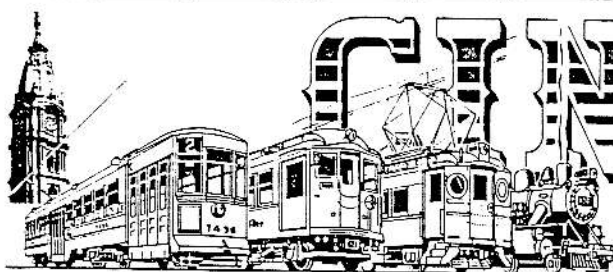


50th Anniversary = 1936-1986



CINDER

OCTOBER 1986



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Volume 47

Newsletter of the

Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

Blueliner Trip OK'd to West Chester

In spite of its recent decision to substitute buses for trains between Elwyn and West Chester, SEPTA has approved Philadelphia Chapter's Blueliner excursion over the West Chester Line on Sunday, October 26. It will be one of the very few occasions on which the 55-year-old ex-Reading cars travel the entire length of the former Pennsy electrified branch.



A 15-mph speed restriction has been placed on the entire single track line south of Elwyn, which makes normal commuter service impractical. While this speed limit will force some lengthening of the excursion schedule, the track is safe for operation at the reduced speed. Though the current cessation of passenger service is classed as "temporary," a strong possibility exists that service may be permanently eliminated on the lightly-traveled section beyond Elwyn. Chapter officers are therefore especially anxious to operate the "Blue" train all the way to West Chester.

The special will depart from 30th Street Station's Upper Level at 9:45 AM, and upon returning to center city passengers will take a brief lunch break at Suburban Station before the train proceeds to Doylestown and Chestnut Hill East. The schedule calls for a 5:35 PM arrival back at 30th Street, after covering a total of 136 miles. A number of photo stops are planned.

Though refurbishing work continues on several of the 26 remaining Blueliners, it now appears unlikely that three of the "new look" cars will be available for service in time for the excursion. Thus, it is probable that a matched set of classic, open-window "Blues", still painted and lettered in Reading Company style, will be used instead.

Those wishing to ride this all-electric excursion are urged to make reservations promptly. Tickets are only \$19 per person and should be ordered from:

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

Checks should be made payable to "Philadelphia Chapter NRHS" and a stamped, self-addressed envelope enclosed with ticket orders. For further information, telephone 215-947-5769 or 215-828-0706 between 7 and 9 PM any evening.

OUR MEETING:

FRIDAY EVENING, OCTOBER 17, 1986

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

Philadelphia Chapter's October, 1986 meeting will feature another in our long series of commercial rail films produced by the industry. Our October 17 program will find us viewing Going Home, Paths of Thunder and Modern Coal-Burning Steam Locomotive from the film library of the Norfolk & Western Railway, as well as Rails West, a promotional film presented courtesy of Amtrak.

Our usual sit-down dinner will be served in the Club Dining Room, at \$11 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, OCTOBER 15, 1986 to President Tatnall at 215-828-0706.

You are cordially invited to come out, bring a friend, and enjoy a fine evening of classic railroad-produced films on Friday evening, October 17.

Convention Special!



The Season's "Topper" in Rail Fan Trips

On the occasion of the 1938 National Convention of the NATIONAL RAILWAY HISTORICAL SOCIETY, arrangements have been made with the Reading Company to operate a special train, with a "Mother Hubbard" engine—coaches—and an open top observation car on the following schedule:

Saturday, October 15th

Lv. Reading Terminal 1.00 P. M.

Via Pennsylvania Avenue Subway and west side of Schuylkill River to Bridgeport. Then over the Chester Valley Branch to Downingtown.

Returning to Bridgeport where the Reading's enginehouse will play host to the passengers, the train will cross the Schuylkill to Norristown and operate over the Plymouth Branch to Oreland and North Penn. R. R. to Philadelphia.

Arriving Reading Terminal about 5.30 P. M.

MAKE YOUR RESERVATION NOW

None accepted after October 13th

JOHN GIBB SMITH, JR.
6701 N. 12th Street
Philadelphia

I (we) will be on the National Railway Historical Society's "Convention Special" over Reading Railway—Saturday, October 15th, 1938.

Please send me..... tickets at \$1.50 each for which I enclose \$.....

Make checks and money orders payable to John Gibb Smith, Jr.

Print Name.....

Address.....

Chapter Runs 50th Anniversary PCC Trip

Philadelphia Chapter will celebrate the golden anniversary of the PCC streetcar with a commemorative fan-trip October 5 on SEPTA's North Philadelphia rail system.

The trip is to be run on a "last-minute" basis because SEPTA did not confirm its willingness to operate the excursion until late September. Confusion over the status of the surface rail charter tariff was the apparent cause of the uncertainty, following suspension of all City Transit Division excursion operations last May 1. The bus charter tariffs have reportedly been cancelled since that time.

October 5 is the Sunday following the actual 50th anniversary of the first revenue trip with a President's Conference Committee trolley, which entered service in Brooklyn, NY on October 1, 1936. The revolutionary design was adopted in the construction of nearly 5,000 PCC's for transit systems in the United States and Canada. Today, however, only five of those systems still operate surface cars of PCC design--Boston, Philadelphia, Pittsburgh, Newark, NJ and Toronto--with Philadelphia's probably being the largest active fleet.

For this milestone, the Chapter felt it appropriate to operate historic 1941-vintage air-electric car #2054, which is retained by SEPTA for charter and display purposes. SEPTA has now confirmed that #2054 will be made available for the October 5 excursion, to be supplemented if needed by recently-rebuilt car #2728 delivered in 1947. The latter is the 100th car to receive a general overhaul under SEPTA's ongoing "GOH" program, and carries headlight wings and a distinctive logo attesting to that fact.

The trip will leave Luzerne depot, Luzerne Street and Old York Road, at 1 PM, picking up passengers as well at Germantown & Erie Avenues about 1:15 before proceeding north along Route 23 trackage to Chestnut Hill loop. Later in the day the tour will cover the entire Route 56 line along Erie and Torresdale Avenues before returning to Luzerne about 5 PM. It is suggested that passengers riding the Broad Street Subway board the special car at Germantown & Erie, adjacent to the Erie Avenue subway station.

Tickets are priced at just \$10 per person with reservations being handled by Senior Vice President Mike Burshtin (telephone 609-697-3829).

Talk about fantrip bargains! Here's the flyer for an all-day steam special over several exotic Reading lines in the Philadelphia area--and the tickets are priced at just \$1.50 each. Of course, the date was October 15, 1938, and the occasion was the first annual convention of NRHS hosted by Philadelphia Chapter. It was an awesome venture for the then two-year-old Chapter, which had perhaps 40 members at the time.

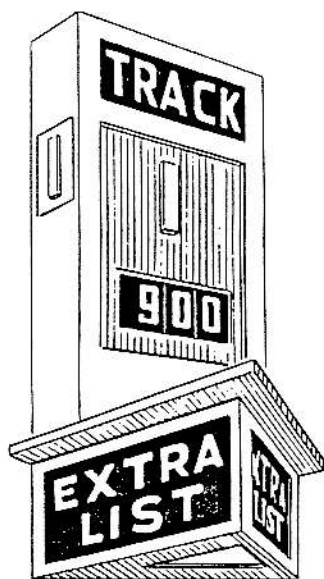
--COLLECTION OF PHILADELPHIA CHAPTER NRHS

DUES INCREASE PROPOSED FOR CHAPTER

The rising cost of producing and mailing Cinders has led the board of Philadelphia Chapter to propose a modest increase in dues--from \$18 to \$19 per year beginning in 1987. The last increase in dues took effect in 1982, when they were raised from \$15 to \$18 per year, partly as the result of higher national dues.

For 1987, the proposed dues structure will be \$10 for local Chapter activities and \$9 for National. Higher printing costs and postage rates have rendered Cinders a deficit operation, with the alternatives being the \$1 dues hike or a cutback in the size of the newsletter. During the past 12 months, a total of 154 pages has been published for an average of 14 pages per issue. (Cinders is published 11 times per year.)

The dues proposal will be introduced and voted upon at the October 17 monthly meeting at the Engineers' Club.



OCTOBER 11-12, 1986: Autumn Railfan Weekend on Blue Mountain & Reading Railroad, including excursions with steam engine #425, ex-Pennsy E8 diesels, ex-Reading GP30 and RDC's. Open house both days at Reading locomotive shop. All trips depart from BM&R Temple (PA) station, three miles north of Reading. All-event fall foliage pass priced at \$39 adults, \$20 children, but individual trip tickets may be purchased. For information, telephone 215-562-4083 weekdays or 215-921-1442 week-ends.

OCTOBER 11-12: Fall Spectacular at East Broad Top Railroad, Rockhill Furnace, PA. Narrow-gauge steam engines 12, 15 and 17 plus gas-electric M-1 will operate, as well as trolleys of adjacent Shade Gap Electric Railway. All-day pass \$12. For information, telephone 814-447-3011.

OCTOBER 12: Motorcoach excursion to Blue Mountain & Reading Railfan Weekend, sponsored by Philadelphia and West Jersey Chapters. Bus leaves Boro Hall, Haddonfield, NJ at 7:00 AM, Haddonfield PATCO station at 7:05 AM, 30th Street Station (29th Street side), Philadelphia at 7:50 AM, returning to 30th Street at 6:15 PM and Haddonfield at 7:00 PM. Tour package includes two round-trips on BM&R and opportunity to motorcade one of the excursion trains for lineside photos. Fare: \$28 per person. For reservations telephone 609-697-3829.

OCTOBER 19: Doubleheaded steam excursion using ex-PRR 4-4-0 #1223 and 4-4-2 #7002 from Strasburg to Rockville, PA and return via Amtrak and Conrail mainlines, sponsored by Lancaster Chapter NRHS. Train leaves Strasburg Rail Road station, Strasburg at 7:45 AM, Lancaster (Amtrak station) at 9:20 AM, arriving Harrisburg (Amtrak station) at 10:50 AM. Passengers have the option of riding train to Rockville bridge, touring Conrail's welded rail plant at Lucknow or visiting the State Capitol building for a catered luncheon. Train returns to Strasburg at 5:50 PM. Fares: \$37 per person in regular open-window coaches, \$42 per person in restored PRR P70 or Western Maryland coaches. Order tickets from: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

OCTOBER 25: Tenth annual Strasburg Special from Washington, DC to Strasburg, PA and return, sponsored by Washington, DC Chapter NRHS. Amtrak train will operate via Philadelphia to and from Leaman Place, PA, where transfer will be made to Strasburg Rail Road steam-powered special. Fares: \$59 adults, \$55 children, \$99 for first class passengers aboard Chapter's parlor-lounge car Dover Harbor. Order tickets from: Strasburg Special, P. O. Box 456, Laurel, MD 20707, enclosing stamped, self-addressed envelope.

OCTOBER 26: Fall Blueliner excursion on SEPTA Regional Rail Division, sponsored by Philadelphia Chapter NRHS. Train leaves 30th Street Station (Upper Level) at 9:45 AM for West Chester, Doylestown and Chestnut Hill East, returning about 5:35 PM. Numerous photo stops and runbys included, as well as lunch stop downtown. Newly-refurbished cars will be used if available, otherwise blue and white cars still lettered "Reading" will be operated. Fare: \$19 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. For further information, telephone 215-947-5769 or 828-0706 evenings.

OCTOBER 26: "BL2 Photographers' Special" on Stourbridge Line, a 52-mile round-trip excursion behind rare ex-Bangor & Aroostook BL2 diesel sponsored by Jersey Central Chapter NRHS. Train departs Honesdale, PA at 10:30 AM, returns about 5 PM. Fares: \$25 adults, \$20 children under 12, box lunch aboard train \$3. Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope.

NOVEMBER 1: Octoraro Railway excursion from Greenville, DE to Modena, PA and return, sponsored by Wilmington Chapter NRHS. Ex-Toledo, Peoria & Western Alco RS2 will be used. Train leaves Greenville 10 AM, returns about 4 PM. Fares: \$16 adults, \$13 children (5-12). Order tickets from: Wilmington Chapter, NRHS, P. O. Box 1261, Wilmington, DE 19899, enclosing stamped, self-addressed envelope.

NOVEMBER 15: Ninth annual banquet of Delaware Valley Chapter NRHS at Cock and Bull Restaurant, Lahaska, PA. Cash bar 6 PM, dinner 7 PM. Tickets \$18 per person (to be picked up at door). Entertainment to be provided by Robert L. Emerson, director, Railroad Museum of Pennsylvania, and Robert L. Sprout, president, Friends of the Railroad Museum, covering journey of John Bull replica locomotive to Steamexpo 86 at Vancouver, B. C. Send reservation requests to: Charles J. Benz, 85 Brook Drive, Holland, PA 18966, making checks payable to "Delaware Valley Chapter NRHS."

NOVEMBER 16: Railroadiana and Model Railroad Show and Sale at Boy's and Girl's Club of Union, 1050 Jeanette Avenue, Union, NJ (one mile west of Garden State Parkway and U.S. 22 interchange), sponsored by Tri-State Chapter NRHS. Hours: 10 AM - 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.



Advance information on Amtrak's October 26 schedule changes indicate some interesting adjustments in area train services.

The Broadway Limited and Capitol Limited will operate as separate trains between Pittsburgh and Chicago. Apart from eliminating the annoying night-time switching in the Steel City, additional cars can now be accommodated and further, Amtrak has rescheduled the two trains. Eastbound, the Broadway will leave Chicago at 3 PM, over 3-1/2 hours earlier, and westbound, it will leave New York at 1:35 PM, almost 2-1/2 hours earlier. The Capitol will assume train numbers 29 and 30, and will leave Chicago at 7:45 PM, over an hour later, and will depart Washington westbound at 4:45 PM, over an hour earlier. This will provide a better overnight Pittsburgh-Chicago service and a more marketable Pittsburgh-Washington schedule. The Cardinal will operate as a separate train in the Corridor, leaving New York at 9:05 AM and arriving Chicago 11:20 AM. Eastbound, it will leave Chicago at 6:30 PM, and arrive New York at 10:49 PM. Speedups are scheduled between Cincinnati and Indianapolis and less station time will be spent in Cincinnati.

To the south, as a result of CSX's plans to abandon the former Seaboard main line between Petersburg and Raleigh, the Silver Star will be rerouted over the old ACL line through Rocky Mount to Selma, then via a Southern branch line to Raleigh, regaining its present route. Only Henderson, NC will lose service. The train will leave each terminal a little earlier to accommodate the longer route. The Silver Meteor adds stops at Kingstree, SC and Okeechobee, FL.

In the Northeast, the Montrealer, now chronically late, will find its schedule lengthened to reflect actual performance. South of New York, the train will swap places with the Palmetto, so that the latter train will leave New York 45 minutes earlier. Metroliner Service on the Corridor regains hourly frequency, with the restoration of the 10 AM and 11 AM weekday trains in each direction. Two other Metroliner services will be added. A Friday New York-Boston and Sunday Boston-New York trip will be carded, presumably using the cars which covered the Cape Cod service during the summer. A Philadelphia-New York Metroliner will also be scheduled, leaving 30th Street at 7:10 AM and returning at 7:00 PM for upscale commuters.

Amtrak also retained improved meal service on the Cardinal and Capitol Limited, keeping both a Heritage diner and Amlounge II beyond the end of the peak summer season. Speaking of diners, another 8550-class dining car has emerged from Beech Grove -- specifically, the 8550 itself. It is believed to be the former 8506, the only diner known to have been at Beech Grove. The 8550's, of course, are modified to operate with 8700-series buffet cars on Florida trains, and this car represents the eighth conversion from a "standard" Heritage diner.

North of the border, VIA Rail Canada made it through the summer without any major accidents and placed major reliance on its Budd-built, ex-Canadian equipment. But, to date it's my understanding that no Superliner-type replacement order has been placed by VIA -- let alone any preparations to build what has widely been reported as a firm 138-car order. Furthermore, there have not been any existing cars programmed for conversion to HEP, as also widely reported.

The order for 30 GMD F40PH's is firm, but in the wake of GO Transit's order for F59's, some may be delivered as such. In any event, these units will be delivered with HEP, but VIA has a large group of steam generator cars which will be used so long as they pull steam-heated cars. Reports have the new units slated first for the Canadian, which would need nine pairs plus spares. The remaining units will likely be assigned to another long-distance train, with the GMD F units thus released being reassigned back east to replace the MLW FPA4 and FPB4 units.

In the other direction, Mexico continues to see retrenchments in sleeping and dining service. In late April, sleepers came off the Mexico City-Neuvo Laredo, Mexico City-Oaxaca and Mexico City-Merida runs, a diner came off the Mexico City-Ciudad Juarez train and the lounge was removed from the Mexico City-Monterey overnight train. Now, diners run only on the two premier, mostly sleeper overnight trains to Guadalajara (19 cars) and Monterey (seven cars and up), and the Pacific Railway trains 1 and 2 from Mexicali to Guadalajara. The daylight Chihuahua-al Pacifico train has a diner and a new daylight Mexico City-Queretero round trip also has a diner.

Only the El Tapatio to Guadalajara has a lounge car -- cars "Club Monterey" and "Club Guadalajara" (ex-New York Central tavern-lounges) seem to be the regulars. El Tapatio has the only North American standard sleeper run. Cars "Cabo San Lucas" and "Ozoluama" were the regulars -- they are ex-New York Central 12-section drawing room cars, in which the diner crew occupies the upper berths.

(Continued on Page 5)

ON THE SCENE (Continued from Page 4)

In commuter news, Long Island has received M-3 MU cars from Transit America through 9936, which indicates only ten cars remain to be delivered. Actually, though, I haven't observed 14 other sets within the total 174-car order, but I am assuming cars are being delivered in order. LIRR has replaced the seating in over 200 locomotive-hauled coaches and continues to complete the program on the remaining 40 or so cars. In several visits to Jamaica, I did not see any FA power cars equipped with Alco engines in service. Cars 605-617 (except 610) were observed, but all have been re-equipped with new higher-speed engines. LIRR's locomotive-hauled coaches, by the way, are of two types. Eighty cars were built as coaches and have individual power for heating and air-conditioning. Mostly, they operate to Port Jefferson, but can be found on other rush-hour trains. The remaining cars were built as MU cars -- either control motors, blind motors or trailers. Since they were designed to draw power from the third rail, they must now be operated with a power source. This can be a power car (ex-EMD F unit or Alco FA) or an MP15 locomotive modified to provide HEP. Four coaches rebuilt as power-bar cars did not show up in my observations this summer.

NJ Transit reportedly has deactivated the boilers in some or all of the seven GP40P's which have not yet been rebuilt to HEP (4103, 4105-4108, 4110 and 4111). As a result, an E8 is included in each consist now -- on September 18, one Bay Head "steam" set had GP40P's 4105, 4110 and E8 4285, while the other had E8 4267 and GP40P 4108. The latter train had the E8, with its Paducah-installed horn, leading (a personal favorite!).

Caltrans deploys its new gallery cars in trains of three to five cars. The control coaches are numbered 4000-4021 and the coaches are 3800-3841.

In transit items, Chicago's CTA has well under 100 subway cars undelivered, so the Red Lion plant should be out of business by early 1987, barring any orders (and T/A has been consistently underbid since the name change from Budd). By the way, so far as I can tell, everything built by Transit America was ordered from Budd and received Budd builder's plates.

PATH has not placed any additional refurbished PA-type cars into service, nor have any of the five prototype PA-4's seen action. Considerable teething troubles have been experienced with the first four refurbished cars and PATH is anxious to get things right before signalling the contractor to move ahead on series production.

On the other hand, NYCTA's new French-built R68's are doing well and entering service on the D line (Concourse-Brighton). An option for 200 additional cars has been exercised, so the total will be at least 425 cars now.

EXTRA LIST (Continued from Page 3)

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 using only remaining historic cars, including City-owned #1 restored to original 1928 appearance. Co-sponsored by Buckingham Valley Trolley Association and Philadelphia Chapter NRHS. Tentative departure time from SEPTA Fern Rock station is 1 PM. Fare: \$12 per person for BVTA or Philadelphia Chapter members, \$15 for non-members, \$15 on day of trip. Capacity limited to only three 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.

MOTIVE POWER ROSTER OF AREA SHORTLINES Update

This will supplement the roster information as shown in the June and Summer 1986 issues of Cinders:

ACTION	NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
MARYLAND & DELAWARE RAILROAD (MDDE), FEDERALSBURG, MD (Note)							
Delete	22	-	-	-	-	-	to Arkansas & Missouri
Delete	42	-	-	-	-	-	to AM
Delete	43	-	-	-	-	-	to AM
Delete	52	-	-	-	-	-	to AM
Delete	54	-	-	-	-	-	to AM
Note: Locomotives also based at Selbyville, DE and Massey, MD							
NEW HOPE & IVYLAND RAILROAD(NHIR)/NEW HOPE STEAM RAILWAY, NEW HOPE, PA							
Change	*9423	B-B	SW1	D/E	EMD	1950	Amtrak 739
ABBREVIATIONS				SOURCES			
* - In passenger service 1986				New Hope Steam Railway			
D/E - Diesel-electric				Frank Tatnall			
EMD - Electro-Motive Division, General Motors Corp.							



MARYLAND DIVISION

THROUGH FREIGHT TRAIN SERVICE

(All Trains Operate Daily Except as Noted)

(Corrected to AUGUST 1, 1986)

WESTBOUND TRAINS

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	WILMINGTON (Wilmington)	BALTIMORE (Bay View)	WEST BALTIMORE	POTOMAC YARD	BRUNSWICK (MD)	CUMBERLAND (MD)
CHTT (a)		Lv 2300	Ps 2345	Ps 0135	Lv 0250*		Ar 0515*	Ar 0755*
OBSS (b)	Ps 0300	Lv 0330*	Ps 0415	Ps 0610	Ps 0640	Ar 0800*		
SLTT (a)		Lv 2100	Ps 2145	Ps 2330	Lv 0135*		Ar 0400*	Ar 0640*
85		Lv 1400	Lv 1545	Lv 1800	Ps 2045	Ar 0100		
397		Lv 0030	Lv 0215	Lv 0500*	Ps 0545		Ar 0930*	Ar 1445*

EASTBOUND TRAINS

TRAIN	CUMBERLAND (MD)	BRUNSWICK (MD)	POTOMAC YARD	WEST BALTIMORE	BALTIMORE (Bay View)	WILMINGTON (Wilmington)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)
OBSN (b)			Lv 1645*	Ps 1810	Ps 1840	Ps 2045	Ar 2130*	Ps 2200
PHTT	Lv 2045*	Lv 2350*		Ps 0205	Lv 0240*	Ps 0415	Ar 0500	
NETT (c)	Lv 0420*	Lv 0710*		Lv 1015*	Ps 1050	Ps 1245	Ar 1330	
396	Lv 1630*	Lv 2030*		Ps 0025	Lv 0230*	Ar 0415	Ar 0730	
682			Lv 0230	Ps 0545	Lv 0845*	Ar 1045	Ar 1245	

NOTE: All trains operate via Washington

KEY TO TRAIN SYMBOLS:

CHTT - Philadelphia to Chicago (Trailer Train)
 NETT - East St. Louis to Philadelphia (Trailer Train)
 OBSN - Orlando, FL to Kearny, NJ (Trailer Train)
 OBSS - Kearny, NJ to Orlando, FL (Trailer Train)
 PHTT - Chicago to Philadelphia (Trailer Train)
 SLTT - Philadelphia to East St. Louis (Trailer Train)
 85 - Philadelphia to Potomac Yard
 396 - Saginaw, MI to Philadelphia
 397 - Philadelphia to Saginaw, MI
 682 - Potomac Yard to Philadelphia

NOTES TO SCHEDULES:

Ar - Arrive
 Lv - Leave
 Ps - Pass
 * - Crew change
 (a) - Except Sunday
 (b) - Except Monday
 (c) - Except Tuesday

Membership News

The following are membership additions/changes reflected through October 1, 1986. Please make a note of them on your current roster. A new Membership Roster will be published in early 1987.

NEW MEMBERS:

BLACK, Joseph T., 3612 Weightman St., Philadelphia, PA 19129-1621	215-849-1107
BOSCOE, Joseph E., 249 Aldrin Dr., Ambler, PA 19002-4102	215-643-5025
COGSALL, Richard M., 801 Quaker Lane, Villanova, PA 19085-1423	215-525-6556
CURRAN, John P., 220 Locust St., Apt. 3F, Philadelphia, PA 19106-3928	
DAY, Robert B., Jr., 204 Woodside Ave., Narberth, PA 19072-2430	215-649-3820
GRIFFITH, Walter F., Jr., 1 Dogwood Dell Dr., Coatesville, PA 19320-1305	215-383-4572
HAVENS, Kenneth B., 101 W. Lincoln St., Media, PA 19063-3210	215-566-3839
IRVIN, Virginia M., 146 Glencoe Rd., Upper Darby, PA 19082 (Family member - wife of Chapter Member C. Bruce Irvin)	215-352-7063
LANCASTER, Frank G., 815 Strahle St., Philadelphia, PA 19111-1349	215-722-0741
TRICKEL, Terry L., 7A Devon Rd., Malvern, PA 19355-3011	215-644-7634
WEBB, Charles L., 242 Wilde Ave., Drexel Hill, PA 19026-3416	
XARAS, Theodore A., 52-B Richfield Rd., Upper Darby, PA 19082-2518	

ADDRESS CHANGES:

ARNOUX, George V., 332 N.E. 188th Ave., Portland, OR 97230-7612	503-666-4851
BOYER, Robert L., 5729 Quincy Turn, Bensalem, PA 19020-2237	
DENLINGER, Brenda L., 777 South Keim St., Pottstown, PA 19464-7731	
EISSMANN, David L., 605 Bay Avenue, Point Pleasant Beach, NJ 08742-2536	
FISS, Michael-Dennis A., 11910 Mayfield Ave., #302, Los Angeles, CA 90049-5969	
NAGURNY, Walter S., 862 Monticello Place, Lansdale, PA 19446-3118	
RIPLEY, James L., 836 Norse Circle, Anaheim, CA 92806-4631	
WIEDNER, Donald L., c/o White, RD #2, Box 404, Swedesboro, NJ 08085-9802	
WILLIAMS, G. Gerrish, 220 Pine St., Mt. Holly, NJ 08060-2206	609-267-9584

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

The popular Airport rail line has been added to the list of SEPTA services to be eliminated if the authority does not receive an additional \$25 million of State aid during this fiscal year (see September Cinders). Political pressure from elected officials, whose constituents face the loss of service on Regional Rail Lines R1, R2, R6 and R8, is believed responsible for this most recent announcement. Hearings began September 29 on SEPTA's "service economy program" for FY 1987, and the Airport Line hearing has been scheduled for 7 PM October 26 at the Holiday Inn, 18th & Market Streets in center city.



SEPTA and the City of Philadelphia, however, have received a warning from Urban Mass Transportation Administrator Ralph Stanley, who said that if the Airport Line is shut down after only 18 months of operation the City will be forced to repay the \$71.2 million which Uncle Sam contributed to the \$90 million project. "It's standard contract boilerplate," said a City transit official, that requires Federal construction grants to be repaid if a facility is closed down within a given time period.

Meanwhile, a war of words erupted between State Transportation Secretary Thomas D. Larson and SEPTA management over the threatened service cutbacks. The Inquirer reported that Larson "applauded" the cuts and said that SEPTA should take action on them immediately. He further charged SEPTA with creating an "artificial countdown-to-shutdown crisis" and with drawing up a \$544.7-million operating budget that is "unrealistic and insensitive to available funding." SEPTA General Manager Joseph T. Mack fired back a four-page letter in which he suggested that Larson "review SEPTA's budgets over the past four years and re-evaluate your totally unsubstantiated allegation that SEPTA's predicament has been caused by its own financial irresponsibility." Early last month, Montgomery County's Board of Commissioners weighed in on SEPTA's behalf, declaring that the State "has not kept its part of the bargain," while the five-county region has done its share to fund the transit authority. The board said that it would ask the Governor to increase SEPTA subsidies or face a possible closure of the system.

On September 24, Blueliner #9109, resplendent in fresh paint and sporting a refurbished interior, was moved to Trenton behind leased CONRAIL diesel #9405, thence on to Hoboken via NJ TRANSIT. On Saturday the 27th, the 1932-vintage car was on prominent display at NJT's sixth annual Hoboken Festival, accompanied by a group of SEPTA people including Chapter Members Harry Garforth and Tom Hickey who passed out timetables, promotional material and a leaflet on the history of the ex-Reading car. The leaflet correctly recognized #9109 as "one of the oldest electric railroad cars in active service in North America."

SEPTA Lines, the slick-paper employee newsletter, carries a front-page article in its September issue headlined "Paoli Line commuters singing those old Reading Blues." The article described the introduction of the Blueliners to Route R5 commuters, and SEPTA's ongoing \$2.5-million rehab program on the 26 remaining Blues. Regional Rail Division Chief Officer John Tucker was quoted as saying, "Without the Reading Blues we would have to reduce service because our Silverliner fleet is too small to meet the requirements".....Blueliners #9126 and 9133 were retired last month. On September 24 they were moved to Delaware Car Company in Wilmington for scrapping, after removal of their vital parts.

The SEPTA board on September 10 unanimously approved a controversial plan to close four miles of Regional Rail mainline in North Philadelphia during the summers of 1989, 1990 and 1991. The \$175 million project will include the replacement of several deteriorated bridges, as well as track. While the proposed shutdown was widely criticized, SEPTA insists that the fastest and cheapest way to complete the project is through a total closure of the line.

SEPTA is planning to install welded rail from Suburban Station through 30th Street to "Zoo" and "Arsenal," in a year-long, \$6.2-million project to begin late this year. Substantial disruption can be expected.....SEPTA will also install welded rail from Jenkintown to Glenside and do tie and surfacing work from Oreland to Lansdale, at a cost of \$1.3 million.....SEPTA last month announced the "temporary substitution" of buses for trains between Elwyn and West Chester, effective September 19. Substantial deterioration of the 1927 rail along this 12-mile, single-track line was cited as the reason. A 15-mph speed restriction was imposed--too slow to operate normal commuter service and very likely the death knell for future rail service on this lightly-used line. A special R3 shuttle bus timetable was issued.

Mid-September was not a happy time for many SEPTA commuters. At 4:50 PM on September 16 a squirrel crawled into an AMTRAK electrical transformer near 30th Street Station, and the resulting short circuit virtually shut down SEPTA's Regional Rail service through center city during the evening rush hour. Three days later, signal failures blocked service through the tunnel at the end of the morning rush hour. The press reported that passengers on at least two trains climbed down to the tracks and walked to their destinations. Then, on the morning of the 22nd, the engineer and passenger attendant on Media-to-center city train #9342 got

PHILADELPHIA EXPRESS (Continued from Page 7)

into a fistfight at Swarthmore station, apparently over whether the Blueliner-equipped express train should make unscheduled local stops. The fight, which took place in the front-end cab, resulted in both men being taken to the hospital and a half-hour delay for passengers while supervisors were summoned to the scene. Finally, an electrical storm which struck the area about 6 PM on September 23 caused numerous delays as catenary and signal power were lost between Glenside and Lansdale.

CONRAIL's inspection train made another trip through the center city tunnel on September 24, carrying a group of United Way volunteers. SEPTA and Conrail officials were also on board as the train left 30th Street at 11:35 AM, proceeded through the tunnel to Norristown and returned to 30th Street via Conrail's Harrisburg mainline and "Zoo" tower. In the tunnel, the wire over Track #2 had to be de-energized. The consist was E8 #4020, sleeper 8, conference car 12 and theater car 9.....The first of four AEM7 electric locomotives ordered by Maryland commuter rail, MARC #4900, made two test runs from Washington to Philadelphia and return last month via AMTRAK's Northeast Corridor. The locomotive hauled a train of Sumitomo-built push-pull coaches. SEPTA is also interested in the push-pull concept (see September Cinders).

Bid openings for the private operation of SEPTA's Fox Chase-Newtown rail line, and Norristown-Pottstown service, should occur this month.....Blueliners 9111 and 9116 participated in the filming of a Hollywood movie at Queen Lane station in Mount Airy on September 10. The film is to be titled "The In Crowd".Ex-Reading, ex-SEPTA green MU car #863 left its storage track at Oreland on September 5, bound for Reading, PA via CONRAIL. The car has been donated to the Reading Company T&H Society.

SEPTA has renewed its contract with Blue Ribbon Services, Inc. to sell tickets at stations on the Regional Rail system. The two-year contract will pay Blue Ribbon \$5.4 million.....SEPTA is considering a one-year pilot project to install color television monitors at Suburban, Market East and 30th Street Stations on the Regional Rail Division and at 8th & Market on the Market-Frankford Line. The monitors, to be installed at minimal cost to SEPTA, would display current train information as well as advertising messages. The black-and-white monitors now in service at Suburban and Market East show only scheduled departures and cannot be updated. They were installed under a City contract and are considered virtually useless by SEPTA..... A 26-year-old Norristown man jumped in front of SEPTA train #0622 September 17 at DeKalb Street station. He later died in the hospital.



NJ TRANSIT put on its biggest public show ever as Hoboken Terminal Festival VI took place under leaden skies on Saturday, September 27. More than 50,000 visitors attended the event, which featured a large rail equipment display, new and historic buses and seemingly hundreds of sales and information tables dispensing a wide variety of rail-oriented publications and collectibles, as well as food and other merchandise.

Among the equipment parked in the former Lackawanna terminal were nearly every type of NJT locomotive including tuscan red GGI #4877, Arrow and Comet commuter cars, historic Lackawanna MU car #3408, NJT observation car #1, SEPTA's newly-refurbished Blueliner #9109, CONRAIL track geometry car #21 and rail analyzer car #22, an Amtrak display car, Amfleet II coach and Heritage sleeper, several cabooses, MORRISTOWN & ERIE Alco units #17 and 18, BLUE MOUNTAIN & READING's ex-Pennsy tuscan red E8's #5706 and 5898, Reading T&H's ex-Reading GP30 #5513, BM&R Pacific steam locomotive #425 and ten ex-Lackawanna coaches. NJT boosted the festival by offering free rides on all of its regular trains to and from the show.

The steam train ran four short excursions from the terminal to Rutherford, NJ and return. It had arrived the previous night from its base at Temple, PA, near Reading, via CONRAIL and NJT, hauled by the two E8's and the GP30 along with the Conrail test cars. A one-way steam special was operated on Sunday from Hoboken to Dover, NJ, after which the unusual train continued back to Temple.

Member Thomas Devon reports that New Jersey recently enacted a law requiring NJ TRANSIT to give free transportation in off-peak hours to all retired railroad employees living in the State. "Retired employees" are defined as those who retired prior to January 1, 1983 with at least 15 years of service.



SEPTA is pulling out all the stops to restore rail service to its Norristown High Speed Line, which has been shut down since car #167 crashed into the waiting room at 69th Street Terminal on August 23 (see September Cinders). Beginning on September 18, Bullet cars 202, 207, 208 and 209 were trucked from 69th Street to the City Transit Division's new Woodland carshop, where they were placed on wide-gauge trucks while being rewired, inspected and repaired. Eight other cars suffering from collision or other damage were to be ministered to by an augmented workforce at the P&W shop. Reports also surfaced that SEPTA is about to purchase a group of PCC-type rapid transit cars, in married pairs, from the Chicago Transit Authority, to help out in rush-hour service on the Norristown Line.

Meanwhile, SEPTA scheduled a December 19 bid opening for 26 new cars to be built for the former P&W line, if funding can be obtained.....New welded rail will be installed and the third rail renewed next year on the P&W between 69th Street and West Overbrook, at a cost of \$3.7 million. This continues the track upgrading program on this line which has extended over the past several years.

PHILADELPHIA EXPRESS (Continued from Page 8)

Trolley service returned to the north end of Route 23-Germantown Avenue on September 7, but the south end is still being bused due to a street rebuilding project.....Penn's Landing car #80, painted blue, starred in a television commercial filmed last month for Hyundai Motors.....SEPTA has offered a \$10,000 reward for information leading to the arrest and conviction of the man who raped and robbed a Route 79 trackless trolley operator on September 6.....SEPTA has installed vending machines at a few center city locations which will dispense single tokens for the base fare of \$1.25. They are intended to help passengers avoid cashier lines during rush hours.....Local 234 of the Transport Workers Union has re-elected Roger Tauss as its president for a new four-year term. Local 234 represents more than 5,000 workers on SEPTA's City Transit Division.....SEPTA has sold ten of its ex-Kansas City 2200-series PCC's to a buyer who will store them at Union Bridge, MD.....Historic Peter Witt trolley #8534 was operated on SEPTA's Route 23 track at 11th & Callowhill Streets October 1-2 for a Chevrolet TV commercial. The Penn's Landing members trucked the car to the filming site.



AMTRAK is one of the beneficiaries of the so-called "transition rules" which are hidden in the tax reform bill approved by Congress late last month. While most tax loopholes were closed in the bill, a special provision will allow the proposed \$60-million renovation of Philadelphia's 30th Street Station to receive special tax credits which otherwise would have expired at the end of 1986. The Gerald D. Hines Interests of Houston, TX, selected earlier this year by Amtrak to develop the railroad's properties in West Philadelphia, plan to begin rebuilding the station sometime in 1987. Hines also held a reception at 30th Street last month to announce its plans for a \$200-million cultural center to be built on air rights over Amtrak's yard north of the station, but work on this project will not start for at least two years.

AMTRAK last month was awarded a contract by MASSACHUSETTS BAY TRANSPORTATION AUTHORITY to operate commuter rail service in the Boston area, effective January 1, 1987. Because of recent labor turmoil, MBTA refused to renew its operating contract with GUILFORD TRANSPORTATION INDUSTRIES.....With several Capitol Liners unavailable for service, AEM-7 locomotives and Heritage coaches have been appearing recently on Philadelphia-Harrisburg 600 trains.....AMTRAK has begun a program to permanently bolt the seats in its Amfleet I short-distance coaches. These cars will have half of their seats facing toward each end of the car, similar to the Heritage coaches used in New York-Philadelphia Clocker service.

AMTRAK has sold its five remaining ex-Washington Terminal RSI locomotives. Two of the Alco units, #44 and 46, went to Naporano for scrap while #47, 59 and 62 are now on the TIOGA CENTRAL RAILROAD, Flemingville, NY, a tourist line which plans to enter the freight-hauling business (Railpace, Hawk Mountain Chapter Hostler).AMTRAK tickets may now be purchased with the Air Travel Card, the world's oldest (1936) credit card (NARP News).....AMTRAK train #46 struck and killed a trespasser who lay down in front of the train at Eddington station, Bucks County, on September 9.....AMTRAK wants to acquire those eight ex-CONRAIL E44 electric locomotives which have been stored at NJ TRANSIT's Elizabethport shop. Their use: probably for work train service.



Following NORFOLK SOUTHERN's withdrawal of its \$1.9-billion bid for CONRAIL in August, Congress has been moving toward a public sale of the now-profitable railroad. The House Energy & Commerce Committee on September 17 unanimously approved a proposal to sell the government's 85-percent stake in Conrail through a public stock offering. The bill sets a floor of \$1.7 billion for the sale and would transfer \$300 million of the railroad's \$1-billion cash reserve to Uncle Sam. To prevent domination by another railroad, it also limits any single investor to not more than 7.5 percent of CR stock, and requires the Department of Transportation to select more than one investment banker to co-manage the sale. The latter provision apparently is designed to allow longtime public sale advocate Morgan Stanley & Company to share in the action, rather than leave DOT's financial advisor, Goldman, Sachs, in the catbird seat for this largest stock offering in U.S. history.

NS Chairman Robert B. Claytor informed Transportation Secretary Elizabeth Dole on August 22 that he was ending his company's two-year campaign to buy CONRAIL because of the legislative impasse which had stalled the sale in the House, and because of provisions in the current tax reform bill which might make the purchase less attractive to NS.

The House bill emerged after intense subcommittee debate which finally stripped the legislation of several proposed changes to the Staggers Act of 1980. These would have substantially increased the regulation of railroad rates and forced carriers under certain circumstances to open their tracks to competitors. In a strongly-worded letter to Commerce Committee Chairman John D. Dingell, Secretary Dole warned that efforts to dilute the Staggers Act through reregulation would not only hurt the railroad industry as a whole but make CONRAIL less attractive to investors. Remaining in the bill, however, is a provision to protect employees of large railroads who are affected by sales to shortlines.

On September 24, the full House approved the CONRAIL sale authorization and sent it on to a Senate conference. Most Washington observers believe that it will receive final approval and reach President Reagan's desk before Congress adjourns on October 3. The bill will likely be attached to the budget reconciliation legislation for Fiscal Year 1987 which begins October 1.

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Two excursions were operated over CONRAIL's Delmarva secondary track on Saturday, September 20. First was CR's own "10th Anniversary Special" which ran from Wilmington to Harrington, DE and return with E8 #4020, sleeper #8, coaches 25 and 26, conference car 12 and open-platform inspection car #10. Following closely behind was an AMTRAK special sponsored by Baltimore and Washington, DC Chapters of NRHS from Washington to Salisbury, MD and return, led by F40 #272 with Washington Chapter's heavyweight private car Dover Harbor bringing up the markers. The NRHS special passed the Conrail train at Harrington station.

CONRAIL is spending \$4.2 million to upgrade its Chester secondary and industrial tracks between a connection with SEPTA's Airport Line and Marcus Hook, PA. The upgrading includes the installation of ten miles of welded rail and 7,100 new crossties, which will speed up the movement of trains ALSC and SCAL operating between Allentown and Stoney Creek yard in Marcus Hook, as well as unit coal and local trains.....CONRAIL has received permission to abandon 2.9 miles of its Delaware Avenue branch extending between the Kensington and Shackamaxon areas of Philadelphia. The line is actually owned by the PHILADELPHIA BELT LINE RAILROAD (Traffic World).....CONRAIL trains TV-1 and TV-2 between Morrisville, PA and Chicago are now operating over the former Reading mainline via the connection from the ex-Pennsy Trenton Cut-Off at Norristown.....CONRAIL may move its general offices to the new One Liberty Place Building at 17th & Market Streets in center city Philadelphia, according to recent press reports.

Work is proceeding apace on the rebuilding of ex-Pennsy K4s #1361 at Altoona, which is being done by volunteers and workfare program personnel in a CONRAIL shop building. Steam Locomotive Expert Doyle McCormack of Portland, OR is acting as full-time consultant, and reports indicate that the engine may be steamed up in a few weeks for the first time in 30 years! (Horseshoe Curve Chapter Coal Bucket).....CONRAIL is demolishing several structures in the old Reading Company shop complex at Reading, including the power house, pattern shop, coaling dock and footbridge. Conrail's business car fleet is housed in the nearby passenger car shop (Pottstown & Reading Chapter Colebrookdale Local).....The State Department of Environmental Resources and CONRAIL are working to extinguish an underground fire which has been smoldering under railroad property near "Titus" interlocking (formerly Klapperthal Junction) south of Reading. The fire, which started about 20 years ago, is thought to have begun in material dumped there by the Reading Company (Colebrookdale Local).

Serious crimes committed on PATCO property have declined from an average of 40.7 per month in 1983 to 14.0 per month so far in 1986, while successful investigations of those crimes increased from 12.3 percent to 74 percent during the same period. General Manager Robert Schwab attributes the improvement to a more efficient police force and greater prevention activity.....PATCO has begun an advertising campaign with the theme "Fly to Philadelphia"--via PATCO of course.....Steamtown General Manager John Hart was quoted in the September 7 Inquirer as saying that the museum's future is "very, very bleak" if it is not successful in acquiring 20 miles of abandoned CONRAIL track extending into the Pocono Mountains vacation area.

Congress in late September passed a bill imposing a settlement in the long-festering labor dispute between GUILFORD TRANSPORTATION INDUSTRIES and the Brotherhood of Maintenance of Way Employees. President Reagan later signed the bill.....Six unions, including the BMW, reached tentative agreements with most of the nation's railroads last month on new three-year contracts. One of the unions was the Brotherhood of Railway Carmen, which called off a nationwide strike threatened for September 15.....The Reading T&H Society is raising money to purchase ex-Reading Alco C430 diesel locomotive #5308 from Chrome Locomotive. It is former CONRAIL #6761.

ROY SOUKUP ADDED TO LIST OF CONVENTION ATTENDEES

Philadelphia Chapter Member Roy Soukup and his wife were unintentionally omitted from the list of members who attended the joint NRHS-RRE-NMRA convention in Boston last July.

They should be added to the roster of attendees as published in the Summer issue of Cinders, with apologies from the Editor.



Don't Forget!

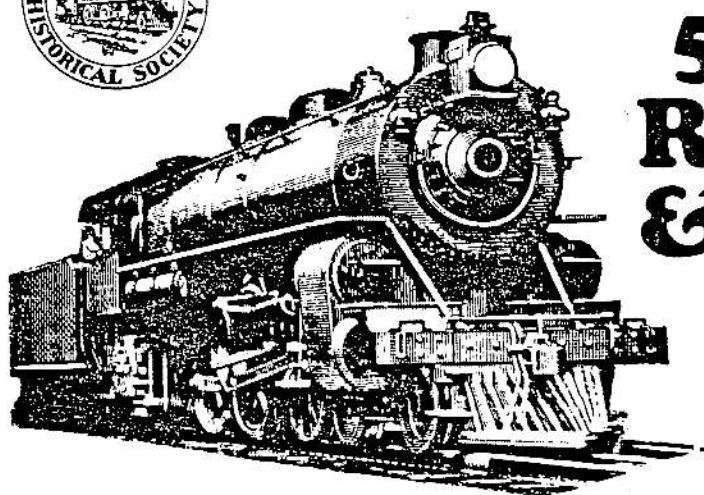


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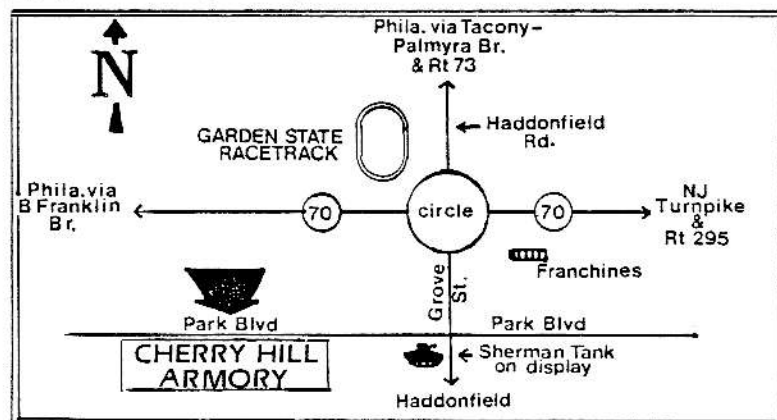
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