will be mailed to members within the next two weeks.

Order your tickets early for this unique springtime excursion!

FRANK TATNALL'S COLUMN "PHILADELPHIA EXPRESS"

WILL APPEAR IN THE MAY ISSUE OF CINDERS

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

CHAPTER OFFICERS:

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

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

Annual membership dues: \$18.00 per person, which includes Chapter and National dues. Chapter-only dues \$9.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

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

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

OUR MEETING:

"Railroads in the Movies, 1919 to 1948" is the program for Philadelphia Chapter's April meeting, to be held on Friday evening, April 18, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. The meeting begins at 7:30 PM in the Conference Room on the third floor of the Club.

Films from the collections of Chapter Members Milt Prickett and Russ Jackson will feature the mostly comic representation Hollywood has given railroads from the 1919 "Barney Oldfield's Race for a Life" to "Steel Wheels A-rolling" concerning the 1948 Chicago Railroad Fair. Several other shorts, including a Laurel and Hardy classic, will also be shown.

The usual sit-down dinner will be served in the Club Dining Room (\$10.00 per person — by advance reservation) at 6 PM. RESERVATIONS, WHICH ARE MANDATORY, MUST BE MADE to President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, APRIL 16, 1986.

Make a note to come out to Philadelphia Chapter's April 1986 meeting and enjoy some film classics from the past. Bring a friend along to get acquainted with NRHS, too.

NOTICE OF ANNUAL ELECTIONS

You are hereby notified that election of officers for Philadelphia Chapter, NRHS will take place at our regular monthly meeting, Friday, April 18, 1986, beginning to 7:30 PM. Nominations for the positions of president, senior vice president, vice president and treasurer, secretary and national director will be taken from the floor.

The incumbent Vice President & Treasurer of Philadelphia Chapter, Doug Watts, will not run for re-election this year because of travel requirements related to his employment. Members interested in running for this position for 1986-87 should contact President Frank Tatnall at 215-828-0706.

MARIE K. EASTWOOD
Secretary

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