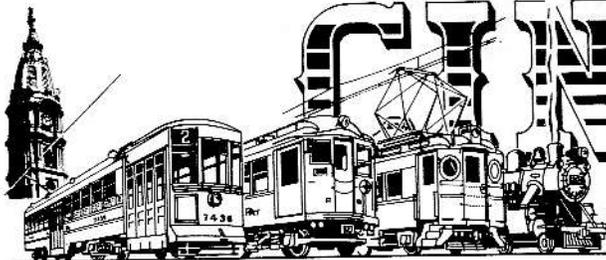


# 50th Anniversary = 1936-1986



# CYNDERS

DECEMBER 1986



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Volume 47

Newsletter of the

Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101



Once again, that greatest of holiday seasons is almost upon us. Everyone, it seems, is busily arranging parties and family gatherings, as well as checking names on those all-important shopping lists.

But there still may be a few quiet moments in which we can reflect upon what has gone by and, at the same time, look ahead to the New Year rushing toward us. Actually, we are pausing in the doorway between two significant years--in our own lives, in the history of an industry whose interests we all share and in the hobby which springs from that industry.

The past 12 months have been filled with events and activities important to us in our association with the railroad industry and with each other. Some of these have left pleasant memories and some have been tinged with sadness, as with the passing of dear friends.

Philadelphia Chapter celebrated its 50th anniversary, a milestone which brought many of us together including several charter members who had not seen each other in decades. The Chapter continued to grow both in size and influence, while its officers searched for new ways to fulfill the wishes and hopes of the membership. Rank-and-file members, in turn, were asked to become more involved in setting the priorities and direction of the Chapter.

Because our avocation is so closely bound to the business of railroading, we continued individually to seek a fair shake for rail and transit in the highly competitive transportation environment which today is a fact of life. And I think the committed rail enthusiast can take some satisfaction from what has been accomplished.

Now, as we approach the long-anticipated Christmas and Hanukkah observances, it is time to turn our thoughts toward family and friends while recharging our energies for the year to come. It will surely be a year of challenge not only in our personal lives but for the industry and hobby which are so important to us.

The officers of Philadelphia Chapter join me in extending the best of holiday wishes to you and to your families. May you all enjoy the blessings of this special season.

  
FRANK G. TATNALL  
President

## OUR MEETING:

FRIDAY EVENING, DECEMBER 12, 1986

The Engineers' Club, 1317 Spruce St., Philadelphia, PA  
Dinner at 6:00 PM in the Club Dining Room (\$11 per person)  
Meeting at 7:30 PM in the Conference Room (3rd Floor)

Philadelphia Chapter's December, 1986 meeting will feature a return visit to our Chapter by Walter R. Keevil, Superintendent, Electric Vehicle Design, Chicago Transit Authority, and current President of the Central Electric Railfans' Association, who is in Philadelphia visiting Transit America.

Walt's program will feature an hour of excellent sound movies which he shot in China on Philadelphia Chapter's 1981 excursion. In addition, Walt will also present a slide program on the electric transit systems of China. Those who were present for Walt's presentation on South Africa last year will remember its excellence and you'll not want to miss this program.

Our usual sit-down dinner will be served in the Club Dining Room, at \$11 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, DECEMBER 10, 1986, to President Tatnall at 215-828-0706.

Come out, bring a friend, and celebrate the Holiday Season on Friday, December 12. To look ahead, our Friday, January 16, 1987 program will feature the history of the U. S. Railway Mail Service.

## RAYMOND J. MULLER, SR. November 27, 1986

It is with deep sadness that we inform you of the sudden passing of Chapter Member Raymond J. Muller, Sr., of Harleysville, PA, on Thursday morning, November 27. Ray, who was present at our November 21 meeting, was 58 years of age, and had been a member of Philadelphia Chapter since 1945, a span of 41 years. An active rail enthusiast until his passing, Ray will be well remembered for his always jovial manner, as well as a long record of color slide photography, both attributes which served to liven up many a railfan gathering. A memorial service was conducted on Monday, December 1, 1986 at Christ Lutheran Church, Kulpsville, PA. Ray is survived by his wife, Miriam, and sons, Raymond, Jr., and Russell. We extend our condolences to the Mullers and thank them for sharing Ray's friendship with us over the years.

### BROAD STREET SUBWAY SPECIAL BOASTS THREE TYPES OF CARS

More than 160 passengers rode the "old cars" during a Broad Street subway excursion on Sunday, November 23, sponsored jointly by the Buckingham Valley Trolley Association and Philadelphia Chapter NRHS.

#### BROAD STREET SUBWAY



The special train, operated by SEPTA, was made up of three historic cars, #1, 166 and 1025. They represented respectively the original "North Broad" type built by Brill in 1927, the "South Broad" type built by Pressed Steel Car in 1938 and the "Bridge" cars built by Brill in 1936. With #1 restored to its original appearance for special service and the other two pulled from work train assignments, they are the last of the old Broad Street cars still suitable for excursion operations.

Shortly after noon, the unusual train emerged from the shop building at Fern Rock terminal and made two runbys for photographers perched on the overhead roadway just south of the station. After loading passengers, the train with car #1 in the lead rumbled off into the subway, making photo stops at Chinatown and 8th & Market on the Ridge Avenue spur. It then returned north to Erie Avenue with another stop at the refurbished Columbia Avenue station. A signal failure caused a delay at the Erie Avenue "upper level" turnback yard, but finally the special was underway again, pausing at City Hall station before proceeding to the south end terminal at Pattison Avenue for another photo stop. Northbound again, quick stops were made at Walnut-Locust and City Hall before an express run brought the train back to Fern Rock just before 4 PM.

Thanks are due to SEPTA's Fern Rock shop forces, headed by Superintendent Joseph Laughlin, for making the two work cars presentable with all seats and windows intact (#1025 even received a fresh coat of red paint!), and to the Transportation Department for operating the trip in an efficient manner. Representatives of the City's Department of Public Property, which owns the cars, also cooperated in making the trip possible.

George Metz, a member of both BVTa and Philadelphia Chapter who specializes in transit excursions, served as trip chairman, assisted by BVTa Vice President Gary Pfeiffer. George also prepared the trip booklet which contained a great deal of information on the old Broad Street cars. A disposition list in the booklet revealed that of the 226 "South Broad," "North Broad" and "Bridge" cars that were built, only six remain on the property. All of these except #1 are assigned to work service or slated for conversion to special work cars.

## REFURBISHED BLUES TO RUN ON DECEMBER 14 CHAPTER EXCURSION

Philadelphia Chapter's pre-Christmas "twilight" rail excursion will operate on Sunday, December 14, and feature two of SEPTA's recently-refurbished Blueliners. Freshly painted inside and out, the cars have received new floors and windows, rebuilt seats and other cosmetic improvements at General Electric's North Philadelphia service shop.



The special train will leave Paoli at 3:15 PM, Radnor at 3:25, Wynnewood at 3:33, 30th Street (Upper Level) at 4:00, Suburban Station at 4:05 and Jenkintown at 4:28. After a non-stop run to West Trenton, the special will return to Jenkintown at 5:30 where passengers wishing to dine at the newly-opened Greenwood Grille Restaurant may leave the train. Departing Jenkintown at 5:35, the 55-year-old ex-Reading MU's will return to Paoli at 6:40, making the same intermediate stops.

At least one photo stop will be made during daylight, and possibly an after-dark stop will also be arranged.

Round-trip fare for the excursion is only \$10.00 per person, which does not include a ticket on regular SEPTA trains for those who elect to stay for dinner at the Greenwood Grille. Route R5 trains leave Jenkintown for Paoli at 7:47 and 9:47 PM.

Further information on the trip may be obtained by telephoning President Frank Tatnall at 215-828-0706 evenings.

Tickets will be available at the December 12 Chapter meeting in the Engineers' Club, or by sending a check made payable to "Philadelphia Chapter NRHS" at P. O. Box 7302, Philadelphia, PA 19101-7302. Tickets ordered by mail may be picked up on the day of the excursion. No refunds will be given.

## ANNUAL CHAPTER AUCTION A BIG SUCCESS

The annual Philadelphia Chapter auction, held November 21 at the Engineers' Club, saw a total of 66 lots offered for sale, accounting for \$790.50 in sales. The Chapter's 20-percent commission brought in \$180.10 to the Chapter treasury.

The largest lot of the evening was a set of prized Pennsylvania Railroad calendars from the 1930's and 1940's, which after spirited bidding was sold for a total price of \$340. A set of historic PRR brochures went for \$60 and a Capitol Limited station sign from Pittsburgh brought \$40.

The Chapter thanks all of those who brought this interesting collection of items for sale and those who bought them to help support the Chapter's activities. Special recognition is due Member James Sparkman, who contributed the entire proceeds of his sales to the Chapter.

## CHAPTER STORE OFFERS DON BALL "PENNSY" BOOK

The Pennsylvania Railroad: 1940s-1950s, was Don Ball's last book, published just before the well-known author's death last month. The 204-page all-color book promises to be a big seller at a cover price of \$45 per copy.



Philadelphia Chapter has secured a supply of this handsome book, which will be available at the December 12 monthly meeting for the special price of \$38 each, tax included. To avoid disappointment, however, buyers should call Larry Eastwood at 215-947-5769 evenings to reserve a copy.

The book is systemwide in scope, featuring steam, electric and first-generation diesel locomotives of many types and in many locations. A major photo contributor was Philadelphia Chapter's Frank Tatnall, who worked closely with the author for more than a year in preparation of the long-awaited volume.

If you would like a copy of Don Ball's memorable last book, it is suggested that you order now.

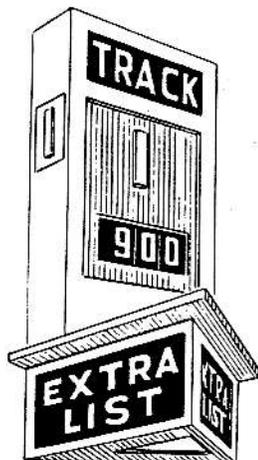
## PHILADELPHIA CHAPTER DUES FOR 1987 DUE NOW

Chapter members are reminded that dues for next year are now due. Bills were mailed to all members early last month and should be returned with payment as soon as possible.

Dues have been increased to \$19 for full membership and \$10 for Chapter-only (national dues paid through another chapter). The January issue of Cinders will be the last mailed to those who have not paid.

Checks payable to "Philadelphia Chapter NRHS" should be sent to:

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



**DECEMBER 13-14, 1986:** Special Christmas trips on Penn's Landing Trolley, featuring personal appearance by Santa Claus. Ex-Philadelphia & Western car #46, decorated for the season, will leave Delaware Avenue & Dock Street, Philadelphia, at 10:30, 11:30 AM, 1, 1:30, 2, 3 and 4 PM. Tickets \$1.50 per person. For information and reservations, write: Penn's Landing Trolley, P. O. Box 7285, Philadelphia, PA 19101-7285 (telephone 215-627-0807).

**DECEMBER 13-14:** Greenberg's Great Train, Doll House & Toy Show at Philadelphia Civic Center, 34th Street below Spruce, 11 AM to 5 PM. Admission: \$4 adults, children under 12 free with adult admission. For information, telephone 301-876-8640.

**DECEMBER 14:** Christmas Blueliner excursion on SEPTA Regional Rail Division from Paoli to West Trenton and return, sponsored by Philadelphia Chapter NRHS. Special train, using newly-refurbished ex-Reading Blueliners, leaves Paoli 3:15 PM, returns 6:40 PM. Photo stop included. Fare: \$10 per person. Optional dinner at Greenwood Grille Restaurant, Jenkintown, at extra cost (return via regular SEPTA train). 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.

**DECEMBER 27-28:** Massachusetts Bay RRE says "Farewell to the Boston & Maine" with excursions covering all currently-operated B&M commuter trackage, using regularly scheduled trains. Saturday outing will cover Haverhill-Boston, Boston-Gardner-Boston, Boston-Ipswich-Boston and Boston-Haverhill, with Sunday outing running Boston-Rockport-Boston and Boston-Lowell-Boston. Special group fares available. Flyers available at December Chapter meeting, or by sending, stamped, self-addressed envelope to Cinders Editor Larry Eastwood.

### CONRAIL FREIGHT SCHEDULE Update

The following additional changes should be made in the Conrail freight train schedules as published in May and subsequent issues of Cinders:

**LMPI:** Established Linden to Conway daily except Monday, leave Linden 2200, leave Metuchen 2345, pass Morrisville 0040, leave Earnest 0210, pass Thorndale 0310, pass Columbia 0440, arrive Enola \*0630, leave Enola 0730.

**MOEN:** Withdrawn.

\* - Crew change

**MOPI:** Established Morrisville to Conway daily, leave Morrisville 1130, leave Earnest 1300, leave Thorndale 1430, pass Columbia 1645, arrive Enola \*1900, leave Enola 2200.

**MTPI:** Withdrawn.

**OBSN:** Daily except Monday from CSXT, leave Park Junction (Philadelphia) 2200, pass West Trenton 2330, arrive Kearny 0130.

**OBSS:** Daily leave Kearny 0230, pass West Trenton 0430, arrive Park Junction (Philadelphia) 0600 to CSXT.

**PIML:** Established Conway to Linden daily, arrive Harrisburg \*1230, leave Harrisburg 1335, pass Columbia 1530, pass Thorndale 1650, arrive Earnest 1815, arrive Morrisville 2005, arrive Metuchen 2200, arrive Linden 0005.

**PIMT:** Withdrawn.

**TV-23:** Daily except Sunday leave Kearny 1730, pass West Trenton 2100, arrive Park Junction (Philadelphia) 2230 to CSXT, arrive Potomac Yard 0400.

**TV-24:** Daily leave Potomac Yard 2130 to CSXT, leave Park Junction (Philadelphia) 0430 from CSXT, pass West Trenton 0600, arrive Kearny \*0800, leave Kearny 1000.

### AMTRAK OFFERS ITS 1987 CALENDAR FEATURING "COAST STARLIGHT"

Amtrak's new 1987 wall calendar is highlighted by a full-color painting of the Coast Starlight as it skirts the Pacific Ocean shoreline north of Santa Barbara, CA. It is another in a series painted by Rail Artist Gil Reid for Amtrak, and tops a 23-1/2 x 33-1/2 inch calendar showing all of the year's dates at a glance.

The Starlight has long been one of Amtrak's most popular trains, carrying more than 575,000 passengers each year. Its prominent spot on the 1987 calendar represents one of the few times that the West Coast has been featured on the annual Amtrak calendar.

Copies of the calendar, priced at \$4.50 for one, \$8 for two and \$10 for three and shipped in a tube, may be ordered from: Amtrak Calendar, P. O. Box 7717, Dept. S, Itasca, IL 60143. Back issues of past years' calendars may also be ordered for the same price.



## FRANK G. TATNALL, JR.

Happy holidays to all riders of the "Philadelphia Express"!

By the end of next year SEPTA hopes to be operating several sets of non-powered push-pull cars on its Regional Rail system, under a leasing arrangement approved last month. The SEPTA board on November 3 voted to lease ten cab cars, 25 coaches and seven AEM-7 electric locomotives from an unnamed third party, utilizing the so-called "safe harbor" provisions of the Internal Revenue Code which allow a transit authority to turn over its unused tax breaks to an outside party.

The safe harbor benefits, widely employed in the transit industry over the past several years, expire on December 31, 1987, and any equipment so financed must be placed in revenue service by that date. Only Canada's Bombardier, Inc. submitted an acceptable proposal to SEPTA, and will supply cars similar to those now in operation on METRO-NORTH and NJ TRANSIT. The locomotives, to be compatible with AMTRAK's, will be furnished by the Electro-Motive Division of General Motors.



The new trains almost surely will be assigned to Route R5 between Doylestown, Lansdale, Paoli and Downingtown, the system's most heavily traveled line. SEPTA said that the Bombardier cars would replace the 26 remaining ex-Reading Blue-liners and allow a number of Silverliners to be released for general overhaul. Press reports indicate that the total cost of the package, including maintenance, will be up to \$160 million.

Although the final agreement had not been signed at presstime, engineering work was proceeding at a furious pace because of the exceptionally brief period available to build, deliver and test the equipment. While the cars and locomotives are more or less of standard design, their installation in such a short timeframe will constitute a record in recent rail transit history. The push-pull concept surfaced just recently within SEPTA management, and apparently its adoption will spell the end of the long-discussed "Silverliner V" project which would have taken several years to complete.

The proposed contract also requires Bombardier to construct a fully-equipped maintenance facility for the new equipment, and have it ready for service by next December. The vendor must agree to operate the facility for a minimum of five years. Current plans are to locate the shop alongside the AMTRAK mainline at Frazer, Chester County, four miles west of Paoli, on property situated between Amtrak and CONRAIL's paralleling Morrisville freight line. SEPTA also plans to construct a new passenger station at Frazer as part of a program to beef up its Downingtown service which is now limited to 12 rush-hour trains.

Three of SEPTA's reconditioned Blueliners made their first revenue run on West Trenton express #6337 Monday morning, November 3. Eye-catching in their fresh red, white, blue and gray "bus" colors, cars 9124, 9125 and 9128 teamed with blue-and-white veterans 9110, 9116 and 9118 for two days until a pair of other rehabs was ready for service. In mid-November the five-car set (9109, 9120, 9124, 9125, 9128) was shifted to Marcus Hook trains 7207, 9208 and 9249, but on days when a car was shopped the set ran as Chestnut Hill East trains 6711-6754. All 26 of the venerable Blues are still scheduled to go through General Electric's Philadelphia shop for cosmetic treatment, with mechanical and electrical work to be performed by SEPTA forces at Wayne electric shop.

The last three blue-and-white cars in active service, #9110, 9116 and 9118, ran together for several days last month on Chestnut Hill East, until 9116 was sent to GE. A six-car set of unreconditioned red, white and blue cars (#9101, 9103, 9105, 9107, 9113, 9129) was also operating in Media peak service, until it was shifted in mid-month to Elwyn trains 7331-9340 in the morning and Bryn Mawr local #9019 in the evening (deadheading back as D-9020 at 5:56 PM). The reason for these reassignments is to allow the Blueliners to be stored in Suburban Station at night and on weekends as protection against winter weather.

SEPTA will open bids on December 16 for the private operation of passenger trains between Fox Chase and Newtown and Norristown-Pottstown.....SEPTA has issued an attractive new timetable/brochure for its Airport rail line. Chock full of information, the folder carries an October 26 effective date.....SEPTA reportedly is negotiating to sell its ex-Pennsy Octoraro branch between Wawa and just south of Nottingham, PA. The OCTORARO RAILWAY now operates freight service on the line between Chadds Ford, PA and Sylmar, MD, though SEPTA once had visions of running passenger trains through southern Chester County as far as Oxford.

Answering the prayers of weary commuters, SEPTA has placed a few small benches on the train platforms at Suburban Station.....A defective pantograph on train #824 damaged the catenary near 30th Street Station on the morning of October 29, resulting in serious delays to SEPTA service through the evening rush hour. The wire was finally repaired at 6:50 PM.....SEPTA has five Silverliners out of service for collision damage, the most serious being #265 which was wrecked in the chain-reaction crash near Angora station on the Media-West

(Continued on Page 6)

## PHILADELPHIA EXPRESS (Continued from Page 5)

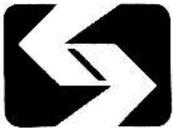
Chester Line in 1979.....SEPTA leased 12 Silverliner II's and eight Silverliner III's to AMTRAK for the Thanksgiving holiday rush. SEPTA placed an extra car on all of its Airport trains over the weekend, too.

## NJ TRANSIT

NJ TRANSIT last summer received \$75.6 million in Federal grants for rail and bus improvements, and in October another \$66.1 million was received from Uncle Sam. Between the two grants, \$34.5 million will go toward the upgrading of rail lines, \$50 million for the purchase of 650 refurbished Grumman-Flexible buses and \$20 million to develop the recently-announced Hudson River Waterfront transitway in Hoboken and Weehawken. The Port Authority of New York-New Jersey has also committed \$50 million for design work on the proposed 15-mile light rail and bus transitway (NJ Transit).  
.....NJ Transit has signed a contract to purchase 395 new buses from Motor Coach Industries, at a cost of \$65.7 million. Half of the buses will be allocated to privately-operated bus lines in New Jersey (Inside Track).

The New Jersey State Senate is considering a bill to establish a State railroad museum, according to a report in the Newark Star-Ledger. The legislation is sponsored by Senator S. Thomas Gagliano of Monmouth County, through which NJ TRANSIT's North Jersey Coast Line operates.....NJ Transit is sending its last GG1 locomotives to AMTRAK's Wilmington shop to have their PCB-filled transformers removed. In early November 4872, 4881 and 4884 were there and on November 24 #4873 and 4883 were also spotted (Wilmington Chapter Transfer Table).  
.....NJ Transit will lease its station at Princeton Junction to West Windsor Township for five years, and the township will then be responsible for its maintenance. Over 4,000 daily commuters use the station, which is currently being rebuilt at a cost of \$6.3 million.(Inside Track).

NJ TRANSIT is considering the use of dual-powered electric/diesel-electric locomotives to eliminate the change of trains which many riders must now make at Newark. The as-yet-undesigned locomotive, costing between \$4 million and \$5 million each, would have a function similar to the FL9's now in use by METRO-NORTH and AMTRAK from and to Grand Central Terminal in New York. NJ Transit said that it will make a decision by early next year on whether to build a prototype locomotive, which would be tested beginning in 1989 (Thomas J. Devon).....  
The New York-New Jersey Port Authority is proposing to build a station in CONRAIL's unused Waverly yard, adjacent to the Northeast Corridor mainline. The new station would allow NJ TRANSIT trains to serve nearby Newark International Airport via a "people mover" monorail system.....NJ Transit plans to replace all of the original trolley wire on its Morris & Essex commuter line. Installed by the Lackawanna Railroad during its 1930 DC electrification project, the wire is now used for high-voltage AC operation (Tri-State Chapter Block Line).



SEPTA has deferred action on its "service economy program" until January or later, after receiving signals from Harrisburg that the State will help close the authority's \$25-million funding gap in the current fiscal year. For several months, SEPTA has been proposing a litany of service cuts which its chairman, Lewis F. Gould, Jr., has called "draconian," and which Philadelphia Board Member Mary Harris likens to "standing on a ledge threatening to jump."

The cutback plan received a failing grade from two SEPTA-appointed examiners who conducted a series of 16 public hearings on the proposals. In their report submitted last month, Examiners G. Bradley Rainer and William H. Black, Jr. said that the cuts would have a "devastating" effect on the region, are "not necessary" and should be withdrawn. In addition, they said, "SEPTA gave the clear impression that it has no intention of implementing the proposed reductions," but arranged the hearings "to force a public outcry for a supplemental appropriation" from the State. "We must ask whether such a severe tactic was necessary." On November 19, two days after the examiners' report was released, Chairman Gould was quoted in the Daily News as saying that, in light of strong support in the Legislature for financial relief to SEPTA, "there is no need for this organization to implement the service cuts."

The Republican-controlled State Senate on November 24 approved a bill to appropriate \$30 million in supplemental funds for transit agencies across the State, of which \$25 million would go to SEPTA. But House Democratic Leader James Manderino of Westmoreland County quickly served notice that he would block its consideration in the lower chamber because SEPTA had not consulted with him in advance. "We'll look at this in January," Manderino commented, indicating that the bill was dead for this session but could be acted on when the new Legislature convenes next month. SEPTA now appears to be holding its fire, waiting to see if Governor-elect Robert P. Casey can make good on his campaign pledge to "put an end to the year-in, year-out transit crises that the public is sick and tired of." Casey later said that "there is no reason why we cannot work together to devise a short-term solution to avoid drastic service cuts."

Those "emergency replacement" cars from CHICAGO TRANSIT AUTHORITY have been arriving to shore up SEPTA's tottering P&W service, and the first ex-CTA cars are expected to enter rush-hour service out of 69th Street Terminal later this month. Here are the numbers of the 12 married-pair PCC-type cars purchased by SEPTA for \$250 each, and their arrival dates: 6151-6152 (October 23), 6161-6162 (October 30), 6139-6140 (November 13), 6079-6080 (November 20), 6089-6090 (due December 4), 6109-6110 (due December 11). All were built by St. Louis Car in 1951, and have a top speed of 50 mph.

The first pair was delivered by truck to the P&W shop but all later cars went directly to the City Transit Division's Woodland shop for door modifications, fitting with new third rail pickups and installation of fare boxes and radios. They are not expected to be repainted or renumbered at this time. The first and third sets are known to be painted in CTA Bicentennial colors and the last set (6109-6110) will serve as a parts supply for the ten active cars. Meanwhile, SEPTA has postponed until January 20 its bid opening for purchase of 26 new cars for the P&W--known officially as the Norristown High Speed Line.

(Continued on Page 7)

## PHILADELPHIA EXPRESS (Continued from Page 6)

SEPTA's latest transit roster lists a total of 675 revenue cars on its City and Suburban Transit Division rail lines. On City surface routes, as of July 1, there were 98 operational PCC's, 32 non-operational PCC's, one historical car (#2054), 110 operational LRV's, two non-operational LRV's. On the Suburban side, there were 29 operational LRV's on the Media-Sharon Hill, 14 operational and four non-operational cars on the P&W. (The latter numbers were obviously before the August collision at 69th Street.) Cinders will run the full roster early next year.

The National Transportation Safety Board will conduct a hearing this month into the August 23 crash of P&W car #167 at 69th Street Terminal.....Transit America, the onetime Budd Company operation in North-east Philadelphia, will close its doors next spring, according to a Daily News report. The once-dominant car-builder, which has not won a contract since 1981, will build the last of a 600-car order for CTA and then go out of business, the victim of high costs and foreign competition.....SEPTA has eliminated more than 150 management jobs through an early retirement program carried out over the past several months.....SEPTA has been conducting a campaign to encourage token sales, labeling the 85-cent token as a "cheap imitation" of the \$1.25 base fare....Trolleys returned to the southern half of Route 23 on November 16.

Broad Street subway flat car CW-1 is being rebuilt with B4 couplers, trucks and controls, to allow it to run with Kawasaki-built B4 rubbish and revenue cars CW-3 and CW-4 in work service. Only six old B1, B2 and B3 cars remain on the roster: #1, 51, 166 and 1025 are operable while 155 and 174 are to be converted to work cars (BVTA Newsletter).....The ex-SEPTA, ex-North Shore Liberty Liner Independence Hall, now at the Railways to Yesterday museum in Orbisonia, PA, operated under its own power for the first time on June 29 over the Shade Gap Electric Railway. The other Liner, Valley Forge, was sold by SEPTA to the Illinois Railway Museum, Union, IL, where it is used in regular revenue service during the season (BVTA Newsletter).....SEPTA LRV #9087 was painted at Woodland shop last month, the first of the subway-surface fleet to get the "bus style" scheme with 12-inch-high blue and red stripe.

Opening of the newly-refurbished Columbia Avenue station on the Broad Street subway was marked with a special ceremony in September, attended by Mayor Goode, Temple University President Peter Liacouras and SEPTA General Manager Joseph T. Mack. With its landscaped bi-level plaza open to the sky, the station is now probably the most impressive on the Broad Street system. Only City Hall and Walnut-Locust still serve as reminders of the dank stations which once existed along the entire line.....SEPTA continues work on rebuilding the Margaret-Orthodox station of the Frankford elevated, demolishing the westbound station building at Arrott Street and installing a new pedestrian overpass to allow temporary access from the eastbound Orthodox Street building (SEPTA Lines).....The SEPTA Board last month approved construction contracts for the long-planned \$8.3-million Norristown Transportation Center, to be built at Swede & Lafayette Streets in Norristown. Occupying the site of the old Pennsylvania Railroad DeKalb Street station, the center will consolidate the R6 commuter line, the P&W railcars, Frontier buses and local taxi service under one roof.

For the first time, AMTRAK issued a special 16-page Northeast Corridor timetable for the Thanksgiving holiday period from November 25 to 30. Printed as Form 3 in an edition of 100,000 copies, the reddish-brown folder neatly summarized all the regular and extra trains operated during Amtrak's busiest time of the year.....Note that current Amtrak timetables, including the 68-page national Form A, are effective only through April 4, 1987, because of the recent action by Congress to begin Daylight Saving Time three weeks earlier in the spring.



AMTRAK again this year will operate three special trains to the Army-Navy football game at Veterans Stadium in South Philadelphia. Set for Saturday, December 6, there will be a VIP and a public train from Washington and a public train from New York, all operating with two F40PH diesels (the New York train should have an E60 electric as far as "Zoo" tower).....As previously reported, AMTRAK has acquired those eight surviving ex-PRR, ex-CONRAIL E44 electric locomotives from NJ TRANSIT. Numbered 4458-4465, the big units arrived early last month at Wilmington shop, to be outfitted for work train service replacing E60's (Lancaster Chapter Dispatcher).

Harrisburg Chapter staged an impressive ceremony on November 15 to rededicate ex-PRR GG1 #4859 at AMTRAK's Harrisburg station (now known as the Harrisburg Transportation Center since its recent multi-million-dollar rebuild). Emcee was Dan Cupper, Chapter member and chairman of the Save Harrisburg's GG1 Committee which raised the money for cosmetic restoration of #4859 at Strasburg. The locomotive is again painted in its original dark green, pinstriped dress with Futura-style lettering, just as it looked when it led the first electrified passenger train into Harrisburg on January 15, 1938.

Also on display at Harrisburg station that weekend were AMTRAK AEM-7 #925 and several cars, brand-new CONRAIL C39-8 #6007 with technical cars #21 and 22, CSX GP40-2 #6344 in blue and gray paint, BOSTON & MAINE GP39-2 #359 in GUILFORD colors, and BLUE MOUNTAIN & READING's ex-Pennsy E8's #5706 and 5898. On the 16th, the two E8's were spotted for photographs on a track next to #4859. The GG1 had been moved from Leaman Place, PA to Harrisburg on November 12 behind Amtrak pumpkins #773 and 782, together with a string of ballast cars for braking.

In spite of the Reagan Administration's strenuous efforts to kill it, AMTRAK survives and in this fiscal year will receive \$602 million in Federal funding, plus \$16.9 million for Northeast Corridor work. Amtrak had originally asked for \$636 million but the final figure was a compromise between Senate and House versions. The President signed the appropriation into law in mid-October as part of the overall funding measure for the government (Rail Travel News).....AMTRAK reports that it posted a record performance in the fiscal year ended September 30, with its revenue-to-cost ratio up to 62 percent (from 58 percent the previous year) and

## PHILADELPHIA EXPRESS (Continued from Page 7)

passenger miles exceeding five billion for the first time (RTN).....AMTRAK has adjusted its "All Aboard America" fares to \$150 for one region, \$200 for two regions and \$250 for the entire country, through June 30, 1987. With certain restrictions, the \$7 return fare on applicable one-way tickets is also good through next June (RRE High Green).

AMTRAK is now the largest passenger carrier in the New York-Washington Corridor. In the first three months of 1986, Amtrak carried 306,300 passengers between those cities, or 32 percent of the total air and rail traffic, according to U.S. DOT figures. Eastern Airlines carried 237,240 people on its notorious shuttles, or 24.7 percent. Metroliner one-way fare is \$52, versus \$75 on the airline shuttle.....AMTRAK is hoping to get those three single-level test cars in revenue service along the East Coast by early next year. The car shells were built by Budd two years ago and the fitting out was done at Beech Grove shop (RRE Journal).....AMTRAK will move many of its Philadelphia offices into the 2000 Market Street office building early next year, but after the planned \$60-million rehab of 30th Street Station is completed in two or three years, all Amtrak personnel will be consolidated there.

Designs for a proposed \$232-million convention center and rail terminal in Atlantic City were unveiled last month by the Atlantic County Improvement Authority. Construction of the convention center will not begin until 1989 but the rail station project for AMTRAK and NJ TRANSIT will get underway next summer, the authority's executive director said. Meanwhile, Amtrak crews and their Track Laying System continue northward in rebuilding the moribund PRSL line from Atlantic City to Philadelphia.

Juniata Terminal Company has set up shop in a former PRR station building at Fairhill yard, adjacent to AMTRAK's mainline in North Philadelphia. Complete with red and gold sign installed by Owner Bennett Levin, the facility will handle storage and repairs to private rail passenger cars, including Levin's own Pennsylvania 120 and Ross Rowland's #1 now housed there. Available for switching is ex-Detroit Terminal NW2 diesel #109, now painted dark green and renumbered #9251 with "Pennsylvania" lettering.

AEM-7's and Heritage coaches are now used exclusively on weekend 600-series AMTRAK trains between Philadelphia and Harrisburg, and frequently on weekday trains 617 and 604. The reason is to give the ailing Capitol Liners a rest.....Trains 47-46 Pennsylvanian ran unusually heavy on the last weekend in October, with two F40's and ten coaches. The idea was to give AMTRAK film crews an opportunity to capture some action footage for later TV commercials.

On November 20 Transportation Secretary Elizabeth Dole announced her choice of six investment banking firms to manage the expected \$1.7-billion sale of CONRAIL stock now held by the government. Goldman, Sachs & Company, which for the past four years has been the DOT's consultant on the Conrail matter, was named to the important post of administrator for the team of co-managers. Other participating underwriters are: First Boston Corp., Merrill Lynch & Company, Morgan Stanley & Company, Salomon Bros. and Shearson Leaman Bros., all recognized as top drawer Wall Street firms. There are an estimated 25 million shares of Conrail stock in the hands of Uncle Sam, 85 percent of the total, with the other 15 percent held in an Employee Stock Ownership Plan (ESOP).



Morgan Stanley had mounted a drive to purchase the government holdings at a time when Mrs. Dole was attempting to sell Conrail to the NORFOLK SOUTHERN, but NS last summer gave up in the face of Congressional opposition. Congress then legislated the present public sale process, which is expected to begin in earnest next spring.

Meanwhile, another requirement of the new law was fulfilled on November 20 when CONRAIL Chairman L. Stanley Crane presented Secretary Dole with a check for \$200 million, representing a payment from Conrail's treasury to the government to lead off the sale program. Since 1976, the taxpayers have spent an estimated \$7.6 billion to purchase the bankrupt properties which now make up Conrail, to rebuild its deteriorated physical plant and restore its shattered locomotive and freight car fleets.

CONRAIL is installing a series of computer-aided train dispatching centers (CAD's), at division headquarters in Altoona, Buffalo, Chicago and--by year's end--Harrisburg. Each features automated trainsheet and train-order functions, as described in a recent Railway Age article. CSX, UNION PACIFIC, RIO GRANDE and NORFOLK SOUTHERN have also been leaders in CAD technology.....CONRAIL reported that its third quarter net income fell 12 percent to \$107 million, versus \$121 million a year earlier. Revenues declined 2.4 percent to \$765 million during the period, although car and trailer loadings rose 3.3 percent. Piggyback volume was up 22 percent while coal declined by 2.1 percent. For the first nine months, net income dropped 5.5 percent to \$312 million.

CONRAIL is getting in on the Christmas railfan market by advertising its "Conrail Shoppe" in Trains Magazine.....CONRAIL has asked the U. S. Supreme Court whether rail workers have the legal right during a strike to picket connecting railroads, as happened during the strike against GUILFORD earlier this year. The Reagan Administration has promised to bring this issue of secondary picketing before Congress for possible legislative action in 1987.....CONRAIL has resold ex-SANTA FE business car #56 to Businessman John Baldwin of San Francisco.

In late November CONRAIL completed work on a project to increase clearances in the Virginia Avenue freight tunnel in Washington, DC. This allowed the "Orange Blossom Special" piggyback train to return to its former schedule and Conrail trains TV-23 and TV-24 to be diverted from AMTRAK's Northeast Corridor to the paral-



Amtrak surprised us all by issuing a special Thanksgiving timetable for the Northeast Corridor-- in the normal format, but printed in a brown color and containing all the extra sections to be operated. The schedule was available almost three weeks in advance, and over 60 extra movements were diagrammed, with Sunday, November 30, the heaviest day, as usual. As in other years, this writer will be out observing the action, most likely at Newark (Amtrak police seem to be a hassle at Penn Station in New York, an expected trend in view of attacks on passengers and employees there), and activity is concentrated on fewer tracks at Newark. We'll have details in the January issue.

The eight E44's owned by NJ Transit have been transferred to Amtrak and were moved to Wilmington shop in early November. Plans call for rebuilding six of the units for work train service; they'll replace the six "boiler" E60's (950-955), which will be converted to HEP for continued service (budgeting calls for three each in Fiscal Years 1987 and 1988). No word yet on numbers or a color scheme, but the "pumpkin" orange is almost too much to contemplate on such a large unit!

In equipment news, the four Amfleet cars in the old paint scheme escaped movement to Wilmington in November, and likely will turn up over Thanksgiving for one "last hurrah". After turning out some cars with rather crude lettering, Beech Grove appears to have gone back to prepared name labels, as on slumbercoach 2055 - Toledo Harbor. That's its old 1949-1961 name carried as a first-class sleeper prior to its being rebuilt as a numbered-only Slumbercoach for New York Central.

The Montrealer loses its slumbercoach to the Silver Star in early December, and the consist of the former train will be reconfigured to match the Night Owl. Thereafter, the southbound Montrealer will turn at Washington to form the northbound Night Owl, while the Night Owl will turn to become the northbound Montrealer. This will give some breathing room since the turning time for Train 61 to 60 on the Washington-Montreal route is considered too tight.

In some other Amtrak notes, the new Washington maintenance facility was formally opened on September 25. Assigned to Washington for servicing are 97 locomotives and 208 cars. Integration of Amtrak services in New York State is still four years away, but the Empire State has released its share of the funding for the so-called West Side Connection. In Massachusetts, the Commonwealth has signed a contract with Union Switch & Signal to upgrade the route of the Cape Codder between Attleboro and Hyannis. Apart from new wayside signals, some 70 grade crossings will receive some sort of protection.

VIA Rail Canada's October 27 schedule changes were issued in a system and three regional folders. Major changes are: (1) the Halifax-Yarmouth RDC runs are now called Evangeline; (2) there is no longer a through westbound local train from Halifax to Saint John -- the journey must be broken at Moncton, with an overnight lay-over; (3) the evening train in each direction between Montreal and Ottawa (Trains 38-39) are discontinued. You can request a reservation on the through Canadian (westbound within three days of departure, eastbound only on the day of departure), but coach space is limited to a single combine; (4) Montreal-Toronto trains have been speeded up slightly, due to the end of track work. However, afternoon locals 55-56 on this route have been converted to LRC's and hence are speeded up by no less than 45 minutes. New train numbers are now 68-69; (5) the final Rapido on the Montreal-Toronto run operates Friday and Sunday only as trains 168 and 169; (6) Trains 80 and 83 between Toronto and Sarnia operate via Kitchener to London rather than via Burlington West as all other trains on this route do.

Elsewhere north of the border, the Algoma Central passenger train has reverted to its usual winter pattern of northbound service Saturday to Monday, and southbound Fridays to Sundays.

A recent visit to Montreal found VIA trains shorter, of course, but provided perhaps one last opportunity to see the venerable MLW FPA/FPB4's in force. Actually, however, we must realize that, having been built in 1958-1959, these units are really newer than most EMD cab units anywhere. A handful of E9's and the last 30 FL9's in the States come to mind as being newer than VIA's MLW cabs. Soon, however, 30 new F40PH's will come on board and the replacement process will begin.

If you don't mind the weather (see December, 1986 Trains for a taste!), winter can be fun to ride long-distance trains in Canada, because they are less crowded. Class act is the Atlantic, which is the only VIA train in the off-season to carry a diner (the Canadian and Super Continental rely on Skyline domes for meal service, and the Ocean a 750-series cafe-lounge). The Atlantic and Canadian both carry a dome-observation, as God and the Budd Company intended!

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## ON THE SCENE (Continued from Page 9)

Most Corridor trains are LRC's and I won't go into their pros and cons here. Suffice it to say, I don't believe VIA will be going this direction in the foreseeable future, and they will probably continue to hold down all of the prestige runs out of Toronto. If you want to ride (or avoid) the LRC's, look for note (5) in VIA's schedules. Because the LRC's have "aircraft style" overhead luggage bins, they cannot carry "oversize" hand baggage.

GO Transit's 63 new cars on order will replace 69 older cars and provide greatly increased capacity. It's hoped to initiate hourly service beyond Pickering to Whitby in 1988. CN is insisting on construction of a third track to allow hourly service west from Oakville to Burlington, and GO is studying CN's request for additional track capacity to continue west to Hamilton. A third rush-hour train to Hamilton was added, however, on October 26.

Montreal has opened a short, final section of Metro Line 2 from DuCollege to Cote-Vertu. Five stations have been opened on the east end of Line 5 from St. Michel to DeCastlenau (this line will be extended west to connect again with Line 2 at Snowden in approximately one year).

Maryland DOT's new AEM-7's are coming on stream, with the first unit, #4900, delivered in August. Three units will be required to protect MARC's Baltimore-Washington services, with one set making a reverse trip and a fourth rush-hour return. Equipment is the Sumitomo-built cars built in 1985, and initially hauled by borrowed Amtrak diesels and electrics. Recently, MARC ordered 13 additional coaches from Sumitomo to replace RDC's on the CSX line between Baltimore and Washington. Power has not been ordered, however.

Florida DOT has ordered 18 of the distinctive (Trains calls them lozenge-shaped) double deck coaches from Canada. Like their sisters on GO Transit, these are true double-deck cars, and not gallery cars. The equipment will go on a new service between the Hialeah Metro station in northwest Miami and West Palm Beach. CSX will provide the route (former SAL) with the aim being to provide relief for congested I-95, which parallels the route. No power, however, has been ordered.

SEPTA may have specific plans for the use of its upcoming fleet of AEM-7's and Comets, but they have not as yet been revealed. Logic suggests (but doesn't guarantee) that they'll stay on heavy-duty routes (read Amtrak) on limited-stop services. I'd be very surprised to see AEM-7's at the likes of Langhorne, Swarthmore, Manayunk or Cheltenham! Given an educated guess that SEPTA will settle on five six-car trains (with two spare locomotives and five spare coaches), some restructuring of service may be necessary to funnel traffic onto trains which would be longer than most currently operated.

Long Island Rail Road's upcoming five-year capital program calls for reconstructing Jamaica station to permit non-stopping trains to pass through its center (present tracks 4 and 5) at up to 45 mph. Many rush-hour trains run express to points further out on the Island. LI would also combine DUNTON, JAY and HALL towers in the Jamaica area into a single state-of-the-art control center. In cooperation with Amtrak, a new control facility would be opened in Penn Station, New York. Three Metro-North FL9's would be transferred to the LIRR and rebuilt, and 12 coaches purchased, to test the feasibility of running through trains once again from Penn Station to the non-electrified lines. Thirty-five years ago, such service was discontinued; it used DD1 motors to Jamaica and steam beyond. It became, however, easier for people to change trains than to change locomotives. The availability of diesel-electric/electric power does open possibility for change. Opening of LI's West Side coach yard near Penn Station is still six months away, reportedly mid-May, 1987.

North of the border, GO Transit's new GMD F59PH's will produce 3000-hp with fewer cylinders and hence an expected fuel savings.

Turning to the transit scene, New York's least-known rapid-transit line is the former B&O route on Staten Island between St. George (ferry terminal) and Tottenville (once a connection via another ferry to Perth Amboy, NJ). Cars of TA class R-44 (St. Louis Car 75' cars) with slight modifications are assigned. The line is double-tracked, with color-position signals and the line was grade-separated over a period of some 40 years. Nine trainsets of up to four-cars each are needed in rush hours.

PATH continues to receive new 800-series PA4 cars from the Yonkers assembly plant. They are freeing up earlier cars for refurbishing -- most of which have an "R" added to their numbers (668R, for example). Of course, since they have longitudinal seats only and are painted light gray, it's easy to identify these cars.

Newark's City Subway requires 16 PCC's in a normal rush hour, with eight others held in reserve. I have observed all cars except #24, which may be in the shop.

New York continues its march towards a completely air-conditioned subway fleet. A total of 110 of the 200 non-air-conditioned "slant end" R40-type cars are being air-conditioned as they are rebuilt. The 225 R68 cars ordered from Westinghouse-Amrail are entering service on the "D" line to Coney Island via the Brighton line. They will replace the remaining non-refurbished R10 and R16 class cars. A total of 110 R10's, repainted recently in Pullman green, may be retained. An additional 200 R68's were recently ordered, and an option on an additional 200 will likely be taken up. These cars will replace the R27's and R30's. A new program to rebuild the 600-odd Budd-built "Brightliners" (with air-conditioning) is now getting under way. By 1990, a cool ride should be assured on virtually every route.

## ON THE SCENE (Continued from Page 10)

On the West Coast, Portland's Banfield Light Rail line was opened on September 5 and operates under the name of Metropolitan Area Express, or "MAX".

The groundbreaking for Los Angeles' first subway (I'm not counting the old Pacific Electric terminal subway) was held recently. It will take six years to complete and extend from Union Station to Alvarado & Wilshire.

Further down the Coast, San Diego has received Federal funds to extend its east line 11 miles from Euclid Avenue to El Cajon. A short downtown extension to serve a new Convention Center has been proposed as well. Twelve additional cars will be required for the El Cajon extension.

In mainline railroad, Burlington Northern has signed an agreement to acquire the use of 100 new SD60 freight locomotives from EMD. They'll apparently be painted EMD blue and white and be maintained in a shop on the Colorado & Wyoming near Trinidad, CO by EMD personnel. BN will pay for the use of the units on the basis of hours used (presumably, safeguards have been included to guarantee a minimum rental per month, so that BN would not favor their own units). BN union reaction is unclear, but it is assumed that EMD employees would also be unionized, thus averting any potential labor problem.

## PHILADELPHIA EXPRESS (Continued from Page 8)

Following CSX route out of Philadelphia.....Horseshoe Curve Chapter's newsletter the Coal Bucket reports that the boiler of K4s #1361 has undergone a successful hydrostatic pressure test and reassembly of the locomotive was begun last month. No word yet on a steam-up date.

CONRAIL has received permission to end freight operations over SEPTA's Norristown Line from a point south of Miquon to 16th Street Junction in Philadelphia (6.8 miles).....CONRAIL has begun building a new connection between its former Lehigh Valley and Jersey Central main lines at Pine Hollow, NJ, near Phillipsburg. This will permit the abandonment of six miles of ex-CNJ track in the Bloomsbury area to make way for Interstate highway 78. Conrail will also build a connection just east of Phillipsburg so that mainline trains can operate over the former Jersey Central bridge across the Delaware River at Easton, PA. This bridge is said to be in better condition than the ex-LV span currently used (Jersey Central Chapter News).

Member Neil Weinberg reports that Steamtown operated a four-car special train behind Pacific #2317 on November 21 from Scranton to Pocono Summit, PA and return. Purpose of the trip was to celebrate Steamtown's agreement with CONRAIL to purchase the 18 miles of former Lackawanna mainline from Moscow to Pocono Summit, which the museum has said is vital to its plan for attracting the Pocono Mountain tourist trade. Earlier, Pennsylvania Congressmen were successful in securing an \$8-million Federal appropriation in 1987 for the National Park Service to take over and operate the Steamtown Museum in Scranton (the railroad is not included). A separate loan secured by the City was used to purchase the trackage to Pocono Summit.

The former Lehigh Valley-Reading station in Bethlehem, built in 1924, is being restored as a restaurant by a private developer. Estimated cost: \$750,000 (Hawk Mountain Chapter Hostler).....Ex-LV Alco RS3 #211 (nee PRR #5569) has been purchased from CONRAIL by the Rochester Chapter. The unit is noted for its high short hood required by a steam generator used in passenger service. Though re-engined by Conrail with an EMD power plant and renumbered 9920, the unit retains its high hood which earned it the nickname "Hammerhead" (Hostler, Lehigh Valley Chapter Lehigh Lines).

Don Ball's long-awaited book on the Pennsylvania Railroad is now available, just weeks after the author's tragic death in October. This writer worked with Don through some difficult times in putting the 200-page volume together. I see it as a monument to his skill and his uncanny knack for giving readers what they want. Don Ball will be missed.....Richard Gladulich's new book By Rail to the Boardwalk has been delayed in production and will not be available until around Christmas. Philadelphia Chapter has a supply on order and they'll be available through the Chapter sales table when delivered.

The Brotherhood of Railway Carmen has ratified a new contract with U. S. railroads, ending the threat of a nationwide strike. Four other shopcraft unions still do not have final agreements. Last month, the same unions had threatened a strike over the issue of contracting out locomotive maintenance by two railroads.....The Brotherhood of Locomotive Engineers has turned down a proposal to merge with the United Transportation Union (AAR Rail News Update).....CSX has adopted the reporting marks of "CSXT" for all freight cars, because only private car marks end in "X".

ANTHRACITE RAILWAY has acquired another RS3, ex-DELAWARE & HUDSON #4103, believed to have been the last RS3 in service on a Class 1 railroad. It was used on "Train Ride Day" November 1, sponsored by the Pennsylvania (PA) Chamber of Commerce, to haul six ex-Reading coaches leased from Rail Tours, Inc. Ex-AMTRAK SW1 #735 was also used.....ASHLAND RAILWAY began service in September over 13 miles of ex-CONRAIL, ex-Jersey Central track between Lakehurst and Woodmansie, NJ, using GP9's #32 and 33. Operated by POCONO NORTHEAST RAILWAY, the line is also known as the Pine Belt (Railpace).....Lehigh Valley Chapter has purchased historic Mack railbus #51 from CHESTNUT RIDGE RAILWAY. The Chapter is seeking a permanent home for the 1922-vintage railbus (Lehigh Lines).....Rail Tours' 4-6-0 #972 moved under its own steam from Jim Thorpe, PA to the STRASBURG RAIL ROAD shop for major repairs (Lehigh Lines).....Jim Thorpe neighbor PANTHER VALLEY has acquired a second ex-CONRAIL U33B, #2895, from the defunct Moxahala Valley in Ohio (John Petko).

## Membership News

The following membership additions and changes have taken place since our November issue. Please make a note of them on your Membership Roster.

### NEW MEMBERS:

AUERBACH, Leon D., 5231 Oxford Ave., Apt. B-1, Philadelphia, PA 19124-1825	215-743-0677
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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Engineers' Club, 1317 Spruce St., Philadelphia, PA. Dinner at Club 6 PM. No meetings July or August.

ANNUAL MEMBERSHIP DUES: \$19.00 per person, which includes Chapter and National dues. Chapter-only dues \$10.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

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