

50th Anniversary ~ 1936-1986



CINDERS

NOVEMBER 1986



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Volume 47 Newsletter of the Number 10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

LAST 'BLUES' ROLL TO WEST CHESTER

Southeastern Pennsylvania Transportation Authority
Regional High Speed Line

FORM 19 FORM 19

TRAIN ORDER NO. 218

To: N.E. Psg Extra 9118 - 916 South At: Media

Det 26 1986

*Engine 9118 run Psg Extra CP South
Chester to West Chester. After Psg.
Extra 9118 South arrives West Chester
Engine 9116 run Psg Extra West
Chester to CP South Elwyn*

Made Com Time 9:57 A M Operator Tansy

11/382 F-012

Neither rain nor gloom could stay the faithful Reading Blueliners from their appointment in West Chester on Sunday, October 26, as Philadelphia Chapter sponsored what may have been the final excursion with an all-blue-and-white train on SEPTA's Regional Rail system.

It was also quite possibly the last passenger train to West Chester, as regular service has been suspended over the 12.1 miles of single track south of Elwyn because of poor track conditions. There are only dim prospects of its resumption. SEPTA, however, granted the Chapter special permission to operate its excursion train all the way to West Chester, subject to a restricted speed of 15 mph.

Only three cars still painted and lettered for the Reading remain available for service--9110, 9116 and 9118--and all were used on the special train. Soon, they are expected to be sent to General Electric's North Philadelphia carshop for upgrading and repainting, as part of SEPTA's current life extension program for its fleet of 26 Blues.

At 9:45 AM, on time, the chartered train pulled out of 30th Street Station's Upper Level bound for West Chester through a persistent rain. After picking up a train order at Media station, the Blues crossed the high bridge over Ridley Creek, passed the terminus for regular trains at Elwyn, and proceeded beyond into non-signalized territory. Chapter Member Andy Toton at the controls of car 9118 ran cautiously over track which now sees only occasional movements of stone ballast hauled by Amtrak locomotives from a quarry at Glen Mills.

Arrival at West Chester station--end of track--was nearly on time at 11:20, and after a 15-minute pause the return trip began. A photo runby was staged at rural Cheyney station against a backdrop of beautiful fall colors, while the rain mercifully held off. A rest stop was made at Media and the train then ran express to 30th Street when the decision was made to cancel a planned photo stop at Clifton-Aldan. (Continued on Page 2)

This train order was issued at Media station authorizing Philadelphia Chapter's Blueliner special to occupy the largely unused single track line to West Chester, Sunday, October 26, 1986.

Pre-Christmas Blueliner Trip Set for December 14

An unusual event of this year's pre-Christmas season will be a festive "twilight" excursion on SEPTA's Regional Rail Division using newly-refurbished and repainted Blueliner cars, sponsored by Philadelphia Chapter NRHS.



On Sunday, December 14, the special train of vintage ex-Reading cars will leave Paoli at 3:15 PM, stopping at Radnor (3:25), Wynnewood (3:33), 30th Street Station (4:00) and Suburban Station (4:05), before setting out on a speed run to West Trenton. During the return trip, a stop will be made at Jenkintown for those planning to dine at the new Greenwood Grille Restaurant located in the station building.

The special train will then leave Jenkintown at 5:35 PM, arriving 30th Street at 6:02, Wynnewood at 6:17, Radnor at 6:26 and Paoli at 6:40 PM. One photo stop will be made on the eastbound trip, while there is still some lingering daylight. Snow has been ordered but cannot be guaranteed.

The fare for this excursion is only \$10.00 per person. Tickets may be purchased through the mail by using the order form attached to this issue of *Cinders* or at the November 21 Chapter meeting.

Optional dinner reservations have been made for a party of 20 Chapter members in the recently-opened Greenwood Grille, beginning at 6:30 PM on the evening of the excursion (telephone Frank Tatnall at 215-828-0706). That is the maximum number which can be seated in a special area of the dining room, but individual reservations may also be made by telephoning the restaurant at 215-885-9000. A full-course dinner at the fashionable Greenwood Grille can be expected to cost about \$35.00 per person by individual settlement.

Those staying for dinner should plan on using regular SEPTA trains to return home, with Route R5 trains leaving Jenkintown at 7:47 and 9:47 PM for Paoli and intermediate stations. Tickets on these trains are not included in the price of the Blueliner excursion.

All Chapter members and friends are invited to welcome the Christmas season with good fellowship on this final Blueliner special for 1986, closing out the Chapter's 50th Anniversary year. The mailing address for tickets is: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. A stamped, self-addressed envelope should be included with each order.

LAST "BLUES" ROLL TO WEST CHESTER (Continued from Page 1)

After the train pulled into Track 0 at Suburban Station, passengers were given 40 minutes for lunch. Many of them rushed to the Roy Rogers Restaurant in the east concourse, where the management had been alerted for an onslaught of hungry railfans. At 2 PM the special backed out of Track 0 and returned to the station to pick up passengers who had lunched at 30th Street before riding downtown on the 2 PM Airport train.

At 2:10 the three Blues rumbled out of Suburban, through the center city tunnel and Market East Station, headed for Chestnut Hill. After a smooth ride up the welded rails of the Chestnut Hill East Line, the train arrived at the early-30's-vintage station, let off its passengers and executed a photo run by departing from Track 2 and returning on Track 1. Leaving 12 minutes late at 2:50, the special retraced its path to Wayne Junction, reversed ends and set out on a speed run north on the mainline. Engineer Toton maintained the track speed of 55 mph most of the way to Lansdale, where the train swung onto the newly-rebuilt Doylestown Line.

Arrival at Doylestown station, a few blocks from the Bucks County Courthouse, was at 4 PM, ten minutes behind schedule, and a quick turnaround was made. On the return trip, the special paused for five minutes to meet regular Doylestown-bound train #2590 at "CP-Forest" siding just north of Chalfont. Again, the photo runby which had been scheduled at Del Val College was cancelled because of the gloomy weather and to help recover time.

From Chalfont, a non-stop run was made back to 30th Street Station, except for brief passenger stops at Jenkintown and Wayne Junction. Arrival at 30th Street was three minutes ahead of schedule at 5:32 PM, the passengers detrained and the special returned to Roberts yard. The following week, the same set of three blue-and-white cars made daily trips in regular service as trains 6711-6754 between Chestnut Hill East and 30th Street--perhaps the last time that these cars would be seen together in their old Reading colors.

In spite of the inclement weather, virtually everyone appeared to enjoy the trip--especially the ambiance and sounds of the 55-year-old Blueliners. In fact, the most frequently asked question was: "When will there be another trip?"

Philadelphia Chapter wishes to thank everyone at SEPTA who had a hand in arranging this successful excursion, as well as the crew members who staffed the train. Chief Officer John F. Tucker of the Regional Rail Division rode the cab from Philadelphia to West Chester and return, and Road Supervisor David Stroud accompanied the entire trip. Larry Eastwood served as trip chairman for the Philadelphia Chapter.

The Chapter also expresses its appreciation to all of those members and non-members who purchased tickets and thus made this unusual excursion possible.

MARK YOUR CALENDAR FOR SUBWAY TOUR ON NOVEMBER 23

It's not too late to buy your tickets for the Chapter's upcoming excursion on the Broad Street subway, using the last three available historic cars for a tour of the entire line including the Ridge Avenue spur.

BROAD STREET SUBWAY



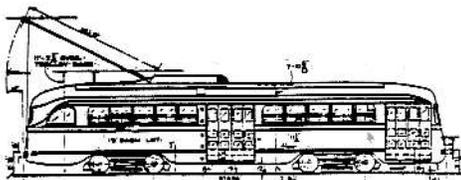
Co-sponsored by Buckingham Valley Trolley Association and Philadelphia Chapter NRHS, the unique train will leave Fern Rock station, 11th Street & Nedro Avenue, at 1 PM on Sunday, November 23. The return to Fern Rock will be about 4 PM.

Tickets are priced at \$12.00 for BVTA and Philadelphia Chapter members, \$15.00 for non-members and \$15.00 for those purchased on the day of the trip. Orders should be sent to: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "BVTA" and enclosing a stamped, self-addressed envelope. Tickets will also be on sale at the November 21 Chapter meeting in the Engineers' Club.

Cars expected to be used are #1, restored by SEPTA to its original 1928 appearance, #51 and #166. The latter two are normally used in work train service. All three cars are owned by the City of Philadelphia, but they are becoming increasingly difficult to obtain for charter trips. The November 23 excursion should therefore be a "must" for local traction enthusiasts.

CHAPTER TROLLEY TRIP MARKS 50TH ANNIVERSARY OF PCC'S

On Sunday, October 5, Philadelphia Chapter chartered SEPTA's historic PCC car #2054 for a tour which marked the 50th anniversary of the Presidents' Conference Committee streetcar in revenue service.



At 1:10 on that bright, cool afternoon, the 2054 pulled out of Luzerne depot with a large group of Chapter members and friends on board. The 45-year-old car was wearing the same silver paint scheme as it did when delivered to the old Philadelphia Transportation Company in 1941. Chapter Vice President Mike Burshtin, who served as trip chairman, had plotted a nearly four-hour trip which would take the riders over the northern segment of Route 23-Germantown Avenue to the upscale shopping district of Chestnut Hill, then along the entire length of Route 56 between the loops at Torresdale & Cottman and 23rd & Venango. Photo stops were made at those points as well as at Chestnut Hill and Mermaid loops, the turnback at Frankford & Hunting Park Avenues and at other locations.

Upon its return to Luzerne at 5 PM, the NRHS group was treated to a photo opportunity with PCC #2728, which was rolled out of the house especially for the visitors. The 2728 is the 100th PCC to be rebuilt in SEPTA's ongoing general overhaul (GOH) program and carries a special logo to that effect as well as silver headlight wings.

Members Mike Burshtin and Russ Jackson prepared a special booklet for distribution on the trip, detailing the history of the revolutionary PCC design and its introduction into revenue service on October 1, 1936 in Brooklyn, NY.

Unfortunately, the excursion could not be advertised widely because SEPTA gave final approval to the trip just 12 days before the proposed date. Nonetheless, Philadelphia Chapter appreciates SEPTA's subsequent cooperation in arranging the trip, and thanks those who attended this "last-minute" event.

1987 DUES BILLS IN MAIL; FOUR NEW MEMBERS WELCOMED

Dues bills for 1987 were placed in the mail to full Chapter members early in November, and those for Chapter-only members who hold their National membership through another Chapter are expected to be mailed about November 15.

Full Chapter members are urged to send their remittance and the long portion of their dues bill to Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302 before January 31, 1987. The January issue of Cinders will be the last one mailed for anyone who does not renew.

Chapter-only members are reminded that their renewal form will contain a line where the name of your "home" Chapter for 1987 must be included with your renewal. National by-laws require that anyone belonging to a Chapter hold National membership in one Chapter.

Philadelphia Chapter also is pleased to welcome four new members for the 1987 year, as follows:

GOODWIN, A. Murray, 2508 Lori Lane North, Wilmington, DE 19810	302-478-9298
HART, John Henry, 9926 Haldeman Ave., Apt. 129-A, Philadelphia, PA 19115-1606	215-673-4146
MARTIN, Patrick A., 1114 McKinley St., Philadelphia, PA 19111-5832	215-545-5100
STICKEL, William H., III, 84 East Tee Road, Oreland, PA 19075-1119	



Some additional schedule change notes from Amtrak's October 26 schedules: between Boston and New York, the Metroliner Service trains are numbered 292 and 297, leaving New York at 5:05 PM Fridays and Boston at 5:30 PM Sundays. The Friday train comes from Washington, while the Sunday train continues to Philadelphia (so the equipment may turn for the Monday morning Philadelphia-New York Metroliner). The last train southbound from Boston now leaves the Hub 50 minutes later in the case of Train 193 and 85 minutes later for Train 197.

Between New York and Washington, Train 181 replaces the Cardinal as the first day train to Washington, but it no longer operates Sundays. A later train, the 4:30 PM departure from New York, also now operates on Saturdays. Since the Cardinal now runs earlier eastbound and no longer carries Corridor passengers, the last train from Washington is now numbered 138 and only runs Fridays and Sundays.

On the New York-Philadelphia runs, the Metroliner Service train leaves Philadelphia at 7:10 AM as Train 260, while Train 297 leaves New York at 7:00 PM Mondays-Thursdays. Clocker trains have been renumbered in chronological order, so that Train 250 has become Train 200. The 8:05 AM Sunday morning train to New York has been discontinued, replaced by a 12:55 PM train. Also along this route, the westbound Susquehanna, Train 45, now leaves New York 6:05 PM.

In motive power news, E60 #954, one of the six boiler-equipped units, will be converted to HEP and renumbered to 608. Reports have an additional unit becoming the 609.

Amtrak's ten Capitol Liner control cars will be numbered 9630-9639 (note that the former C&NW control cars used in Chicago are numbered 9621-9624). None are close to completion however, and present plans call for their introduction with the April 5, 1987 time change (remember that we'll go back to Daylight Saving Time now on the first Sunday in April).

Only four Amfleet cars remain in service in the older "cigar band" livery as of October 19. All were seen in service on that day at Trenton, but probably will be next in line to go into Wilmington shop. For the record, the cars are Amclub 20129 and coaches 21007, 21026 and 21046 (in addition, coach 21253 was restriped, but needs the upgrade to tread brakes). Wilmington released another Amcoach with MU trainlines for San Diegan service. Car 21048 may have been renumbered to 44077, but the reason for this isn't clear. Amcafes 20040 and 20014 are the first food service cars so equipped -- presumably they'll be renumbered 43040 and 43014.

When I was a Boy Scout, my troop visited Budd's Red Lion Plan while the Canadian equipment was under construction. Budd and Canadian Pacific sponsored a press run over the Reading's New Hope branch (a photo in Railway Age showed the Canadian flag being raised over New Hope). Today, these cars, or at least most of them, soldier on as VIA's premier long-haul equipment. The English-French consideration was neatly dealt with by naming 29 sleepers after prominent French Canadians, and 42 others after prominent English Canadians. For example, Train 10, the eastbound Canadian arriving at Toronto September 30, included "Rogers Manor" and "Chateau LaSalle" in the consist. The diners were named after dining rooms in CP hotels and the dome sleeper observations were named for provincial and national parks. The only cars on the 1954 train not completely new were 22 older tourist cars rebuilt with stainless steel fluted sides (but retaining their old rooflines) and renamed in the "U" series, such as "Uxbridge".

In 1986, VIA's Canadian enjoyed good loadings due to the Vancouver Expo, but this has now ended and the winter consists will be considerably shorter. Full diners came off October 26; now, the Skyline dome coffee shop will provide full meals.

I always enjoy looking at menus, and the VIA menus have continued their practice of two entree choices, varying each day on the trip from Toronto to Vancouver. Breakfasts offer two choices -- the inevitable bacon and eggs plus either French toast or pancakes. A continental breakfast is also available for lighter appetites. Lunch offers two full selections, one hot and one cold, plus an inexpensive soup and sandwich meal. As mentioned, the two dinner choices are the most elaborate and expensive, with everything from appetizer to dessert.

The new Toronto Maintenance Center at Mimico services all VIA trains and road power moves the equipment to and from Union Station, a 15-minute trip. The area at the station formerly occupied by Spadina coach yard and engine house has been largely cleared of railroad facilities and excavation is in progress to prepare the site for the new domed stadium.

(Continued on Page 8)

PHILADELPHIA



FRANK G. TATNALL, JR.

Seven of SEPTA's 26 remaining Blueliner MU cars have been repainted and reconditioned by General Electric, and may be in regular service by the time you read this. At the end of October, cars 9109, 9117, 9119, 9120, 9124, 9125 and 9128 were back at Wayne electric shop, sporting the snappy new red, white, blue and gray paint scheme with refurbished interiors, but only 9109 has been fitted with rebuilt trucks.

After a test run to West Trenton on October 31, five of the cars were readied for operation on rush-hour West Trenton expresses 6337-6370. Aside from these cars, however, only eight or nine Blues have been running in regular service, as cars 9114, 9115, 9123 and 9127 have gone to GE's North Philadelphia shop for cosmetic treatment. The next cars to go will be the five remaining blue-and-white cars (9110, 9111, 9116, 9118, 9135), of which only three are active. These are #9110, 9116 and 9118 which were used on Philadelphia Chapter's October 26 excursion (see separate story). Car 9102, the first to be painted red, white and blue several years ago, is also out of service after striking an obstruction October 2 at Washington Lane, on the Chestnut Hill East Line. Its battery boxes were damaged.



SEPTA appears to be close to a decision to purchase 35 non-powered push-pull coaches from Bombardier, Inc. of Montreal, along with seven AEM-7 electric locomotives from General Motors. Test runs with a Maryland Rail (MARC) push-pull train were conducted on October 27 and 29, the first from 30th Street Station to West Trenton and return and the second from 30th Street to Glenside and return. Several SEPTA board members rode the Glenside run to familiarize themselves with the equipment, which consisted of AEM-7 #4900 hauling Sumitomo-built coaches 7704, 7700, 7701, 7709 and cab car 7747. To take advantage of current tax provisions, however, SEPTA must place the \$160-million order by the end of this year, a step which the board may consider at a special meeting before the end of November. It appears that the original plan for 35 or more "Silverliner V" MU cars will be dropped in favor of the off-the-shelf push-pull cars.

SEPTA issued new public timetables effective October 26, including a pocket-size timcard for the Airport Line. It also reissued the train schedules in Regional Rail Employee Timetable #3 in the form of eight individual folders, similar in format to those of METRO-NORTH in New York.....During a one-month period last summer, Airport trains ran 98 percent on time, while overall system performance was 82 percent on time. Poorest performer was the Media-West Chester Line with 258 trains delayed during the period, primarily due to maintenance work.

SEPTA expects to open bids from private contractors on November 14 for rail operation of the Fox Chase-Newtown and Norristown-Pottstown routes.....Signal replacement at 16th Street Junction in North Philadelphia caused train delays between October 24 and 27.....The Environmental Protection Agency on October 31 began its cleanup of toxic PCB chemicals at the Paoli electric carshop. The agency also said that it is investigating possibly dangerous levels of the chemical, once used as a transformer coolant, at the Powelton Avenue and Wayne Junction yards.....Silverliner IV's #181-182, a married pair, have been equipped with a test pantograph similar to that used on AEM-7 locomotives.

The proposed Philadelphia Convention Center, to be located in center city Philadelphia adjacent to Reading Terminal, will cost \$468 million, up \$13 million from previous estimates, according to City officials. In its report, the Inquirer also quoted Mayor Goode as saying that the center will be completed by May 1991, six months later than previously announced.

SEPTA continues reconstruction work on its bridge over Broad Street near Logan station, with the northbound main track now swung over onto the CONRAIL portion of the structure. The bridge, which has space for four tracks, also carries a single CONRAIL freight main, but CR has not undertaken any repair work on its section.....SEPTA last month fired the engineer and passenger attendant of a Media to Philadelphia train after they got into a brawl at Swarthmore station on September 22 (see October Cinders).

Silverliner II #201 was shipped back to SEPTA last month after a heavy overhaul by C&S Transit of Chesapeake, VA, leaving five other SEPTA cars still at C&S. The route of movement was via carfloat across Chesapeake Bay to Cape Charles, VA, thence EASTERN SHORE RAILROAD and CONRAIL.....Owners of the EASTERN SHORE announced last month that they will put the line up for sale or seek to abandon it, because of continued operating losses. The 93-mile road extends from Norfolk, VA to Pocomoke, MD and includes a 30-mile-long carfloat operation.....Ex-Reading green MU car #863 moved from Philadelphia's West Falls yard to Reading in CONRAIL freight train PGAL5 on October 15, enroute to the Reading Company Technical & Historical Society.

PHILADELPHIA EXPRESS (Continued from Page 5)

Fast relief for SEPTA's beleaguered Norristown High Speed Line arrived October 23 when Chicago Transit Authority cars #6151 and 6152 were delivered by truck to the P&W shop in Upper Darby. These were the vanguard of ten 1950's-vintage subway-elevated cars with PCC components, purchased from CTA for \$250 each, which will be used to beef up SEPTA's threadbare fleet of 50-year-old P&W cars. After the August 23 crash of car #167 at 69th Street Terminal, SEPTA suspended rail service on the 13.5-mile line while the remaining cars underwent safety inspections and repairs. The four Bullet cars sent to the City Transit Division's Woodland heavy repair shop were trucked back to 69th Street September 30-October 1 while work continued on several other cars at the P&W shop.

Finally, on October 6, SEPTA resumed limited rail service with only five cars. Buses continue to serve all stations between Bryn Mawr and 69th Street during peak hours while the railcars run express from and to Rosemont. A bus-rail transfer is made at Garrett Hill station, though rail service is provided at all stations during off-peak hours and on weekends. Several cars with severe collision damage will require many months of work before returning to service--if they ever do.

SEPTA said that the CTA cars, operating in married pairs, should begin revenue operation sometime next month, after receiving certain interior and door modifications as well as new third-rail pickup devices. It is not yet known whether they will be repainted in SEPTA colors before entering service. Presumably, SEPTA will still press ahead with its long-range plan to buy 26 new cars for the P&W line at more than \$1 million each, as part of its \$76-million program to upgrade the line.

Meanwhile, the notorious Trains Magazine "curse" has struck again. In its November issue, the magazine features a two-page article on the famed Bullet cars by Traction Expert William D. Middleton. Apparently, the piece was written just prior to the August accident.

Hearings on SEPTA's drastic "service economy program" have ended but the controversy continues as transit riders and elected officials await further action by the SEPTA board. While several State Legislators expressed sympathy for SEPTA in trying to close its projected \$25 million deficit for Fiscal Year 1987, others jumped in to criticize the authority for creating a "crisis atmosphere." Among them was influential State Senator Joseph Rocks of Philadelphia, who blasted the board last month for the "riot you have created," and threatened to reorganize SEPTA if it implemented the cuts before the end of the year.

Both gubernatorial candidates, Democrat Robert P. Casey and Republican William W. Scranton III, agree that SEPTA needs additional financial aid from the State, but disagree on how to provide the funding. Scranton promised that, if elected, he would see that SEPTA's budget problems are solved by next spring, while Casey said he would shift some of SEPTA's operating costs to the capital budget and then provide an additional \$16 million in capital funding to cover those items. SEPTA, however, would still have to cut about \$9 million from its operating budget. On October 14, a group of State legislators from Philadelphia held a news conference at SEPTA's 2nd & Wyoming bus garage to announce their support for the Casey plan, although they acknowledged that this would provide only a short-term solution. Unless the Legislature changes the State's formula for the funding of mass transit, said Rep. Max Pievsky, the deficit crisis would recur.

SEPTA and other transit agencies in the State have long maintained that the problem is caused by the Governor's and Legislature's refusal to provide the full funding required under a law known as Act 101. For the current year only \$180 million was appropriated for transit statewide, according to SEPTA figures, even though the formula contained in Act 101 required \$230 million.

While admitting that SEPTA's proposal to reduce service by 30 percent on December 1 is "a deliberate attempt to get the attention of the Legislature," Board Chairman Lewis F. Gould, Jr. has insisted that the agency is dead serious about the need for the cutbacks. The Inquirer reported that Gould's only concession to date was to pledge not to implement any service reductions until the end of the brief legislative session which begins November 17.

SEPTA says that fewer riders than expected have switched to tokens and passes, resulting in revenues of \$1.7 million over budget on the City Transit Division since July 1. Because the price of tokens and passes did not increase on July 6 along with cash fares, SEPTA expected a big shift away from cash--and indeed token use has increased 40 percent to 145,000 on an average weekday, the Daily News reported. But SEPTA had expected even a greater change, helping it to reduce the burden of handling cash. SEPTA figures show that about 34 percent of City Division riders use TransPasses, up two percent from last year; token use is up from 15 to 19 percent; and 24 percent still pay cash versus 32 percent a year ago.

But the higher fare levels have reduced City Division ridership as expected--down four percent in September from the same month in 1985 and eight percent below budget. Business on the Regional Rail Division however, was up more than nine percent in the third quarter of the year in spite of an average 24 percent increase in fares over the year-ago period. Suburban Transit ridership was off by 16 percent in September, reflecting the after effects of the 61-day Red Arrow strike last spring.

SEPTA has decided not to proceed with the \$4.3-million purchase of the 60-acre Midvale-Heppenstall Steel property near Wayne Junction, after City Councilman Edward Schwartz complained that this would eliminate a prime site for industrial development. SEPTA had planned to build a bus maintenance facility on the property.

PHILADELPHIA EXPRESS (Continued from Page 6)

.....SEPTA has closed the Margaret-Orthodox station building on the Frankford elevated in preparation for demolishing and replacing the old structure. The adjacent Arrott Street bus and trackless trolley terminal will also be closed temporarily during construction. All of this is part of SEPTA's nine-year, \$368-million project to reconstruct five miles of the 63-year-old el structure, including replacement of track, signals, power systems and some stations.

Congress failed to pass a new highway and transit bill before it adjourned last month. Left hanging were \$12 billion in appropriations for roads and bridges as well as another \$4 billion for mass transit. The bill will have to be reintroduced in January.....Governor Thornburgh proposed last month that SEPTA and other transit agencies be reclassified as "Commonwealth agencies," which would impose a ceiling of \$250,000 on liability damages paid to each accident victim. Ten percent of SEPTA's budget now goes for liability claims and insurance costs.....After 16 years of writing a transit column in the Daily News, "Phantom Rider" had a birthday party last month. To mark the event, the newspaper chartered a specially decorated Broad Street subway train which ran from Pattison Avenue to Fern Rock on October 5.....PennDOT says it is looking for a new system to monitor its free transit program for senior citizens. Last year the program cost the State \$65.3 million in subsidies to transit agencies, up 70 percent over a three-year period.



More than five years after the Federal government decided to sell its 85-percent stake in CONRAIL, Congress last month approved a public sale of the now-profitable railroad. Having given the cold shoulder to a proposed merger with rival NORFOLK SOUTHERN, the lawmakers passed the Conrail Privatization Act as part of deficit reduction legislation signed into law by President Reagan on October 21.

The act sets a goal of obtaining \$2 billion in proceeds from the selloff, including \$200 million to be paid from Conrail's treasury to the government within 30 days. By November 20, Transportation Secretary Elizabeth Dole, after consulting with Treasury Secretary James A. Baker III and Conrail Chairman L. Stanley Crane, must select a team of four to six investment bankers to manage the public stock offering. Already, many such firms are jockeying for position in this potentially lucrative and prestigious "beauty contest," which could generate as much as \$85 million in commissions for the underwriters.

In addition, the law requires the 15 percent of CONRAIL stock now held in an Employee Stock Ownership Plan (ESOP) be distributed to eligible workers, and Conrail must pay \$200 million to present and former union employees who took wage deferrals between 1981 and 1984 in an effort to help rejuvenate the then-struggling railroad. Non-union employees must be treated on a comparable basis. Other requirements of the act include: the expenditure of at least \$500 million annually for capital improvements (under certain conditions Conrail's board of directors may reduce this to \$350 million), a limitation on dividend payments for the first five years to 45 percent of quarterly net income, offering abandoned lines to other carriers for 75 percent of net liquidation value, and a ban against any person or corporation holding more than ten percent of Conrail's voting stock during the first three years. The latter restriction, however, applies to other railroads for only one year, after which rail companies may file an application with the Interstate Commerce Commission to merge with Conrail.

Dropped from the bill were requirements to maintain CONRAIL's headquarters in Philadelphia and its shops in Altoona, as well as for competitive rail access and labor protection in sales to shortlines. Some of these issues, however, may be revived after the 100th Congress convenes in January. The larger question now is just how successful a public sale of Conrail stock will be, with a variety of opinions being heard from sources in Washington and on Wall Street. In spite of certain provisions in the law which will increase Conrail's tax liability in future years--thus making its securities less attractive--the sale may still become the largest single public stock offering in U.S. history.

The ICC last month authorized the WINCHESTER & WESTERN to acquire 45.1 miles of CONRAIL branchlines in Cumberland and Salem Counties, New Jersey. Centered on Bridgeton and Millville, the former PRSL and Jersey Central lines serve a number of sand producing areas, which explains the interest of W&W's parent company, Unimin Corp., one of the major producers. On September 22 six former NORFOLK & WESTERN GP9's arrived at Millville to serve as power for the shortline, which will interchange with CR at Millville (West Jersey Chapter Crew Caller, The Short Line).....CONRAIL set a record in its intermodal business on August 20 when for the first time more than 20,000 revenue trailers and containers were moved during a single week. Since then, nearly every week has seen similar volumes, with more than 22,000 units hauled in the week ended September 20.

On October 7 a Sun Company gasoline pipeline sprung a leak in King of Prussia, near CONRAIL's Morrisville freight line (also known as the Trenton Cut-Off). As more than 220,000 gallons of gasoline were spilled, several major highways were closed and Conrail had to divert all freight traffic away from the area. Mail trains operated either via the Earnest connection at Norristown or via the Lehigh Line through Allentown. The Morrisville Line was reopened to traffic two days later.....CONRAIL moved at least two trainloads of steel coils out of USX's Fairless Works near Morrisville last month, after USX obtained a court injunction against striking steel workers who had earlier blocked the tracks. The trains were headed for a USX plant at Pittsburg, CA.

The Altoona Mirror reports that restoration work on former Pennsylvania Railroad K4s Pacific #1361 should be completed by Thanksgiving, and the locomotive steamed up for the first time in 30 years. Steam Expert Doyle McCormack of Portland, OR, who supervised the rebuilding of 4-8-4 Daylight locomotive #4449, is con-

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

sultant to the 1361 project. No plans have yet been announced for any revenue excursions with the famed K4, which for many years was on display at Horse Shoe Curve.....CONRAIL is reportedly considering the return to service of retired ex-PRR, ex-AMTRAK E8A #4021, now in Juniata locomotive shop at Altoona. Sister E8's 4020 (ex-PRR, ex-Amtrak) and 4022 (ex-Erie Lackawanna) currently are used to power most of Conrail's inspection trains (Lehigh Valley Chapter Lehigh Lines).....Demolition work continues on several structures in the former Reading Company shop complex in Reading. As of mid-October, the huge concrete coaling dock was in the process of being torn down.

AMTRAK has received authority to raise its Northeast Corridor speed limit to 125 mph wherever 120 mph had been previously authorized, and in some 110-mph zones as well (NARP).....AMTRAK has begun a program to erect permanent speed limit signs along the Corridor at braking distances to the speed zones. The signs will have black numerals on a yellow background and will be suspended from the overhead catenary (Wilmington Chapter Transfer Table).....Ridership on PATCO is about two percent ahead of last year, with the greatest increase at Woodcrest station where over 2,000 autos are parked on weekdays. The October 19 "Neighbors" section of the Inquirer carried an article on PATCO entitled "The easy way out of South Jersey." Included was a photo of Assistant General Manager William Vigrass, a Philadelphia Chapter member (Crew Caller).

CSX announced last month that it will consolidate the CHESAPEAKE & OHIO and BALTIMORE & OHIO railroads into CSX TRANSPORTATION, INC. by the end of 1986. The move will mean the loss of about \$3 million in tax breaks that the B&O receives each year under its 1827 charter from the State of Maryland.....Supplementing the CSX freight schedules in October Cinders, piggyback trains SLTT and NETT have received new symbols--133 and 134 respectively.....Ex-Reading Alco C630 #5308, purchased from CONRAIL by the Reading T&H Society, arrived at Reading on October 11.....Dedication of ex-PRR GG1 #4859 will occur at AMTRAK's Harrisburg station on November 15. Harrisburg Chapter NRHS has been the major force in spearheading the restoration project. The ceremony will feature an excellent equipment display provided by Amtrak, CONRAIL, CSX, and BLUE MOUNTAIN & READING.

ON THE SCENE (Continued from Page 4)

The biggest surprise on a recent visit to Toronto was the virtual disappearance of VIA's Tempo equipment. Only four cars were noted, and they seem to only see service on weekends to Sarnia, running on the rear of Amtrak's International (which is Amfleet equipped and continues on to Chicago). As VIA's new F40PH's have not yet arrived, leased CN GP40-2W's can be found leading passenger trains in southwestern Ontario, running with a VIA steam generator car. Possibly, a number of VIA units due for replacement have expired and do not merit heavy repair.

Budd RDC fans should find Toronto right up their alley, since VIA stables about 35 cars there. Trains run to Niagara Falls, Havelock, Stratford, London and Sarnia. Although three-car trains seem to be the normal maximum, I did note a five-car consist during a holiday period. Included in the Budds assigned to Toronto are VIA's only RDC-9's, 6000-6006. These cars have only one engine, and were intended to operate in longer consists between two-engined cars, and were originally built as part of a 25-car order for the Boston & Maine.

On NJ Transit, the first rehabilitated NJT Comet I coach was returned to service in October by Bombardier. In a compromise with local politicians, only 70 of the 147 cars to be refurbished will receive conventional traps and high-profile doors to allow using high-level platforms. These will include all 32 cab cars and 45 coaches (which will be renumbered 5707-5751, above the Comet II coaches they will resemble). The 77 cars to retain the unique full-length low-profile doors will include 61 coaches and nine bar cars. Some commuter groups questioned the use of cars with traps, claiming that they could run with doors open and pose a safety hazard. These people probably don't remember, of course, that the Lackawanna used open-platform steel cars and the Erie's earliest Stillwell coaches also had suburban-style vestibules!

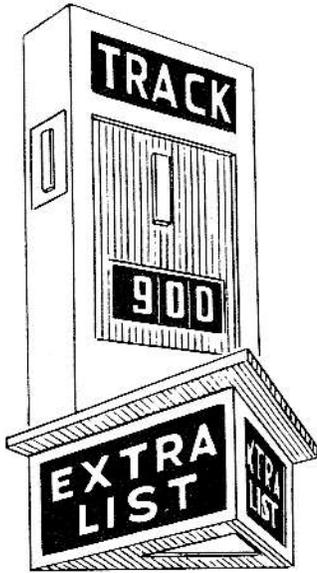
A mid-September review of Conrail's locomotive fleet showed the following active units by model:

100 GP15-1	134 B23-7	4 U36B	70 GP40
128 GP40-2	2 E8A	60 B36-7	22 C39-8
78 SD40	165 SD40-2	50 C30-7A	10 C30-7
10 C32-8	25 C36-7	13 SD45-2	135 SD50
3 SD60	18 U23C	35 SD38	1 GP9
51 GP10	144 GP38	335 GP38-2	24 MT-4 slugs
29 MT-6 slugs	21 SW8	21 SW900	19 SW7
19 SW9	25 SW1001	53 SW1200	116 SW1500
10 MP15			

This totals 1930 active units, plus an additional 529 stored units. The newest units are the 25 C39-8's, which were delivered in July and August. Incidentally, the lone GP9, 7267, survives because it was modified to operate with a slug unit at Avon Yard near Indianapolis.

In a transit item, NJ Transit PCC #2 was struck by a fleeing automobile at Newark's Orange Street crossing, recently, damaging the front end. Eight cars on the line (5, 7, 12, 13, 23, 25, 26 and 28) have now been repainted into the NJT livery, with the other 16 cars still in the Bicentennial scheme.

Kalmbach's excellent guide to short-line railroads, American Shortline Railway Guide, is well worth the \$12.95 purchase price (to be available at the Chapter sales table for the November meeting). Can you find the one railroad listing a Fairbanks-Morse locomotive?



NOVEMBER 15, 1986: Dedication of refurbished GGI electric locomotive #4859 at Amtrak station, Harrisburg, PA. After 9 AM ceremony in newly-rebuilt station, display of railroad equipment will be held on adjacent tracks from 10 AM to 5 PM both Saturday and Sunday, November 15 and 16. Equipment will include Conrail C39-8 locomotive and track geometry car, CSX track inspection and "Operation Life-saver" cars, Amtrak cars and ex-Pennsy E8 diesel locomotives from Blue Mountain & Reading. Admission free. For vendor information, telephone Harrisburg Chapter NRHS at 717-737-2293 or 717-564-3366. Convenient Amtrak service available from Philadelphia and other stations to Harrisburg and return.

NOVEMBER 16: "Sell & Swap '86" railroadiana show and sale at Boy's and Girl's Club of Union, 1050 Jeanette Avenue, Union, NJ (one mile west of Garden State Parkway at U.S. 22 interchange), sponsored by Tri-State Chapter NRHS. Hours: 10 AM to 3 PM. Admission: \$2 adults, \$1 children and senior citizens. For information, write: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015.

NOVEMBER 22-23: Second annual Erie Depot Train Show at Port Jervis, NY, sponsored by Depot Preservation Society with proceeds to be used for restoration of former Erie Railroad station at Port Jervis. Show to be held in St. Mary's Church Hall, 26 Ball Street, Port Jervis, 10 AM-4 PM Saturday and 12 Noon-5 PM Sunday. Dealers, exhibits, model train layouts, films, door prizes featured. Admission: \$2 adults, \$1 children (5-11). For information, write: Depot Preservation Society, P. O. Box 1004, Port Jervis, NY 12771.

NOVEMBER 22-23: Fifth annual Railroadiana & Train Show, sponsored by West Jersey Chapter NRHS, at Cherry Hill Armory off Racetrack Circle (Route 70), Cherry Hill, NJ. Hours: 10 AM-5 PM Saturday, 11 AM-5 PM Sunday. Donation: \$2 adults, 50 cents children (under 12). Tables available for two days at \$25 each (plus \$10 reservation fee). Dealers should contact: West Jersey Chapter NRHS, P. O. Box 1022, Haddonfield, NJ 08033 (telephone 609-665-0491).

NOVEMBER 23: Special excursion on Broad Street and Ridge Avenue subways, including City-owned car #1 restored to its original 1928 appearance. Co-sponsored by Buckingham Valley Trolley Association and Philadelphia Chapter NRHS. Departure time from SEPTA Fern Rock station is 1 PM, but special photo runbys will be made at station beginning at 12 Noon. Fare: \$12 per person for BVTA or Philadelphia Chapter members, \$15 for non-members, \$15 on day of trip. Capacity limited to three available cars. Order tickets from: BVTA, c/o George Metz, 130 Springton Lake Road, Media, PA 19063-1826, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope.

DECEMBER 13-14: 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 AM and hourly from 11 AM to 4 PM. Tickets \$1.50 per person. For information and reservations, write: Penn's Landing Trolley, P. O. Box 7285, Philadelphia, PA 19101 (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 Blue-liners, 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.

CONRAIL FREIGHT SCHEDULE Update

The following addition changes should be noted in the Conrail freight train schedules as published in the May issue of Cinders:

ALEN: Daily leave Allentown 1500, leave Reading 1800, pass Harrisburg 2245, arrive Enola 2345.

ALPG: Daily leave Allentown 1900, leave Reading 2215, arrive Philadelphia (West Falls) 0315, pass "Zoo" 0345, arrive South Philadelphia 0430.

ALPY: Daily leave Allentown 1700, leave Reading 1945, leave Philadelphia (West Falls) 2315, leave Belmont *2335, pass "Zoo" 2359, leave Wilmington (Edge Moor) 0300, leave Baltimore (Bay View) 0630, pass Landover 0745, arrive Potomac Yard 0900.

ENBA: Daily leave Enola 1400, pass Columbia 1600, pass Perryville 1915, arrive Baltimore (Bay View) 2045.

* -- Denotes crew change.

OUR MEETING:

ANNUAL RAILROADIANA AUCTION

Our November 21, 1986 meeting features our Annual Railroadiana Auction. The evening begins with our usual sit-down dinner in the Engineers' Club Dining Room, 1317 Spruce Street, downtown Philadelphia, beginning at 6 PM (\$11 per person). MANDATORY ADVANCE RESERVATIONS MUST BE MADE to President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, NOVEMBER 19, 1986.

The auctioneer's gavel will sound at 7:00 PM SHARP in the Conference Room of the Club, on the Third Floor. Auction will continue until 9:30 PM, at which time all unsold material will be returned to sellers. Registration begins at 6:30 PM. No business meeting will be conducted. RULES FOR THE AUCTION ARE AS FOLLOWS:

1. Minimum bid price on any one lot is \$2.00; increments in bidding MUST be in multiples of 50¢.
2. Each seller is limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot number to be sold. Each item must be listed separately on the registration form. EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.
3. The Chapter retains 20% of the proceeds from each sale. PAYMENT FOR ALL ITEMS MUST BE MADE AT THE TIME OF THE SUCCESSFUL BID, and settlement for items sold will be made at the end of the evening or at such time as all your items have been sold. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders.
4. HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS NOT WELCOME. Dig through your attics and come up with a full box of items for sale, and a full wallet to buy! The date is Friday, November 21, 1986, and the place is the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, at 7 PM.

PLEASE NOTE ON YOUR CALENDARS THAT OUR DECEMBER MEETING IS ON THE SECOND FRIDAY OF THE MONTH, DECEMBER 12, 1986.

DON BALL DEAD AT 48; AUTHORED PENNSY BOOK AND OTHER WORKS

Well-known Rail Author and Photographer Don Ball, Jr., 48, died October 15 in Norwalk, CT of an apparent heart attack.

A former director of Steamtown, U.S.A., Ball will be best remembered for his series of popular railroad books, which includes America's Colorful Railroads and Portrait of the Rails. His last book, The Pennsylvania Railroad, 1940's and 1950's, was published just prior to his death. Ball had been working on the Pennsy volume for nearly three years and had called it his "toughest book." It was the first in a proposed series on individual American railroads.

Born in New York and educated at Indiana's DePauw University, Ball had been employed in the railroad supply and publishing businesses for a number of years before taking over as head of Steamtown in 1980. After pushing to move the museum to Scranton, PA, he resigned in 1984 after the transplanted Steamtown became entangled with local political leaders. Earlier, he had been one of the principal planners of the famed American Freedom Train, which took its steam-powered tour of the nation in 1975-76.

In recent years, he had made his home in Chester, VT. He is survived by his wife, his mother, a daughter and a son. Ironically, Ball never saw the finished Pennsy book, an advance copy of which was waiting for him in Vermont where he was enroute at the time of his death.

Contributions in Don Ball's memory may be made to the American Heart Association.

--Frank Tatnall

RAILFAN ALERT FOR ITEMS STOLEN FROM BR&W MUSEUM

Last month several items were stolen from Black River & Western's museum at Ringoes, NJ, during a visit by a group of railfans.

Included were two small Philadelphia & Reading brass identification tags, a Jersey Central mail handler's tag and a large enameled Railway Express sign. BR&W is requesting that the items be returned, with no questions asked. Information may be sent to: Black River & Western, P. O. Box 200, Ringoes, NJ 08551-0200 (telephone 201-782-9600).

HOLIDAY SEPTA BLUELINER TRIP



sponsored by

Philadelphia Chapter
National Railway Historical Society



Sunday, December 14, 1986

Philadelphia Chapter, NRHS invites you to participate in an informal trip utilizing SEPTA's former Reading Company "Blueliner" MU cars, built by Bethlehem Shipbuilding in 1931-1932. This pre-Christmas trip is expected to consist of a two-car train of newly-rehabilitated red, white, blue and gray cars.

The excursion will originate at Paoli station at 3:15 PM, and will make stops at Radnor (3:25), Wynnewood (3:33), 30th Street Station (4:00) and Suburban Station (4:05), before setting out on a speed run to West Trenton, NJ.

On the return trip, a stop will be made at Jenkintown for those planning to dine at the new Greenwood Grille Restaurant located in the station building, but the train will continue on its return trip to Paoli, arriving 30th Street at 6:02, and making stops at Wynnewood (6:17), Radnor (6:26) and Paoli (6:40).

One photo stop will be made at a suitable location on the eastbound trip.

The fare for this special round-trip from Paoli to West Trenton is only \$10.00 per person.

Take advantage of this opportunity to ride the Blueliners and get yourself into the Holiday Spirit with a short Sunday afternoon train ride as we herald the arrival of Winter. We've asked Santa Claus for snow for the ride, and while the white flakes cannot be promised, the toasty, warm atmosphere of electrically-heated and powered MU's will provide an enjoyable afternoon.

This train is limited to two cars, and you are urged to join us for this winter electric trip.

Philadelphia Chapter
National Railway Historical Society
P. O. Box 7302
Philadelphia, PA 19101-7302

Gentlemen:

Please send me _____ tickets at \$10.00 each for your Sunday, December 14, 1986 SEPTA Blueliner excursion from Paoli, PA to West Trenton, NJ and return. I have enclosed \$_____ payable to PHILADELPHIA CHAPTER, NRHS for my tickets, and have included a stamped, self-addressed envelope for the return.

Name _____

Address _____

City _____ State _____ ZIP Code _____

Telephone: Area Code _____ - _____ - _____

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

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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: \$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.

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

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