

50th Anniversary = 1936 - 1986



CINDERS

January 1986



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Volume 47

Newsletter of the

Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Banquet to Mark Chapter's 50th Anniversary

Philadelphia Chapter will celebrate its Golden Anniversary with a special banquet on Friday evening, March 14, 1986, at Williamson's Restaurant, City Line and Belmont Avenue, Bala-Cynwyd.

Featured speaker of the evening will be John S. White, Jr., noted rail author and Curator of Transportation for the Smithsonian Institution, Washington, DC. Other distinguished guests will include NRHS Chairman V. Allan Vaughn, National President Nelson W. Bowers, officers of Philadelphia railroads and several charter members of the Chapter.

The cocktail hour will begin at 6 PM and dinner will be served at 7, with the program and ceremonies to follow. Price of the dinner is \$25 per person, including tax and gratuity. Each member and guest will receive a specially designed souvenir of the occasion.

Free parking will be available at Williamson's, which is located on the top floor of the GSB Building one mile west of the Schuylkill Expressway interchange.

As will be noted on the reservation form enclosed with this issue of Cinders, the menu will feature roasted prime ribs of beef and an alternate fish entree. Because seating will be limited in the banquet room, members are urged to make their reservations early with checks payable to "Philadelphia Chapter NRHS." They should be sent to:

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

Tickets will be mailed to reservation holders well in advance of the date. Questions should be directed to Banquet Chairman Larry Eastwood at 215-947-5769 or President Frank Tatnall at 215-828-0706.

According to available records, Philadelphia Chapter was admitted to the National Railway Historical Society on March 9, 1936, the fourth chapter in the newly-formed organization. Lancaster Chapter was the pioneer entrant in NRHS, having joined when the Society was officially formed on October 13, 1935.

The first recorded banquet of Philadelphia Chapter was held on May 7, 1937, when about 25 members and guests met in the Reading Company's last wooden dining car parked in Reading Terminal. A photo of this event will appear in the special 50th Anniversary issue of the National Railway Bulletin to be published this winter.

This year's Golden Anniversary banquet is expected to be one of the high points in the 50-year history of Philadelphia Chapter. All members are cordially invited to attend, using the enclosed form to make reservations. In order to assure seating, please mail the completed form together with check or money order at the earliest date possible.

There will be no regular Chapter meeting in March.

BANQUET ORDER FORM PAGE 13, THIS ISSUE

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

January 15 will be a black day for thousands of Philadelphia-area commuters who use the notorious Schuylkill Expressway. On that day will begin Phase II of PennDOT's \$150-million reconstruction project, severely restricting traffic flows over the 12 miles of battered concrete between West Conshohocken and Vine Street in Philadelphia.



But one man's pothole is another man's opportunity. SEPTA is gearing up its Regional Rail system to help some of those stalled commuters get to work and home again--and possibly keep them as permanent customers. Last year, during Phase I of the Expressway project, SEPTA added two weekday round trips on its R5 line between Downingtown and center city, quickly drawing some 800 daily passengers to the new service. This year, with construction tying up an extremely heavily traveled section of the highway through October, SEPTA has a good shot at gaining even more new riders--as well as regaining some of those lost over the past few years.

Effective January 12, SEPTA will reissue its R5 timetable with two additional rush-hour trips in the morning from Downingtown and two return runs in the afternoon. The same timetable will also add an afternoon express train (with four Blueliners!) from center city to Lansdale/Doylestown, complementing the present AM inbound express. Eleven trains will be added to the R6 Norristown-Ivy Ridge Line, which parallels the Expressway, and Routes R2 and R3 will get more service.

The next challenge facing SEPTA is the possibility of a strike by Local 234 of the Transport Workers Union when its contract expires on March 15. Such a development would shut down SEPTA's entire City Transit Division and throw an additional burden on the commuter rail system.

SEPTA unfortunately is limited by equipment and staff shortages in its ability to respond to such emergencies. Normally about 80 of the 340-car MU fleet is out of service for maintenance and repairs, resulting in a rock-bottom 75-percent availability factor. As of early January, a total of 12 Silverliners were laid up for collision damage, though half of these are now being rebuilt by various contractors and are expected back on line this year. Two others--#265 and 9030--are considered "basket cases" and will require extensive rebuilding.

SEPTA reissued its R1 West Trenton timetable on December 16 to lengthen the schedules of expresses 6337 and 6370. The Blueliner trains had been running late because of conflicts with other trains.....SEPTA issued a special Christmas Eve commuter rail timetable for December 24 only, reflecting Saturday schedules with extra trains added on most lines during expected peak hours.....AMTRAK General Order #303 issued October 27 showed SEPTA's eight proposed trains to and from Wilmington, which never got off the ground because of a funding dispute. G.O. #304 effective December 16 deletes seven of those schedules south of Marcus Hook, but inexplicably shows Train 0281 still continuing to Wilmington.

Under the January 12 schedule change, Blueliners are assigned to the following trains: Doylestown 6585 and 6586, West Trenton 6337 and 6370, Chestnut Hill East 6711 and 6754, Media/Elwyn 9342 and 9367.....Effective December 14 "Arsenal" is no longer an interlocking on SEPTA's West Chester Line, having been renamed "CP-Civic" and controlled from "Broad" tower at Suburban Station. However, an AMTRAK operator remains in "Arsenal" tower to operate CONRAIL's portion of the interlocking as well as SEPTA's "Cane" interlocking at Secane.

Three trespassers have died in the past month on the commuter rail system. On December 18 a young vagrant burned to death in the pedestrian tunnel beneath North Philadelphia station, and five days later Train 353 from West Trenton struck a man walking on the track at "Diamond" interlocking near North Broad Street station. Then, on January 3, Train 9743 bound for Trenton killed an 18-year-old youth who was taking a shortcut across the AMTRAK Mainline near Bristol, Bucks County.

SEPTA's rail system had a couple of very bad service weeks in December, with only 70 percent of its trains on time during the week of December 9 (90 percent is the current goal). The Inquirer reported that certain individual trains are consistently bad performers, with about 48 of SEPTA's 466 weekday trains compiling on-time records of 50 percent or less during November. The worst train of all was #555 from Suburban Station to Paoli which ran on time only twice during that month (on time in SEPTA parlance means within five minutes of scheduled arrival). Things got so bad at one point that Robert T. Wooten, assistant general manager for public affairs and a Paoli Line rider, said that he would cancel SEPTA's current "We're Getting There" ad campaign for commuter rail. The commercials were later reinstated.

PHILADELPHIA EXPRESS (Continued from Page 2)

SEPTA will get \$10 million in Federal funds to rebuild three rail bridges in North Philadelphia, a specific allocation contained in the omnibus spending bill signed into law by President Reagan last month. Congressman William H. Gray of Philadelphia authored the bridge appropriation.....A House-Senate conference committee last month threw out a proposed budget amendment that would have authorized AMTRAK to charge commuter rail agencies higher fees for running their trains on the Northeast Corridor. SEPTA currently pays over \$11 million a year to Amtrak for the use of its tracks, but the proposal could have more than doubled that charge and forced higher fares.

SEPTA last month struck back at the Federal Railroad Administration's negative report on commuter rail operations in this area (see November Cinders). In a heated 109-page response signed by General Manager Joseph T. Mack, SEPTA accused FRA investigators of "editorializing" and the use of false and misleading statements to present SEPTA in the "worst possible light." The reply also pointed out that FRA's own figures disprove its charge that SEPTA has the highest ratio of passenger and employee injuries among four Northeast commuter systems studied.

"Greenwood Grille" will be the name of the upscale restaurant now being built in the ex-Reading Jenkintown station (see December Cinders). Commuters were shown plans and drawings of the restaurant at a coffee hour held in the station on December 18, after complaints that SEPTA had not held a public hearing on the proposed alterations. The Greenwood Grille is expected to open in April.....The old Ambler station building has been converted into an antique furniture store while the northbound structure is now called "Choo-Choo's - Expressly for Kids".....Have you seen the elegant mosaics recently installed in the lobby of the Suburban Station Building? One shows a Pennsy keystone with the legend "Standard Railroad of the World" and a stylized French steam locomotive.

Plans for a \$430-million convention center in center city Philadelphia are on hold after State Senate leaders in Harrisburg last month failed to agree on funding legislation for the project. Disagreements between State and City politicians have placed the future of the proposal in doubt.....Work has been completed on installing a third platform track at Wayne Junction station, but overhead wire is not yet in place.....SEPTA leased ten Silverliner IV MU's to AMTRAK over the Christmas and New Year holidays for use on the Harrisburg Mainline.....Some SEPTA crews were going through their trains late last month wishing passengers a Happy New Year and receiving applause in return.



NJ TRANSIT GGI's #4874, 4878 and 4880 arrived at Harrison, NJ on December 3 behind an AMTRAK diesel, after a special move from Wilmington shops where their transformers were drained of toxic chemicals. Shortly after, #4876, tuscan red #4877, 4879 and 4882 were shipped to Wilmington for the same purpose. All except #4877 are candidates for scrap (Jersey Central Chapter News).....NJT #4101 emerged from Elizabethport shops on November 26 as the first GP40P to be converted from steam boiler to head-end electric power (Tri-State Chapter Block Line).

NJ TRANSIT plans to convert 30 of its idle Jersey Arrow I MU cars into trailer coaches by removing the traction motors, stripping electrical equipment and installing 3-2 seating. NJT will also install 3-2 seats in the former Erie Lackawanna Comet I push-pull cars, then transfer about 30 of them from Hoboken to Northeast Corridor service (Jersey Central News).....NJT decided to charge reduced fares for its New Years Eve service, rather than offer free rides as it did a year ago. Several incidents of muggings and assaults by roving bands of teenagers were reported during the free-ride program.

NJ TRANSIT is proposing a \$5-million, 1,100-space parking garage adjacent to its rail station in Trenton (Delaware Valley Rail Passenger).....NJT's 514 daily trains are now carrying an average of 70,900 passengers each weekday, an increase of more than eight percent from a year ago (Railway Age).....Ground-breaking ceremonies were held November 26 for NJT's \$96-million project to extend electrification of its North Jersey Coast Line for 16 miles from Matawan to Long Branch (Block Line).....NJT moved several of its seashore bus routes from the Trailways terminal to the Greyhound terminal in Philadelphia, effective January 1.



Two disastrous collisions on SEPTA's Norristown High Speed Line during December have reduced the available car fleet to just 13 cars--at a time when an influx of new passengers is expected because of the Schuylkill Expressway project. On the evening of December 11, Bullet car #200 running express from 69th Street struck several large chunks of concrete placed on the track just north of West Overbrook station in Haverford Township. The car derailed and came to rest at a right angle to the rails with its rear end fouling the opposite track. Moments later Car #160 rounded the curve enroute to 69th Street and struck the derailed car. Fifty-eight people were injured, several seriously, and both cars were heavily damaged. Bullet 200 was determined to be a total loss.

The following day, police arrested three Delaware County teenagers, charging them with placing debris on the tracks and causing the accident. Police were led to the suspects through a telephone tip received after SEPTA offered a \$10,000 reward for information leading to the vandals. At a December 23 hearing, they were ordered held in the Delaware County Detention Center pending a further hearing. The County district attorney's office reportedly will seek to have them tried as adults.

PHILADELPHIA EXPRESS (Continued from Page 3)

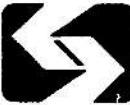
Then, on the morning of December 24, northbound Bullet car #201 ran through a signal near Conshohocken Road station in Montgomery County, sideswiping Bullet #207 which was crossing over to the inbound track for a return run to 69th Street. Seven persons were injured. Conditions were clear and dry at the time. After summoning a CONRAIL offtrack crane both cars were lifted back onto the rails and the line was reopened that evening. The operator of #201 was later discharged for negligence and failure to observe a signal which was found to be in proper working order.

Following the second accident, SEPTA announced that it would have to cut back some rush-hour service on the Route 100 line because of a shortage of equipment. With a total fleet of only 19 cars, six of them damaged and two out for routine maintenance, the P&W was down to a skeleton fleet of only 11 cars. All are priceless relics of the interurban age, Brill having built the Bullets in 1931 and the 160's from 1924 to 1929. New cars are in the design stage but cannot be delivered for at least three years.

Here's the current status of all damaged P&W cars:

- 160 - wrecked 12/11/85 - to be rebuilt date unknown
- 166 - truck fire 9/23/85 - to be returned to service 1986
- 200 - wrecked 12/11/85 - to be scrapped, parts salvaged
- 201 - damaged 12/24/85 - to be returned to service mid-1986
- 206 - wrecked 12/30/83 - to be returned to service mid-1986
- 207 - damaged 12/24/85 - to be returned to service early 1986

The 201 is the last car still painted in Red Arrow-style maroon. The 200 is the first Bullet car lost since #203 was destroyed in a fire on the Norristown bridge on March 14, 1933. It was quickly replaced with a new steel-bodied 203 from Brill, the original cars having aluminum bodies.

 Route 6-Ogontz Avenue was to see its last trolleys on Saturday, January 11, with regular service and a fantrip sponsored by the Penn's Landing group. SEPTA plans to leave the overhead wire in place between Olney terminal and Cheltenham Avenue pending a study to convert the line to trackless trolley operation. Meanwhile, the de facto busing of Route 50 was made irrevocable with the removal of wire from Knorr Street almost to Erie Avenue, and in South Philadelphia. For the time being, wire between Erie and Girard Avenues will remain for transfer moves from Luzerne to Elmwood depot and between Oxford and Catherine Streets for a proposed historic loop operation on 4th and 5th Streets. The Delaware Valley Association of Railroad Passengers in late December filed a protest with the Urban Mass Transportation Administration in an attempt to block the conversion of Route 6.

Route 10 cars will be rerouted via Route 15-Girard Avenue west of Lancaster beginning next month while Lansdowne Avenue is rebuilt between 52nd and 63rd Streets.....A hi-rail clearance truck operated by Swedish Rail Services was scheduled to conduct a survey of the P&W on January 5.....A disabled work car in the subway on December 3 forced the rerouting of all five subway-surface trolley lines.....A Germantown man was killed by a Market-Frankford train at 69th Street Terminal on December 17 when he attempted to crawl beneath the train. Two weeks later, another man lying between the rails in the 30th Street subway station was killed by a Market-Frankford train.

State Auditor General Don Bailey, Philadelphia Controller Joseph Vignola and Delaware County Controller James Scanlan announced on January 2 that they will conduct a joint audit of SEPTA. They said that there has not been a full-scale audit of the agency's finances in ten years.....Joseph L. Pyle, a SEPTA board member from Chester County for the past 21 years, retired from the 11-member board following its December meeting. He had been a member since the earliest days of SEPTA, and told reporters that its major problem has always been the absence of a permanent funding base.

Congressman Lawrence Coughlin said last month that Uncle Sam has earmarked \$7.7 million for the long-planned regional transportation center at Lafayette and Swede Streets in Norristown, to be built by SEPTA. It will provide a joint terminal for the Norristown commuter rail line, P&W Route 100, SEPTA buses and taxis.....SEPTA has completed the overhaul of all 298 Model RTS buses purchased from General Motors in 1980. The overhaul cost \$8.6 million, or about \$29,000 per vehicle. A similar program has begun on 110 trackless trolleys and a group of 150 Neoplan buses received in 1982.....SEPTA has begun applying its "new look" bus paint scheme (narrow red/blue stripe and dark gray window area) to older GM buses rebuilt a few years back.

SEPTA has issued a detailed brochure on its Phase II restructuring of 12 bus routes in Delaware County. Phase I was implemented in November 1983.....SEPTA is issuing a special newsletter entitled Makin' Tracks to chart the progress of the multi-year rebuilding project on the Frankford el between Bridge Street and Girard Avenue.....In addition to service improvements on the commuter rail lines (see above), SEPTA reports that it will beef up Schuylkill Expressway bus routes 9, 27, 44, 44G and 45 by adding 17 extra buses during the reconstruction period.

Before adjourning on December 20, Congress passed a continuing resolution for the balance of Fiscal Year 1986 (through September 30) which gives AMTRAK \$616 million plus \$12.5 million for Northeast Corridor work. While this reduced level of funding has forced the carrier to make some cutbacks in train service, more trouble may be on the horizon. The Gramm-Rudman balanced budget bill which became law last month may require further budget cuts of up to \$11.7 billion to come from defense and certain domestic programs such as Amtrak. NARP estimates this may slice another five percent from the railroad's subsidy but if Congress cannot agree on

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sufficient reductions the President is empowered to put his own plan into effect. In December Mr. Reagan was quoted as saying that the government had no business running a railroad: "We proposed to eliminate Federal subsidies for Amtrak, but intense lobbying pressure kept it going...Next time around, no program will get a free ride." However, a court challenge has been filed testing the constitutionality of Gramm-Rudman.



Congress failed to pass its budget reconciliation bill which contains a three-year authorization for AMTRAK and allows the company to charge certain users such as CONRAIL the fully-allocated cost of using Northeast Corridor trackage beginning in Fiscal 1987..... Budget Director James Miller is reportedly following in the footsteps of his predecessor David Stockman by recommending zero funding for AMTRAK in 1987.....Passenger Train Advocate Andrew Selden has written an article for the January issue of Trains Magazine entitled "How to get AMTRAK out of the woods." Among Selden's suggestions for reducing costs are to sell the Northeast Corridor and create an enlarged nationwide "route matrix."

AMTRAK carried 20.8 million passengers in Fiscal Year 1985 ended last September 30, a 4.2-percent increase over the previous year. Passenger revenues rose from \$558 million to \$587.8 million and the all-important revenue-to-expense ratio climbed from 56 to 58 percent (Amtrak News).....May 1 will mark AMTRAK's 15th anniversary and April 1 will be CONRAIL's tenth.....AMTRAK has named Henry Rogers Moore, a former SOUTHERN RAILWAY operating official, to the post of executive vice president & chief operating officer vacated by the retiring Thomas Hackney, Jr. (Rail Travel News).....AMTRAK will celebrate the 75th anniversary of Pennsylvania Station, New York, with a special open house in the station on January 23, 24 and 25. The first Penn Station was opened by the PRR on November 27, 1910.....AMTRAK has launched a new print, TV and radio ad campaign using the theme "There's something about a train that's magic." VIA RAIL has a similar theme in Canada (Amtrak News).

Sixty-three Congressmen and their families rode a chartered AMTRAK "Get to Know Us Special" from Washington to Philadelphia December 6 for the Army-Navy football weekend. The following day three Amtrak specials were run directly to CONRAIL's South Philadelphia yard, close to Veterans Stadium where the annual service classic was played. The public train from Washington was first to arrive with F40's 271-272 and 17 Amfleet cars, followed by an 11-car VIP train pulled by F40's 278-279. This train included American Coal Enterprises heavyweight private car #1 and Amtrak inspection car #10000. Last was a six-car special from New York, hauled by AEM-7 electrics 902-903 to "Zoo" tower, where F40 #400 was coupled on for the trip over the de-energized High Line.....Also in town that weekend was GUILFORD business car #100 (ex-DELAWARE & HUDSON) which arrived at 30th Street on the rear of Train 231 from New York.....Bob McAnally reports that two other private cars enlivened the weekend, Caritas and the ex-MILWAUKEE Skytop observation Cedar Rapids, which passed through town more than once on the rear of New York-Washington trains.

AMTRAK has once again shifted the boundary between its Philadelphia and New York Divisions from milepost 57 at Trenton to MP 76 near Holmesburg Junction, Philadelphia.....AMTRAK has created two new interlockings in Wilmington controlled by "Wilmington" tower. "Brandy" is located just south of the station and "Wine" is just north. In addition, other interlockings on the Washington Mainline have been renamed, all in Maryland: "Iron Hill" is now "Iron," "Perryville" tower is changed to "Perry," "Havre-de-Grace" to "Grace" and "Short Lane" to "Poplar." All of this is in preparation for the new centralized control system to become operational later this year.

Amtrak Train 175 lost a pantograph near North East, MD on December 18, tearing down the wires on both main tracks. Service was disrupted for about five hours.....AMTRAK will not issue a new system timetable until the April time change because of the flurry of last-minute schedule changes. Like the regional schedules of last fall, the new system timetable will no longer contain distances in kilometers.....AMTRAK is installing experimental Brown-Boveri AC traction motors in F40 #203.....AMTRAK says it will take its remaining SPV-2000 diesel-powered cars out of service this winter. The 12 Budd-built cars have proven highly unreliable ever since the State of Connecticut acquired them six years ago. They primarily have been used between New Haven and Springfield, but now largely replaced with F40's and Amfleet equipment (Narragansett Newsletter).....AMTRAK's Beech Grove (IN) shops are working to complete two single-level prototype sleeping cars, for which Budd built the shells. A third shell, to be outfitted as a diner, was expected to be shipped from Budd's Fort Washington (PA) facility the week of January 6 (Amtrak News).

The CONRAIL pot continues to boil in Washington. On December 5 Senate Majority Leader Robert Dole tried to schedule a vote on a proposal touted by his wife, Transportation Secretary Elizabeth Dole, to sell the railroad to NORFOLK SOUTHERN for \$1.2 billion. The attempt was blocked by opponents, including Pennsylvania Senators Heinz and Specter. Earlier, an ad hoc group of shippers, state governments and others fighting the NS plan sent each Senator a "Monopoly" set wrapped in plain brown paper. The message contained with the game board read: "Any time someone offers you legislation that comes wrapped in a brown paper wrapper, look carefully inside. Monopoly in the real world is no game." It was an obvious reference to widespread charges that a combined NS-CONRAIL system would have a virtual lock on rail business in the Northeast, in spite of an NS proposal to divest some 2,200 miles of lines to two small regional carriers, GUILFORD TRANSPORTATION (1,500 miles) and PITTSBURGH & LAKE ERIE (700 miles).

PHILADELPHIA EXPRESS (Continued from Page 5)

CONRAIL

Then, on December 17, a new offer to buy CONRAIL was submitted to Secretary Dole by a New York investment firm, Allen & Company, with the First Boston Corp. to underwrite the offering of \$1.4 billion in cash. The proposal immediately drew fire from several quarters, including Mrs. Dole who called it "flawed". Conrail management said that it reflected the financial community's increased interest in returning CR to the private sector as a viable independent railroad, but that management was still committed to supporting an earlier public sale proposal submitted by Morgan Stanley & Company.

Although its full-court lobbying effort to gain Senate passage failed, NORFOLK SOUTHERN predictably did not make good on its threat to cancel the offer. Buoyed by assurances from Senator Dole that its purchase plan (S. 638) would be the first order of business when Congress reconvenes on January 21, NS announced that it was extending its deadline to March 31, 1986. But many questions still remained to be answered, and even if it gains Senate approval NS faces rough sledding in the House. In addition to strong opposition from many shippers, railroads and labor unions, the attorneys general of 24 states have urged caution because of the antitrust issue. Representative John D. Dingell of Michigan, chairman of the House Energy & Commerce Committee which has jurisdiction over the legislation, last month wrote a blistering letter to Attorney General Edwin Meese accusing Antitrust Division personnel of destroying documents related to their review of the NS divestiture plan. The Justice Department, which has "tentatively" approved the plan, denied any wrongdoing.

Meanwhile, the press was giving large amounts of space to the Great CONRAIL Debate, both in its news columns and editorial pages. The Washington Post editorialized in favor of the NS takeover and was promptly rebuked by its equally prestigious neighbor to the north, the Baltimore Sun, which fired this harpoon: "Let shippers use trucks, if necessary, the Post says. That is hardly a sound reason to approve a sale that could stifle competition in large parts of the Northeast and Midwest and lead to significantly worse service for shippers." The Philadelphia Inquirer renewed its battle against NS with strongly-worded editorials on December 18 and January 3, urging NS to pack its bags and go home. "Congress should now focus on offers that would keep Conrail independent and provide an opportunity for the public to buy stock," the Inquirer concluded.

While all of this is going on, CONRAIL continues doing a profitable business. With almost \$900 million already in the bank, net income for the year 1985 is expected to be well in excess of \$400 million, even with employees once again earning industry-scale wages. The influential Kiplinger Washington Letter sees the legislative delays as increasing chances for a public sale, and Business Week observed that Conrail is now so attractive that all of the current offers "are coming to look more and more like chicken feed." Wall Street is taking a new interest in the born-again railroad, says BW, and "unless the bidding gets so heated that it nears the freight system's real worth, somebody will walk away very rich."

CONRAIL announced last month that it will acquire 22 high technology diesel locomotives from General Electric for delivery in mid-1986. The 3,900-hp C39-8 units featuring microprocessor controlled equipment will be the most powerful in the Conrail fleet. Worth more than \$28 million, the new six-axle units will supplement the 30 SD50 3,600-hp units already ordered from Electro-Motive for first quarter delivery. The C39-8's will be numbered 6000-6021 while the SD50's will become 6805-6834. Conrail has also purchased EMD SD60 demonstrator units 1, 2 and 4.

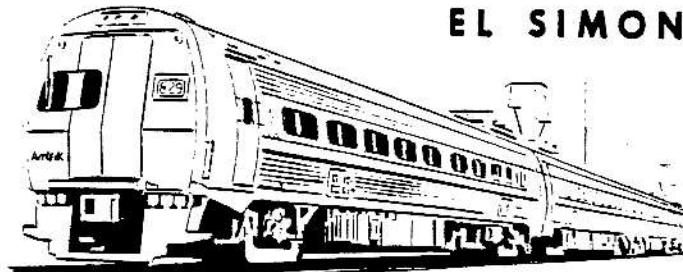
CONRAIL operated a business car special from Wilmington to South Philadelphia for a group of Republican governors attending an Eagles football game on December 8. The special, which was dispatched from Reading shop that morning, consisted of E8's 4022, 4020, inspection car 10, coaches 25 and 26, conference car 12 and glass-end inspection car 9, all in Conrail's dark green passenger colors.....CONRAIL has repainted B23-7 #1980, which was the only unit sporting the slogan "Keep It Moving with Conrail" (Jersey Central News).....CONRAIL has donated U25B unit #2685 to the Connecticut Valley Railroad Museum. It was originally New Haven 2525, the last new diesel purchased by NH in 1965.....BLUE MOUNTAIN & READING operated its steam shoppers specials from Hamburg, PA to Norristown and return on December 14 and 21. The December 14 trip featured 4-6-2 #425, ex-AMTRAK E8 #497 and ten coaches with newly-installed HEP. SEPTA ran connecting MU specials to downtown Philadelphia.

Carl S. Jensen, vice president of the NRHS Mid-Atlantic Region, has been appointed general manager-steam operations of NORFOLK SOUTHERN, effective January 1, 1986. Succeeding the well-known James A. Bistline in this position, Jensen will be responsible for planning and managing NS's extensive steam passenger operations. This year NORFOLK & WESTERN 2-6-6-4 #1218 is expected to join #611, #4501 and the FP7 diesels in this program.

Chapter Member Tom Moran has ended his twice-weekly talk show on Radio Station WWDB-FM in Philadelphia. The program was noted for Tom's unique style and a heavy emphasis on railroad and transit topics.....Samuel Hill, 77, former PRR and Penn Central ticket agent at Chestnut Hill station known widely as the unofficial "Mayor of Chestnut Hill," died on December 9. Hill was a personal friend of several well-known citizens of the Chestnut Hill area, including former Senators Joseph S. Clark and Hugh D. Scott.....Former Chapter Member Mark Bennett has left his job as president of the OCTORARO RAILWAY to rejoin CHESSIE SYSTEM as manager of shortline marketing in Baltimore.....Have you noted the color photos of Philadelphia Chapter's West Point excursion in the December issue of Railpace and the January issue of Trains?

AMTRAK's newest F40, #400, was heavily damaged in a January 4 grade crossing accident in Indiana while operating on the Hoosier State.....The Brotherhood of Locomotive Engineers reached a tentative contract agreement last month with most of the nation's major railroads.....Westinghouse Electric will close its heavy equipment plant this year at Lester, PA, just south of Philadelphia. Two small locomotives, a Whitcomb and a GE, are for sale.....Eighteen newly-discovered stone "sleepers" (rail supports) from the original Camden & Amboy Railroad were shipped last month from Hightstown, NJ to the Smithsonian Institution in Washington, according to a Trenton Sunday Times report.

EL SIMON



ON THE SCENE

Thanksgiving has come and gone, and once again, Amtrak put on a good show. It's hard to convey the excitement that can be generated by the unaccustomed masses of travelers strung out along the platforms and milling about the waiting room. Then, the Solari board showing "Special Train" with a time five minutes ahead of a regularly scheduled train....you know it's holiday time! The point has been made before that the loads in the Corridor are not what Pennsy used to move, but neither is the available equipment, so the relative impact on railroad operations and the tactics needed to deal with the traffic do not change.

Superintendent DeCataldo issued a four-page instruction covering operations out of Penn Station. On December 1, I spent over 13 hours at Newark to catch as much traffic "off the wood" and filled out my records from other sources. The reason I like to see trains in person from time to time is to confirm that cars may have been shopped without my knowledge or have gained or lost names in the process. I can note that virtually all of the Corridor cars, probably 95% of all cars not being refurbished at Beech Grove or Wilmington, were noted in service on December 1. Only a handful of cars were inoperable due to the need for running repairs as Amtrak mounted an impressive effort to get cars in service.

A single AEM-7 can pull up to 12 cars, which imposes an operating constraint. Amtrak operated an E60 on Trains Advance 647, 94, 90, 96, 51, 81, 19, 87, 88, 20, 40 and 82, and doubleheaded AEM-7's on Trains 12, 642, 176, 60, 50, 66, 61, 89, 643, 169, 85, 173, 647, 193 and 195. Extra sections were operated on the following trains: Advance 135 turned to Advance 60, New York-Washington-Springfield; Advance 95 to Advance 90, New York-Washington-New York; Advance 169, New York-Washington; Advance 160 to Advance 173 to 2nd Advance 60, Washington-New Haven, New Haven-Washington and Washington-New Haven; Advance 172 to Advance 175, Washington-New Haven and New Haven-Washington; Advance 647, 10 Heritage coaches off #20; Advance 174 to Advance 177, Philadelphia-New Haven and New Haven-Washington; and Advance 94, Washington-New Haven.

Trains of leased SEPTA Silverliner IV's were operated between Philadelphia and New York. Each train had to stop at New Brunswick for an inspection of its axles—and since the station has a pay toilet, presumably the stop was utilized as a comfort stop as well. These cars ran as advance sections of Trains 174, 144, 146, 642 and 176 eastbound and 85, 173, 181, 175, 647 and 137 westbound. A train of Capitol Liners operated as Trains Advance 176-Accident 177.

Maryland DOT cars operated as part of three trainsets with 13 cars noted. To provide additional capacity, over 20 Amcoach II's were "borrowed" from the long-distance pool and cars off the Broadway Limited and Crescent were operated on Corridor trains after their arrival in New York, rather than waiting all night to go out the following day. Even the coaches and lounge from the Boston section of the Lake Shore Limited came down on a Corridor train.

Some other Corridor notes from the Sunday after Thanksgiving: The eastbound Pennsylvanian's cars continued on to Boston from New York as Advance 176; MBTA Pullman-Standard push-pull cars operated on three Boston-New Haven round trips (as advance sections of Trains 173, 175, 177, 94, 174 and 176). Train 193 normally ends at Philadelphia, but was extended to Washington, and an additional late-evening train operated from Boston to Philadelphia as #195, running 90 minutes later than Train 193. Both moves helped late evening riders. Ten six and seven-car trainsets operated in Metroliner Service (63 cars in all), with augmented service on an hourly basis each way between 10 AM and 9 PM.

Outside the Northeast Corridor, Empire Service traditionally suffers from fixed-consist Turbo equipment, which means a relatively heavy reliance on extra sections. The Turbos ran advance sections of Trains 49 and 65 to Albany and 48 and 74 eastbound. Amcoaches borrowed from the Corridor replaced Turbos on Trains 31 and 63 to Niagara Falls. In the most unusual move, the following trainsets were borrowed from Metro-North: Advance Train 32 ran with FL9's 2013, 2010, and coaches 2108, 2106, 2111, 2105, 2107 and 2115. Advance 31 and Advance 64 were believed operated with FL9's 2005, 2016, and coaches 2112, 2137, 2104, 2114, 2135, 2139 and 2126. These are, of course, steam-heated consists of ex-New York Central suburban coaches, which may well be gone by next year.

In Chicago, one extra section was operated as Advance 21 to St. Louis, made up of seven Superliner/Hi-level cars. Superliners also replaced Amfleet equipment on both Chicago-Milwaukee trainsets and the Shawnee to Champaign. The Illini was formed of eight 9600-series bi-levels; two others ran to Detroit as part of Train 350 and the other two were at Beech Grove. The two Milwaukee trainsets were both interesting and unusual: the

ON THE SCENE (Continued from Page 7)

one on Trains 335-339 had Soo Line 4508 (ex-MILW GP38-2 #358) on its rear end to permit quick turnarounds, while Train 333 had a hi-level transition car and three spare Superliner diners (38018, 38017 and 38012)! While the cars may not have been the most comfortable, it's a short run and Amtrak had to compensate for the temporary loss of several Amcoaches in a derailment at Alton several days before. By the way, Amtrak F40's pulled VIA Tempo cars on both sets of the Chicago-Toronto International, releasing Amcoaches to fill out other consists.

Out West, Oakland formed a seven-car and a five-car trainset for the two San Joaquin round-trips, with the longer train requiring nine buses to haul passengers destined to points beyond Los Angeles. Five San Diegan trainsets were formed, using every assigned Amfleet car except 21835, which was enroute to Beech Grove. Spare Superliners were not available, being needed for Seattle-Portland football traffic and Los Angeles-Oakland short-turn extra cars on the Coast Starlight. Unfortunately, the San Diegans must go it alone and standing is the unfortunate result..

Anyone who wants a more technical description of the operation is invited to write c/o the Editor, but I believe you have seen the flavor of one more "big day" in Amtrak's history books.

Amtrak announced on December 20 certain service reductions on a number of routes, to be effective January 12. However, contrary to previous information, there will be no new National timetable issued on this date, because of many last minute uncertainties. The next new National schedule will appear April 27, 1986.

On our area, Harrisburg-Philadelphia service was expected to be trimmed from nine to five round-trips weekdays (plus the Valley Forge and Keystone). It was anticipated that Trains 601, 605, 613, 619 westbound and 606, 612, 614 and 618 eastbound would be discontinued, with weekend frequencies not being cut so drastically. Four trainsets would be required to operate the remaining Harrisburg service, plus a set for the Valley Forge. However, at press time PennDOT and Amtrak were still holding discussions regarding the service reductions, and it is quite possible further refinements will come about.

The Palmetto will go to three-day-a-week service, operating southbound on Friday, Saturday and Sunday, and northbound on Saturday, Sunday and Monday, while the Crescent will go to a tri-weekly frequency between Atlanta and New Orleans. Both trains will regain daily status on March 20.

Other cutbacks are outside our area, and can be summarized as follows: Trains 73-74 discontinued between Albany and Niagara Falls; Trains 350 and 355 discontinued Monday-Thursday between Chicago and Detroit; Trains 390-391 discontinued Chicago-Carbondale, while the Illini will be extended from Champaign to Carbondale. One of the two Valparaiso commuter trains will be dropped, as will one weekend trip between Chicago and St. Louis. The Pioneer will operate tri-weekly until March 20, and the Seattle-Portland Mount Rainier will be reduced from daily to four-days-per-week status.

Also forthcoming will be the changing of the Adirondack's terminal in Montreal to Central Station from Windsor Station. Running time will be increased about 15-25 minutes, and the train will operate from Rouses Point to Montreal via Cantic, Que., where it joins the CN route the Montrealer uses. I believe the Rutland's trains also operated via this route.

In no case will any route completely lose service.

Amtrak's 1985 equipment program is summarized as follows: Ten new F40PH diesel locomotives (391-400) were purchased from EMD. The SW1 fleet was decimated, and the last of the "pure" Alcos has been retired.

Beech Grove converted 22 "new" Heritage cars from older steam equipment, and they include: baggage cars 1182 and 1193-1195 from baggage-dormitories; buffet cars 8710-8716 from coaches; griddle-diners 8750-8752 from diners; full-domes 9300-9302 and hi-level diners 39981-39985. In addition, six existing Heritage diners were modified and numbered 8553-8558 for service with the buffet cars on Florida trains.

An order was placed for 50 head-end car shells to be mounted on used trucks and other outfitting which will be accomplished at Beech Grove. Seven VIA baggage cars have been assigned Amtrak numbers for operating purposes, as follows: 1000 (ex-VIA 9643); 1001 (9638); 1002 (9641); 1003 (9634); 1004 (9651); 1005 (9652); 1006 (9660).

The Amtrak board approved the conversion of 14 leg-rest Amcoaches to 84-seaters. They'll be numbered 21273-21286 and the first four will be converted from, in order, 21888, 21877, 21852 and 21854, virtually the last of their type to have escaped refurbishing so far.

However, no other Amfleet cars have gone into Beech Grove for overhaul in six weeks, since November 10. Eighty-four cars remain in service with the old striping, some of which is beginning to really look tacky again. It's not clear whether the slowdown in overhauls is due to the holiday traffic buildup or whether budgetary restrictions have played a part.

I recently rode the Broadway Limited from Chicago to Philadelphia (in Slumbercoach Loch Rannoch) and was impressed with the equipment, ride and service. The former Pennsy Fort Wayne line has largely been single-tracked between Crestline, OH and Lake Jct., IN. The surviving track has been upgraded and I slept well after watching the new stop at Warsaw, IN from the lounge. But, it's the line east of Altoona which provides the

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ON THE SCENE (Continued From Page 8)

greatest cultural shock, since this was my first ride since Conrail's new TCS project and it's easiest to describe by saying that it now looks like the ex-New York Central mainline with position light signals — that is to say, double track, reverse-signalled and very few towers.

While in Chicago, I noted CTA had Transit America-built subway cars in service numbered as high as 3250, with deliveries continuing at a slow pace. The first 420 cars are assigned to the West-South Line(86), Ravenswood (40), Evanston (24), North-South (118) and West-Northwest (152) lines.

As of September 30, there were 258 6000-series cars remaining, but a number of these are just excess shop margin and could be retired whenever CTA wishes. When the remaining 180 cars have arrived from TA, I understand there will remain about 50 6000's in reserve. The North-South Line will receive about 50 additional cars and the remainder will replace 6000's on the West-Northwest Line.

The 45 surviving cars of the 1-50 group are receiving an overhaul at Morrison-Knudsen for continued service. Gone are 1-4, which had been built with special high-speed trucks, and #29. Of the remaining 45, 15 are assigned to Skokie and 30 to Evanston. Eight of the Skokie cars were set up as two unit sets and renumbered as follows: 61 (ex 5, 7), 62 (ex-9, 11), 63 (ex-15, 19) and 64 (ex-21, 31).

In commuter rail items, NJ Transit's Jersey Coast Line has seen the use of four E8's recently — 4248, 4253, 4267 and 4285 have run as one or two units with a GP40P or solely as three-unit sets — always on Train 5306 and the return out of Newark at 4:40 PM. This is one of NJT's two remaining steam-heated trainsets. Reports indicate that NJT may be considering trading nine 1965 vintage ex-KCS coaches to C&NW for title to the four leased F7's. NJT has released the first GP40P rebuilt to HEP (4101), and the unit has been assigned to Harrison to provide a much-needed spare. The second conversion is expected to be #4100.

In Chicago, METRA (Metropolitan Rail) is the new name for the commuter rail service. So far, the only repainted locomotives observed were operating on the Milwaukee Road, with several F40PH and F40C units noted.

Over on Metro-North, Bombardier has completed the delivery of all 19 MTA cars to M-N, and has also delivered at least two Connecticut cars. The New York cars are numbered 6101-6109 (odd - control cars), 6150-6160, and 6162-6166 (even). The first two Connecticut cars delivered are 6252 and 6254. M-N has also renumbered 6-bedroom-lounge 4423 to special service car #3 (cars 1 and 2 are the ex-Phoebe Snow observations, owned by Long Island but assigned to M-N).

In this month's history lesson, we find that Pennsy did not operate reclining seat coaches until 1937, with the construction of the first 40 "Scheme 4" coaches, 4360-4399. These were generally assigned, one to a trainset, to long-distance overnight trains. The Trail Blazer and Jeffersonian required additional groups of cars, and other trains received additional cars until 206 cars had been rebuilt by mid-1942. Lounge cars were unknown for coach passengers before the war on the PRR, except on the two all-coach streamliners and the Chicago-Detroit Red Bird. The all-coach South Wind had a Budd-built buffet-observation as well.

Membership News

The following membership additions/changes are reflected through January 6, 1986. Please make a note of them on your current roster. (Members marked # are former Chapter-only, now full Chapter members.)

NEW MEMBERS:

BOSMA, James F., 859 Parkridge Dr., Media, PA 19063-1715	215-566-5190
#CASSION, Fr. Kieran, OFM, St. Joseph's Friary, 120 Hoboken Road, East Rutherford, NJ 07073-1419 (former Chapter-only member)	201-939-0457
CHASE, Frederick W., 101 Heritage Rd., Haddonfield, NJ 08033-3407	609-428-2622
JAKUBOWSKI, Vincent, 2511 E. York St., Philadelphia, PA 19125-3632	215-426-2388
KERR, Bruce, 357 Newark Road, West Grove, PA 19390-9524	215-869-8392
#OSCIAK, Joseph, 367 Lakeview Dr., Hammonton, NJ 08037-1175	609-567-0723
RYAN, Lawrence J., 528 Haws Avenue, Norristown, PA 19401-4543	215-272-4802
SCHNEIDINGER, Fred J., 710 Smokepipe Lane, Harleysville, PA 19438-2641	215-256-6873
SCHRIVER, Eugene, III, 2211 Terwood Rd., Huntingdon Valley, PA 19006-5507	215-657-1911
#WIEN, Jeffrey L., 155 N. Harbor Dr., #4806, Chicago, IL 60601-7325	312-861-0009

ADDRESS CHANGES:

LANDRIO, Gary E., 6 Ball Drive, Warren, PA 16365-3510
ORIO, Nicholas A., Jr., 3330 E. Hollywood Cir., Apt. 3, Pennsauken, NJ 08109-2307 609-663-2586
WATTS, Douglas W., 440 Bonsall Ave., Yeadon, PA 19050-3120

We also note, somewhat belatedly, the passing of Chapter Member ALFRED L. DIEDERICH on September 10, 1985. Alfred, who resided in Narberth, PA, had been a member of Philadelphia Chapter since 1968, and is survived by his wife, Marjorie, who reported to us that he had enjoyed attending meetings when able to, and also derived pleasure from Cinders.

MOTIVE POWER ROSTER OF AREA SHORTLINES Update

ACTION	NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
Add	735	B-B	SW1	D/E	EMD	1941	Amtrak 735
		<u>ANTHRACITE RAILWAY (ATRW), East Greenville, PA</u>					
Add	495	A1A-A1A	E8A	D/E	EMD	1952	Amtrak 495
Add	497	A1A-A1A	E8A	D/E	EMD	1951	Amtrak 497
Change	600	B-B	CF7	D/E	EMD	1951	BMRG 424 (Santa Fe 2424)
Add	601	B-B	CF7	D/E	EMD	1951	Santa Fe 2446 (F7A 261C)
Add	2628	B-B	CF7	D/E	EMD	1946	Santa Fe 2628 (F3A 20C)
Add	5513	B-B	GP30	D/E	EMD	1962	Conrail 2181 (Note 2)
		<u>NOTE 1: Locomotives also based at Auburn, PA, Temple, PA</u>					
		<u>NOTE 2: Owned by Reading Co. Technical & Historical Society</u>					
Change	51	B-B	SW900M	D/E	EMD	1938	Conrail 8651
		<u>DELAWARE COAST LINE RAILROAD (DCLR), Georgetown, DE (Note)</u>					
		<u>NOTE: Locomotive stored at Milton, DE</u>					
		<u>MARYLAND MIDLAND RAILWAY (MMID), Union Bridge, MD</u>					
Add	97C	B-B	FP7A	D/E	EMD	1951	Winchester & Western 97C
Add	793-794	B-B	GP9	D/E	EMD	1957	Norfolk & Western 793, 794
Add	812	B-B	GP9	D/E	EMD	1957	N&W 812
Delete	15	<u>MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ</u>					
Delete	240	<u>NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Little Ferry, NJ</u>					
Change	260	B-B	C420	D/E	Alco	1964	NYSW 2002 (Long Island 221)
		<u>NITTANY & BALD EAGLE RAILROAD (NBER), Bellefonte, PA</u>					
Add	9167	1A-AT	RDC-1	D/M	Budd	1953	PennDOT 9167 (Note)
		<u>NOTE: Owned by Pennsylvania Historical & Museum Commission</u>					
Add	134	B-B	RS3	D/E	Alco	1951	Amtrak 134
		<u>OCTORARO RAILWAY (OCTR), Kennett Square, PA</u>					
Change	5	0-4-0	DL	D/M	Plymouth	1930	Wright Sand
Change	7751	0-4-0	25-ton	D/E	GE	1942	US Army 7751 (formerly listed as 2)
		<u>PINE CREEK RAILROAD, FARMINGDALE, NJ (3-foot-gauge)</u>					
Add	87	B-B	NW2M	D/E	EMD	1948	Conrail 9187
		<u>NOTE: Locomotive also based at Delano, PA</u>					
Change	500	B-B	SW8	D/E	EMD	1953	Norfolk & Western 3732
Change	514	B-B	GP9	D/E	EMD	1958	N&W 2514
Delete	60, 62-69	<u>STEELTON & HIGHSPIRE RAILROAD (SH), Steelton, PA</u>					
Add	73-76	B-B	SW1200	D/E	EMD	1956	To South Buffalo Railway Cambria & Indiana 38, 39, 42, 43
		<u>WEST JERSEY SHORT LINE (WJSL), Salem, NJ</u>					
Add	91	B-B	RS3M	D/E	Alco	1951	Conrail 9937
		<u>WILMINGTON & WESTERN RAILWAY (WWRC), Marshallton, DE</u>					
Add	3	B-B	S2	D/E	Alco	1949	Rohm & Haas 3
Delete	97C	<u>WINCHESTER & WESTERN RAILROAD (WW), Gore, VA</u>					
		<u>NOTE: Locomotive also based at Delano, PA</u>					
		<u>To Maryland Midland Railway</u>					

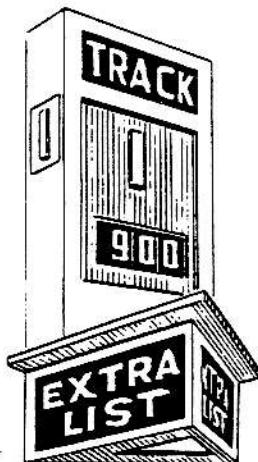
ABBREVIATIONS:

D/E - Diesel-electric
 D/M - Diesel-mechanical
 Alco - American Locomotive Company/
 Alco Products, Inc.
 EMD - Electro-Motive Division,
 General Motors Corp.
 GE - General Electric Company

SOURCES:

Diesel Locomotive Rosters, compiled by Sy Reich, Wayner Publications
Extra 2200 South, Don Dover, Editor
Harrisburg Rail Review, Harrisburg Chapter NRHS, Fred Wertz, Editor
Railpace Newsmagazine, Tom Nemeth, Editor
The Short Line, G. M. McDonald, Editor
 Richard O. Adams
 Albert J. Derr
 New Jersey Museum of Transportation, Inc.

Carl Perelman
 The Waring Group
 West Jersey Short Line



JANUARY 11, 1986: "Farewell to Route 6" streetcar excursion, using historic SEPTA air-electric PCC #2054 and a second car, sponsored by Buckingham Valley Trolley Association. This will be the last day of trolley operation on Route 6 between Olney terminal and Cheltenham Avenue loop, as well as on Old York Road depot trackage. Cars leave Luzerne depot, 10th & Luzerne Streets, at 11 AM for two round trips on Route 6 and a portion of Route 56-Erie Avenue. Fare: \$15 on day of trip. For information, telephone George Metz at 215-565-0528.

FEBRUARY 8-9: Greenberg's Great Train, Doll House and Toy Show at Philadelphia Civic Center, 34th Street below Spruce, 11 AM to 5 PM. Admission: \$4 adults (children under 12 admitted free with adult). For information, telephone 301-795-7447. Philadelphia Chapter NRHS will be represented with a table for railroadiana sales and membership information.

FEBRUARY 22: Massachusetts Bay RRE will sponsor "Snow Train to the Berkshires" rail excursion, using MBTA commuter equipment, from Boston to North Adams, MA and return. Special train departs North Station 8:00 AM, making stops at Cambridge-Porter Square at 8:10, Waltham 8:20, Concord 8:40, South Acton 8:50, Ayer at 9:15, Fitchburg 9:35 and Greenfield 11:20. Optional side trips at North Adams. Fares: \$39 adults (until 2/11), children (12 and under) \$24 before 2/11. Order tickets from: Massachusetts Bay RRE, P. O. Box 208, East Walpole, MA 02032-0208.

RAIL COMMISSION SCHEDULES PHILADELPHIA AREA MEETINGS

The Pennsylvania High Speed Intercity Rail Passenger Commission is planning a series of meetings across the State this month to explain its plans for a high speed rail service between Philadelphia and Pittsburgh. The series will begin January 7 in Harrisburg.

In this area, press conferences have been set for Paoli, Philadelphia and Lancaster, to which the public will be admitted. The first will be held in Paoli on Thursday, January 23 (time and place to be announced), followed by a session in Philadelphia at 12 Noon on Friday, January 24. The location will be the Mayor's reception room in City Hall. The Lancaster conference will take place January 30 at 10:15 AM in the Amtrak station.

The Commission is awaiting the results of final studies for the proposed line, which could cost up to \$10 billion to construct and equip. Trains on the 314-mile cross-state route would reach speeds of 160 to 250 mph, depending on the technology selected.

Dan Cupper, a public relations officer for the Commission, will be Philadelphia Chapter's guest at the January 17 monthly meeting. He will have additional details on the Commission conferences, for those who wish to attend.

"MINUTEMAN '86" CONVENTION SET FOR JULY IN BOSTON

Probably the largest joint railfan convention ever held in the U.S. is scheduled for July 21-27 in Boston, MA. Entitled "Minuteman '86," the huge gathering will bring together the annual meetings of NRHS, the National Model Railroad Association and the Railroad Enthusiasts. Headquarters will be the Sheraton Boston Hotel downtown.

A full program of railroad and transit excursions is being planned by the Boston Chapter NRHS and the Massachusetts Bay Division of RRE. Full information and a ticket order form are expected to be mailed to NRHS members in March.

ROANOKE CHAPTER SEEKING DONATIONS TO REPAIR FLOOD DAMAGE

On November 4 the Roanoke Transportation Museum in Roanoke, VA suffered severe damage from the rampaging waters of the nearby Roanoke River. The record-setting flood inundated all of the museum's buildings and exhibits, even washing 400-ton Alleghany steam locomotive #1604 against a bridge pier. Many exhibits were damaged, including a station building and an operating HO-gauge model railroad.

The only bright spot was the fact that Norfolk & Western steam locomotives #611 and 1218 had earlier been removed from the grounds for active service on the Norfolk Southern system.

Roanoke Chapter NRHS, a longtime backer and affiliated organization of the museum, is spearheading the solicitation of contributions from NRHS chapters and individual members to help pay for the restoration of this notable museum.

Checks may be made payable to the "Virginia Museum of Transportation" and mailed to:

Roanoke Chapter NRHS
P. O. Box 13222
Roanoke, VA 24032

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:

FRIDAY, JANUARY 17, 1986

The Engineers' Club
1317 Spruce Street
Philadelphia, PA 19107

DINNER: 6:00 PM (Optional) - \$10.00 per person - Club Dining Room

MEETING: 7:30 PM - Conference Room - Third Floor

Our January 17, 1986 meeting will feature an unusual program presented by Dan Cupper, member of Harrisburg Chapter, entitled "RAILROADS - MORE THAN JUST NUMBERS", a post-1920 examination of public timetables, and how they reflected the policies of various carriers in providing rail passenger service and its amenities. Dan, who by profession is a public relations officer for the Pennsylvania High Speed Intercity Rail Passenger Commission, is an avid timetable collector and member of the National Association of Timetable Collectors.

As is our custom, a sit-down dinner will be served BY ADVANCE RESERVATION, in the Club Dining Room at 6 PM (only \$10 per person). Reservations MUST BE MADE ON OR BEFORE WEDNESDAY, JANUARY 15, 1986 to President Tatnall at 215-828-0706.

Make a New Year's resolution to come out to a Philadelphia Chapter meeting and enjoy a program on rail timetables.

STORM WARNING!

In the event of a severe snowfall on the day of the Chapter meeting, a notice of cancellation will be carried by KYW Newsradio, 1060 on the AM dial. Members may also telephone Larry Eastwood at 215-947-5769 for information.

IMPORTANT DUES NOTICE TO MEMBERS!

Philadelphia Chapter membership dues for the year 1986 should be paid no later than the end of January.

This will be the LAST issue of Cinders for those who have not renewed by that time. A large percentage of members have already paid their dues, but some still remain to be heard from.

It's easy. Simply write out a check payable to "Philadelphia Chapter NRHS" and put it in an envelope with the LONG portion of your renewal notice. Then, hand it to Larry Eastwood or Frank Tatnall at the January 17 Chapter meeting or mail it to:

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

Dues remain the same as last year. For full local and national membership the cost is only \$18 per person (\$20 for member and spouse). For membership in Philadelphia Chapter alone, if you belong to NRHS through another chapter, the fee is \$9.

This action will keep you in the mainstream of Chapter affairs and ensure that Cinders, the National Railway Bulletin, convention information and all other mailings will continue coming your way.

DO IT NOW!

AMTRAK'S 1986 CALENDAR SPOTLIGHTS "CRESCENT" IN WASHINGTON

Once again, Amtrak has published its annual year-at-a-glance wall calendar, featuring a painting by noted Rail Artist Gil Reid. For 1986 the locale is Washington, DC and the train is the Crescent enroute from New York to New Orleans.

With the Washington Monument, Capitol Building, Lincoln and Jefferson Memorials, Library of Congress and the Tidal Basin as background, the full-color illustration shows F40 diesel #400 leading the train southward out of the capital city. The Crescent is one of Amtrak's most popular long-distance trains, carrying more than 300,000 passengers a year.

The 23-1/2 x 33-1/2 inch calendar may be ordered from: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143. The cost is \$4.50 for one copy, \$8 for two and \$10 for three.



PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
presents its



50th Anniversary Banquet

Friday, March 14, 1986

Williamson's Restaurant
(atop GSB Building)
City Line and Belmont Avenue
(U. S. Route 1 - 1 mile west of Schuylkill Expressway)
Bala-Cynwyd, PA
(Free Parking Available)

COCKTAIL HOUR BEGINS 6:00 PM

DINNER SERVED 7:00 PM

FEATURED SPEAKER: JOHN S. WHITE, JR., CURATOR OF TRANSPORTATION
SMITHSONIAN INSTITUTION

MENU: Choice of Roasted Prime Ribs of Beef au jus or Baby Flounder Stuffed with Crabmeat

PRICE OF TICKETS: \$25.00 per person

Please complete Order Form below, making checks payable to "Philadelphia Chapter NRHS"

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

Please send me _____ tickets at \$25.00 each for Philadelphia Chapter's 50th Anniversary Banquet
to be held Friday evening, March 14, 1986. I have enclosed \$_____._____.

I desire to have _____ Roasted Prime Ribs of Beef _____ Flounder Stuffed with Crabmeat

Name _____ Telephone _____ - _____ - _____

Street _____

City _____ State _____ ZIP Code _____

I have enclosed a stamped, self-addressed envelope for mailing of my banquet tickets.