

# 50th Anniversary ~ 1936-1986



# CINDERS

SEPTEMBER 1986



## IN THIS ISSUE

ON THE SCENE, by El Simon.....	2
Extra List.....	4
PHILADELPHIA EXPRESS, by Frank Tatnall.....	6
Second "Caritas" Trip Runs to New Hope.....	11
Philadelphia Chapter News.....	12
-----	
THREE PHILADELPHIA CHAPTER TRIP FLYERS AFTER PAGE 12	

Volume 47      Newsletter of the      Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## Fall Blueliner Trip Set for October 26

Philadelphia Chapter's annual fall excursion with the famed ex-Reading Blueliners, scheduled for Sunday, October 26, will cover the extremities of SEPTA's Regional Rail system--West Chester and Doylestown.



The outer 12 miles of the single-track West Chester line beyond Elwyn is among the routes threatened with abandonment in November unless SEPTA receives more funding to head off its looming budget crisis.

The three-car SEPTA special will leave 30th Street Station (Upper Level) at 9:45 AM for West Chester, Doylestown and Chestnut Hill East--136 miles of riding in these vintage electric cars. Return to 30th Street will be about 5:35 PM. The 62.1-mile distance between West Chester and Doylestown is the maximum possible run on SEPTA-owned track.

Newly repainted and refurbished cars have been requested, but if these are unavailable a train of open-window blue and white cars still lettered "Reading" will be used. As usual, a number of well-located photo stops and runbys have been scheduled--along with that special "treat" for which Philadelphia Chapter trips are known.

Tickets are priced at only \$19 per person, slightly higher than for the last trip because of an increase in SEPTA charter rates effective in July--but still a bargain for an all-day rail excursion in 1986.

A sell-out is expected, so Chapter members are urged to place their orders quickly (see flyer enclosed with this issue). Checks should be made payable to "Philadelphia Chapter NRHS" and mailed to the Chapter at: P. O. Box 7302, Philadelphia, PA 19101-7302, with a stamped, self-addressed envelope enclosed. Tickets will also be available at the September 19 monthly meeting at the Engineers' Club.

## OUR MEETING:

FRIDAY EVENING, SEPTEMBER 19, 1986

The Engineers' Club, 1317 Spruce St., Philadelphia, PA  
Dinner at 6:00 PM in the Club Dining Room (\$12 per person)  
Meeting at 7:30 PM in the Conference Room (3rd Floor)

Philadelphia Chapter will open its 1986-87 meeting season on Friday evening, September 19, 1986, with a program reviewing rail activities from the past summer months. Wilmington Chapter Member Steve Barry, son of Chapter Member Ernest Barry, will present a slide program entitled "SUMMER HIGHLIGHTS OF '86", which recaps the notable rail events of this past summer, including the Vancouver Steam Expo and the joint NRHS/RRE/NMRA Minuteman '86 Convention in Boston. Other activities such as Blue Mountain & Reading's Railfan Weekend, numerous steam excursions will be included, too. REVIEW SUMMER '86 RAIL ACTIVITIES ON FRIDAY, SEPTEMBER 19!

Our usual sit-down dinner will be featured again this year, with a modest increase in price to \$12 per person, in the Club Dining Room at 6:00 PM, by ADVANCE RESERVATION. Dinner reservations, which are MANDATORY, must be made ON OR BEFORE WEDNESDAY, SEPTEMBER 17, 1986 to Secretary Marie Eastwood at 215-947-5769, for the September meeting only. Leave your name and number of dinners on the answering machine tape.

TRIO OF FALL EXCURSIONS: Blue Mountain & Reading Bus/Rail (October 12); Blueliner (October 26); Broad St. Subway (November 23); Articles, Pages 1 and 12; Flyers following Page 12





The major news on Amtrak this summer was perhaps that there wasn't any! Unlike last summer, the threat of a major reduction in funding is not hanging over Amtrak's head. The House approved funding at FY 1986 level of \$613 million (plus \$17 million for the Northeast Corridor Improvement Project). The Senate takes up the ball this month.

The July board meeting approved the push-pull conversion program for the San Diego line. Caltrans is providing about 60% of the funding which will convert ten Capitol Liners to control cars (it appears that cafe car 852, mentioned last month as a candidate, will not be converted for now). The ten control cars, it appears, will be rebuilt from coaches 810, 816, 817, 823, 824, 829, 830 and clubs 882, 886 and 887. As information, a total of 39 cars are currently assigned to the San Diego service and the same number of rebuilt cars will be assigned. Two baggage cars and most likely seven Amcafes and 20 Amcoaches will be equipped with train lines as Wilmington shop performs "nine-year" overhauls. Cars rebuilt since mid-March (coaches only thus far) have received these trainlines. With more efficient equipment utilization an eighth round trip can be added and a commuter run extended north to Santa Barbara.

The Amtrak board has also approved conversion of eight 60-seat Amcoaches to 68-seaters by removing the dressing rooms. Presumably, these cars are among the cars assigned to daytime runs such as Boston-Washington.

Amtrak will build a new crew base and commissary at Boston (perhaps now the Amcafe can be opened without waiting until pretty near the Rhode Island border). Also, the Pittsburgh station will be redeveloped and Amtrak has agreed to build a new permanent station to replace the "temporary" station which has served since 1979. The new permanent facility at Altoona has opened, serving Amtrak, Greyhound and Amtran. Many a pleasant hour I've spent at the old trailer watching CR action!

In equipment notes, the most significant accident in terms of its effects on Amtrak's Heritage fleet was the July 7, 1984 derailment of the Montrealer in Vermont. In addition to the unfortunate human casualties, four cars (baggage 1184, slumbercoach 2083, sleeper 2915 and coach 4729) were retired and Amlounge 28302 remains in damaged condition at Wilmington. For the record, a total of 18 Heritage cars, four Amfleet I, one Amfleet II, two Superliners and one hi-level car have been retired and scrapped. The Amfleet I are 20022 and 20031, 21114 and 21173, the Amfleet II is 25080 and the hi-level coach is 39937. The two Superliners were sleepers 32008 and 32010, the former damaged in a derailment on the Rio Grande in 1985 and the latter a fire casualty in 1982 on the Coast Starlight.

At last count, only 28 Amfleet cars remained in service in the obsolete liveries (Arrow or cigar band). Four have the really old "Arrow" scheme, while two cars have been restriped but not mechanically upgraded. The remaining cars have the "cigar band" livery. Of these 28 cars, all are assigned to the Northeast Corridor except two in Empire Service. The present rate of Wilmington's rehabs will clean up these cars by December.

Amfleet cars which will be equipped with train lines will be renumbered by changing the first two digits to 48 (clubs and dinettes), 43 (cafes and lounges), and 44 (coaches). Hence, if I understand the policy correctly, coach 21277 would be renumbered to 44277. No proposed numbers have surfaced to be assigned to the control cars.

In the only motive power note this month, E60 #607 was noted in late August -- this was the last of eight HEP-equipped E60's to be repainted, renumbered and modified for higher maximum speeds. This unit was the fire-damaged 969, finally returned to service.

Member John Fleck has been good enough to send some VIA Rail Canada consists from Vancouver and Jasper, so we may present some highlights in this Expo '86 summer.

The flagship Canadian runs 17 cars and a three-unit set of F's out of Vancouver. Emphasis is on sleepers, with 10 cars including a Chateau-class car as a dorm and the Park-series dome-sleeper-observation. The other seven cars include a baggage, three coaches (one only to Calgary), a snack-coach, diner and Skyline dome-coffee shop (two of the sleepers run only to Calgary for tour parties).

The Super Continental to Winnipeg is shorter, of course, with a baggage, Dayniter, snack-coach, Skyline, diner and three sleepers all the way and two more to Edmonton (for Jasper tour parties). The Skeena is a six-car formation, with one FP9u. It consists of a baggage-dorm, two Daynitters, cafe-lounge and two E-class sleepers. This consist is also the lineup on the Hudson Bay to Churchill, except they get a baggage car with no dorm space.

(Continued on Page 3)



## ON THE SCENE (Continued from Page 2)

By using Dayneters in lieu of coaches on many non-corridor trains, VIA has freed up "blue" coaches to substitute for ailing LRC's. Standard 76-seat coaches are assigned only to the Ocean and Atlantic and corridor trains, while the Canadian is assigned the ex-CP Budd-built coaches and the camper's special out of Winnipeg is assigned the six 4890-class coaches, built in 1930 and subsequently much modified.

VIA seems to have restored some former CP Rail F units to service, with 6550 and 6653 reported.

In commuter rail items, NJ Transit's Bergen-Shore Express has been a major success this summer. Several Saturdays, in fact, have seen a second section (both with an F40PH and Comet I coaches). Monmouth Bus Lines operates connecting buses on five routes for this and other weekend trains and I noticed ten buses hauling passengers bound for Seaside Heights alone.

Boston's MBTA no longer operates any RDC's in the self-propelled mode; this leaves only Maryland's MARC and Metro-North in the United States, with BC Rail and VIA soldiering on in Canada.

In transit items, deliveries of the remaining Transit America subway cars to Chicago will go to the West-Northwest line, replacing the remaining 6000-series cars on that line. All 6000's are off the State Street line, but rebuilt cars will survive on the Ravenswood line in rush-hour service.

Washington, DC's WMATA has received almost \$400 million in Federal funds to permit additional construction. The Green line's first segment to open will take trains to Anacostia by 1991. The section north of the connection with the Red line into Maryland has also been approved. Within the next five years, the Red line will be extended north of Silver Spring to Wheaton and the Yellow line will receive an extension beyond Alexandria to Van Dorn Street.

Montreal opened the first three stations on its line 5, running east from the connection with the Route 2 line at Jean-Talon station.

SEPTA currently operates America's largest fleet of active PCC's (Boston, Newark and Pittsburgh still have PCC fleets, as does Toronto in Canada). SEPTA has completed 103 GOH refurbishings and the remaining nine cars in the program have gone into the shops.

New York's subway system will gain 200 more R68 subway cars as the Transit Authority exercised an option to add on to the 225 cars now being delivered. A ten-car train of Budd-built R32's is being refurbished in a test program.

## RAIL CALENDAR PHOTOS SOUGHT BY ASF

Since 1925 American Steel Foundries has produced an annual calendar featuring railroad-oriented paintings and engravings. In 1981 the company switched to color photographs of rail scenes--many of them submitted by amateur contributors.

For the 1986 edition, more than 300 slides by some 25 photographers were reviewed before the 12 winning scenes were selected. A modest prize and the contributor's byline are the rewards for success.



Entries must be positive color transparencies of 35mm or larger and must be suitable for enlargement and cropping to a horizontal format of 12-1/2 inches wide by 8-1/2 inches high. Train information and photo location together with the photographer's name and address must be included.

Contributors must submit their entries for receipt during the month of January, 1987, with all material to be returned by mid-March. A professional photo lab is used to make 4x5 duplicate transparencies of the 12 winning entries so that the original slides are returned in like-new condition.

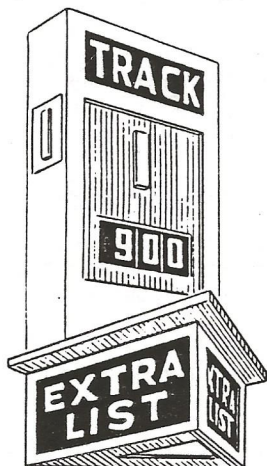
The calendars are distributed to thousands of ASF customers including freight railroads, so the company is reluctant to use photos of passenger trains. A wide range of photo locations for freight train operations is encouraged.

Entries should be mailed to:

Calendar Photo Competition  
American Steel Foundries  
3600 Prudential Plaza  
Chicago, IL 60601

Further information may be obtained by calling Messrs. Tom Schultz or Jim Clafin at ASF (312-644-4080) during business hours.





SEPTEMBER 20, 1986: Delmarva Special, Amtrak excursion train from Washington, DC and Baltimore to Salisbury, MD and return via Amtrak mainline to Newark, DE and Conrail Delmarva branch, sponsored by Washington, DC and Baltimore Chapters NRHS. Amfleet-equipped train leaves Washington Union Station 8 AM, Baltimore (Amtrak station) 8:42 AM, Newark (Amtrak station), 9:40 AM, arriving Salisbury at 1 PM. Returning, train leaves Salisbury 4 PM, returning to Newark 7:20 PM, Baltimore 8:20 PM and Washington 9 PM. This is only the third passenger excursion over the Delmarva branch in more than 20 years. Fares: From Washington \$65 adults, \$61 children (5-11), from Baltimore \$60 and \$56, from Newark \$50 and \$46. First-class tickets aboard parlor-lounge car Dover Harbor \$120. Order tickets from: Delmarva Special, c/o Baltimore Chapter NRHS, P. O. Box 10233, Baltimore, MD 21234, making checks payable to "Baltimore Chapter NRHS" and enclosing stamped, self-addressed envelope.

SEPTEMBER 20: Conrail "10th Anniversary Passenger Train" from Wilmington to Harrington, DE and return, using inspection train equipment. Leaves Wilmington (Amtrak station) 8:30 AM, arrives Harrington 11:15 AM for Heritage Day festivities. Returning, leaves Harrington 1 PM, arrives Wilmington 3:45 PM. Invited guests only.

SEPTEMBER 27: Hoboken Terminal Festival VI at former Lackawanna terminal, Hoboken, NJ, sponsored by NJ Transit. Train rides, Circle Line boat tour, display of rail and bus equipment, flea market. This is the largest rail event in the East. Hours 11 AM to 5 PM. Admission free.

SEPTEMBER 28: Railroadiana and model railroad show sponsored by Lehigh Valley Chapter NRHS at Dieruff High School, Washington & Irving Streets, Allentown, PA, 10 AM to 4 PM. Admission: \$2 per person (\$3 per family). For information, write: Paul Kuehner, P. O. Box 300, Laurys Station, PA 18059, enclosing stamped, self-addressed envelope.

OCTOBER 4: "Railfan Special" RDC excursion over 40 miles of ex-PRR trackage out of Bellefonte, PA, now operated by Nittany & Bald Eagle Railroad, sponsored by Bellefonte Historical Railroad Society. State-owned RDC-1 #9167 (ex-New Haven #40) will leave Bellefonte station at 11 AM for Dale Summit, Pleasant Gap, Colesville, Milesburg, Curtin and Vail, returning to Bellefonte about 4 PM. Trip includes portions of Pennsy Bald Eagle branch and remnant of Bellefonte Central Railroad. Passengers should bring their own lunches. Fares: \$18 adults, \$15 children (under 12). Order tickets from: Bellefonte Historical Railroad Society, c/o Michael Bezilla, 1503 South Allen Street, State College, PA 16801, making checks payable to the Society and enclosing stamped, self-addressed envelope.

OCTOBER 4-5: Fall foliage specials behind ex-Canadian Pacific 4-6-0 #972 from Jim Thorpe to Haucks, PA and return, sponsored by Rail Tours, Inc. On Saturday, train leaves Jim Thorpe 1:30 PM, returns 4:30 PM. On Sunday, first trip leaves Jim Thorpe 9:30 AM, returns 12:30 PM; second trip leaves 1:30 PM, returns 4:30 PM. Fares: \$10 adults, \$6 children (6-12). Open-window coaches will be used on these 34-mile round trips, which will be repeated on each weekend during October. Order tickets from: Rail Tours, Inc., P. O. Box 285, Jim Thorpe, PA 18229-0285, enclosing stamped, self-addressed envelope. For further information, telephone 717-325-4606.

OCTOBER 5: Amtrak excursion from Lancaster to Wellsboro Junction, PA and return via Amtrak and Conrail, including trip through the scenic Grand Canyon of Pennsylvania, sponsored by Lancaster Chapter NRHS. Train leaves Lancaster 6:30 AM, arrives Wellsboro Junction 1:30 PM. Returning, leaves Wellsboro Junction 4:30 PM, arrives Lancaster 11:50 PM. THIS TRIP SOLD OUT.

OCTOBER 10-12: Autumn Railfan Weekend on Blue Mountain & Reading Railroad, including excursions with steam engine #425, ex-Pennsy E8 diesels and RDC's. Night photo session and other activities. Trips depart from BM&R Temple (PA) station, three miles north of Reading. For further information, write: Blue Mountain & Reading Railroad, P. O. Box 307, Shoemakersville, PA 19555-0307 (telephone 215-562-4083 weekdays or 215-921-1442 weekends).

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. Order tickets from: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

OCTOBER 18: Tenth anniversary banquet of Reading Company Technical & Historical Society at Shillington Restaurant, Shillington, PA. Tickets for members \$17.50 per person (\$35 per couple), for non-members \$19.50 per person (\$39 per couple), children (12 and under) \$13.50. Order tickets from: RCT&HS, P. O. Box 15143, Reading, PA 19612.

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.

(Continued on Page 5)



## EXTRA LIST (Continued from Page 4)

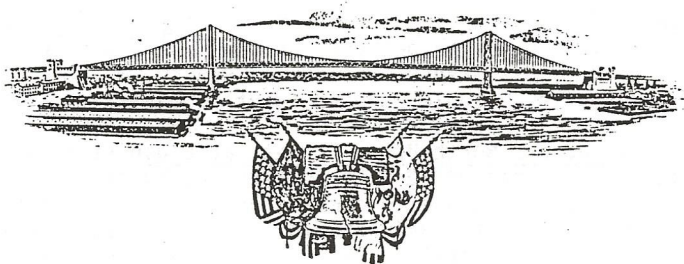
**OCTOBER 25:** Tenth annual Strasburg Special from Washington, DC to Strasburg, PA and return, sponsored by Washington, DC Chapter NRHS. Amtrak train will operate via Philadelphia to and from Leaman Place, PA, where transfer will be made to Strasburg Rail Road steam-powered special. Fares: \$59 adults, \$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.

**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 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. Trip flyers will be available at September meeting of Philadelphia Chapter.



*The Delaware River Bridge Joint Commission*

*of Pennsylvania and New Jersey*

*cordially invites*

*Samuel M. Vauclain*

*to witness the ceremonies incident to the opening of the*

*Delaware River Bridge*

*connecting the Cities of*

*Philadelphia, Pennsylvania, and Camden, New Jersey*

*Thursday, July 1st, 1926*

*between 10 A. M. and 1 P. M. (Daylight Saving Time) upon the*

*Bridge Plaza*

July 1, 1986 marked the 60th anniversary of the dedication of the Delaware River Bridge (now Benjamin Franklin Bridge) linking Philadelphia and Camden. Here is a copy of the special invitation to the ceremony on July 1, 1926, issued to Samuel M. Vauclain, president of the Baldwin Locomotive Works. Nearly ten years later, on June 7, 1936, the 2.62-mile high-speed rail line across the bridge was opened for service with Philadelphia Rapid Transit Company as the operator.

--COLLECTION OF FRANK TATNALL

*Commissioners*

*Sydney Pinchot*  
*W. Frankland Kendrick*  
*Samuel L. Lewis*  
*Edward Martin*  
*Thomas B. Smith*  
*Richard Weylin*  
*Samuel H. Vauclain*  
*Samuel L. Tit*

*Theodore Doeltger*  
*Thomas J. L. Barlow*  
*John F. Boyle*  
*Walter H. Voyce*  
*Isaac Ferris, Jr.*  
*John B. Hales*  
*Robert L. Sinclair*  
*Frank L. Siple*

*Board of Engineers*

*Ralph Rodjaski, Chief Engineer*  
*George J. Webster*  
*Architect*  
*Paul A. Gert*  
*Officers*  
*Joseph K. Costello, Secretary*  
*Treasurer*  
*Charles R. Bacon, Assistant Secretary*  
*Council*  
*Dwight J. Smyth*  
*F. Harry Rowland*



# PHILADELPHIA

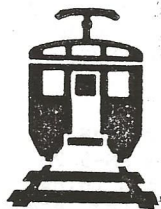
# EXPRESS



## FRANK G. TATNALL, JR.

Massive cuts in commuter rail service are part of a package of drastic measures proposed by SEPTA last month to help eliminate a \$25.4-million deficit in the agency's \$544.7-million operating budget for this fiscal year.

Noting that SEPTA's transit fares were raised on July 6 to the highest level in the nation, Board Chairman Lewis F. Gould, Jr. asked the Governor and Legislature for an immediate infusion of State money to avoid the "abhorrent" cutbacks, rather than going to the riders for yet another fare increase. A spokesman for Governor Thornburgh, however, responded by saying "I think they're going to hit a lot of deaf ears."



Among the Regional Rail lines proposed for abandonment are: Route R1 West Trenton-Center City; Route R2 Warminster-Marcus Hook; the Elwyn-West Chester segment of Route R3; Route R6 Norristown-Cynwyd and Route R8 Fox Chase-Chestnut Hill West. The Fox Chase-Newton shuttle bus would also be discontinued. SEPTA did not reveal the actual savings to be realized by eliminating four of its eight commuter rail lines. Public hearings on the entire proposal will be held between September 29 and October 16, with the center city hearing scheduled for Tuesday, October 7 in the Holiday Inn, 18th & Market Streets, beginning at 7 PM. If approved, the cuts would probably take effect in November, SEPTA said.

SEPTA's proposal to close its mainline for three consecutive summers, in order to expedite the replacement of some 25 aging bridges between Wayne Junction and Brown Street, drew heated opposition at a public hearing on August 25. A member of the SEPTA Citizen Advisory Committee conceded that maintaining service during the construction period would be "complex," but like most other witnesses he favored such a plan in spite of its estimated cost of \$212 million. SEPTA has said that a complete shutdown of the four-mile line during the summers of 1989, 1990 and 1991 would allow the job to be completed for \$175 million.

Speaking of bridges, PennDOT on August 16 began demolition of the old Reading Company bridge across Vine Street--the beginning of a \$195-million project to build an expressway between the Benjamin Franklin bridge and 30th Street. Removal of the bridge was expected to require four weekends, though the Reading managed to install the structure--together with four tracks and catenary--over a single weekend about 35 years ago.

Heavy work has begun at SEPTA's deteriorated bridge across North Broad Street, at Logan station. On the weekend of September 7-8 bus shuttles were used on four rail routes while a "shoo-fly" was built to divert commuter trains onto an adjacent CONRAIL bridge.....Blueliners continue to operate on rush-hour trains to West Trenton and Elwyn--and occasionally to Paoli and Chestnut Hill East. Refurbished #9128 returned to Wayne shop from General Electric on August 25, joining sister 9109. Due back next is 9119.....A signal failure on CONRAIL-owned track #1 between Woodbourne and West Trenton on August 26 disrupted service on Route R1 through rush hour the following morning. SEPTA quickly issued an apologetic seat notice headlined "Conrail signal problems delay West Trenton commuters."

A short-notice request went out to carbuilders last month, seeking proposals for either new push-pull commuter rail cars or electric MU cars. By the deadline of September 2, it is understood that both Bombardier of Canada and Japan's Sumitomo submitted proposals which include locomotives for the push-pull trains and a complete maintenance shop.

A Federal judge on August 27 granted the Environmental Protection Agency immediate access to SEPTA's Paoli rail yard so that it can halt the erosion of soil tainted with toxic PCB chemicals into the surrounding neighborhood. SEPTA had resisted the EPA plan on the grounds that it was too expensive and would interfere with rail operations, but Judge Anthony J. Scirica agreed with EPA that it was necessary to begin the program immediately. He ruled, however, that EPA must take steps to insure that there is no disruption of rail service and minimal interference with yard operations. EPA earlier filed suit against SEPTA, AMTRAK and CONRAIL, as owners or operators of the yard, to recover the costs of the cleanup effort.

The Inquirer on August 22 ran a large article on the \$25-million restoration now underway at One Penn Center, formerly the Pennsylvania Railroad's Suburban Station Building at 16th Street & JFK Blvd. Built in 1930, the 20-story structure is considered an Art Deco treasure, with its brass doors and black granite walls. The current owners, Richard I. Rubin Company, have installed a brightly colored mosaic mural in the lobby entitled "The Standard Railroad of the World" but which curiously depicts a French steam locomotive instead of a PRR K4 or GG1. Curiously, also, the building owners are closing off the lobby to discourage rail commuters from traipsing through it--even though they advertise office space in the building as attractive because of its location directly above the station. SEPTA has refused the owners' request to block the stairway leading from the train concourse to the building's 16th Street entrance.

(Continued on Page 7)



## PHILADELPHIA EXPRESS (Continued from Page 6)

Chapter Member William H. Polk and his Jenkintown Station Improvement Committee (see Summer Cinders) have succeeded in drawing attention to the parking problem at busy Jenkintown station since the new Greenwood Grille restaurant opened in June on the premises. SEPTA has agreed to reconfigure the two existing parking lots to make more spaces available for commuters and issued a notice to riders advising them of the advantages of using nearby Melrose Park station (2.4 miles closer to town with lower rail fares and lower parking fees). The committee's address is: P. O. Box 180, Jenkintown, PA 19046-0180.

In a letter to the Inquirer on August 25, SEPTA Chairman Lewis Gould acknowledged that parking has become a major problem at many commuter stations because of growing ridership. (In April, the Regional Rail system carried an average of 96,000 weekday riders, up 16.2 percent from the previous April.) Gould said that SEPTA's newly-created Parking Task Force is working on the problem, with a goal of creating 2,000 additional parking spaces over the next 12 months. He expects 400 to be available before the end of this year, most of them along heavily-traveled Route R5 (Doylestown-Lansdale-Paoli-Downingtown). More real estate purchases, as well as new land-use agreements with AMTRAK, will make this possible.

SEPTA last month issued a new R6 timetable, with a cover date of May 27, showing the Ivy Ridge-Manayunk shuttle bus service inaugurated when the ex-Pennsy end of the line was removed from service. But the timetable is already partially obsolete, because the buses were discontinued when new platforms at Ivy Ridge were opened August 25 along the Reading side of the line.....The private car Caritas paid a return visit to SEPTA on September 6, arriving from New York on AMTRAK, then journeying to Norristown and back to 30th St.

SEPTA's money crunch, which burst into the open last month (see above), also could severely impact City and suburban transit operations. To help close the current \$25.4-million budget gap, SEPTA announced its intention of shutting down 31 bus routes, eliminating all bus service between approximately 10 PM and 5 AM, cutting Sunday and holiday transit service by about one-half in the City and ending all Sunday suburban service. In addition, all remaining "North Philadelphia" PCC trolley routes (15, 23 and 56) would be converted to bus. While most of the bus routes affected have relatively light ridership, SEPTA said the proposed Regional Rail and bus abandonments could result in the loss of as many as 100,000 of its more than 850,000 daily fares.



Following an August 22 emergency meeting of the SEPTA board, at which the cuts were announced, Chairman Lewis Gould urged elected officials, business people and the public throughout the five-county area to press the Governor and Legislature for more money to "help us preserve our transit services." He added that SEPTA was not crying wolf but was in serious need of additional funding for operations, as well as the \$36 million which Governor Thornburgh earlier cut from SEPTA's Fiscal 1987 capital budget. While riders are already paying "more than their fair share" of SEPTA's costs, Gould did not rule out still another fare increase in the near future.

Under its \$544.7-million operating budget for FY 1987, which began July 1, SEPTA expects farebox revenues of about \$260 million, plus subsidies of \$29 million from Uncle Sam, \$55 million from local governments and \$178 million from the State. This leaves a substantial deficit which SEPTA believes must be made up by Harrisburg. While area legislators, including Democratic State Senator M. Joseph Rocks of Philadelphia, began to rally around SEPTA's cause, considerable doubt was expressed by legislative observers that the lawmakers would do anything for SEPTA--or the State's other ailing transit systems--this year. The Governor, for his part, said that it was "highly unlikely" that the Legislature would approve any emergency aid for SEPTA but that he favored the long-discussed option of a new regional tax to help fund its operations. Meanwhile, the Republican leader of the Senate, State Senator Robert Jubelirer of Blair County, said that finding more money for transit will be one of the lawmakers' "priorities" when they return from their summer recess on September 22. As the clock ticks, SEPTA prepares to begin public hearings September 29 on its cutback plan.

In the midst of its budget crisis, SEPTA suffered another blow on August 23 when Norristown High Speed Line car #167 ran out of control, crashed through a barrier and into the waiting room at 69th Street Terminal. Injured were 40 passengers, the operator and a woman in the terminal. Brake failure was suspected on the 57-year-old car, based on reports from riders that the operator yelled at them more than three miles from the terminal that he had "no brakes" while trying to apply the emergency hand brake. Investigations by SEPTA and the National Transportation Safety Board, however, have cast doubt on that theory, focusing more on the possibility that the controller was stuck in the power mode. Two weeks after the accident, SEPTA dismissed the operator for "violation of Authority rules and regulations," possibly because he should have taken action to cut off the car's power.

Rail service has been suspended on the P&W since the accident, while SEPTA tests each remaining car and modifies its deadman brake control and power controller. This, plus the fact that only ten out of 19 cars are available for service due to previous collisions and general maintenance work, means that substitute bus service will probably continue for several more weeks on the 69th Street-Norristown route. SEPTA is also known to have contacted the Chicago Transit Authority and MBTA of Boston with the intention of leasing high-speed transit cars to fill in for the veteran P&W Bullets and 160-cars. Ironically, Governor Thornburgh recently deleted \$10 million in State funds from SEPTA's capital budget which had been earmarked as matching funds for 26 new Norristown cars, expected to cost a total of \$33 million. "Maybe the Governor should step out of his official limousine and take a ride on (public transit)," jibed the Daily News in an editorial last month. The unfortunate accident at 69th Street has, once again, drawn the media's attention to the oldest fleet of high-speed transit cars in the nation.




## PHILADELPHIA EXPRESS (Continued from Page 7)

In spite of all the fiscal bad news swirling around, SEPTA continues work on a design for new "North Philadelphia" streetcars. Though the engineering work is begin paid for by a Federal grant, no money for actual construction is in sight. Prior to its recent proposal to convert all remaining PCC lines to bus (see above), SEPTA said that it was willing to continue running trolleys on Route 15-Girard Avenue, the northern half of Route 23-Germantown Avenue, and perhaps on either Route 53-Wayne Avenue or 56-Erie Avenue.....The Philadelphia City Paper in an issue last May ran a lead article on SEPTA's surface trolley routes, charging that SEPTA "still doesn't have a coherent light rail policy--unless it's to ignore them until they go away."

SEPTA reports that it began an overhaul program July 1 on its fleet of 125 Kawasaki-built Broad Street subway cars--at a cost of \$36,000 per car. Today, SEPTA says, the mean distance between failures on the BSS fleet is almost 71,000 miles, compared with only 6,124 miles for the old cars during the dark days of 1979. Since then ridership has grown 43 percent from 19.2 million fares in Fiscal Year 1979 to 27.5 million riders during the fiscal year which ended last June 30.....The Daily News reports that SEPTA workers mistakenly painted the tunnel walls black at Girard and North Philadelphia stations--an unintentional reversal of recent efforts to brighten the image of the Broad Street subway.....Has the old Philadelphia Transportation Company been reincarnated? Those blue-and-white buses seen around center city carry that lettering, but they belong to a South Jersey commuter bus operator.

Chapter Member Ron DeGraw, who is SEPTA's chief operations planning officer, was quoted extensively in an Inquirer report on privatization of transit services, appearing in the August 31 editions. A University of Pennsylvania professor, in a consultant's report to the Federal government, claims that SEPTA could save \$28 million a year by hiring private bus companies to augment SEPTA service during peak hours. "That's probably the most harebrained scheme I've ever heard of," DeGraw was quoted as saying. "This comes from an academician with no practical operating experience." DeGraw, however, does support the concept of contracting out the operation of certain selected routes, including the now-inactive rail lines to Newtown and Pottstown for which bids from private operators will be opened this fall.

A privately-printed "Philadelphia Bus & Rail Directory," showing businesses in various sections of the City and SEPTA lines in the area, was issued last month by Independence Advertising & Marketing, Inc., 437 Chestnut Street, Philadelphia 19106 (telephone 215-592-0610).....Consumer Advocate Max Weiner and seven of his workers were acquitted last month of trespass charges, following their arrest by SEPTA police for selling discount transit tokens at the Olney subway station during a protest against higher fares.....Trolleys should return to Routes 10 and 23 on September 7, following street construction work this summer which forced the substitution of buses.

 AMTRAK began work August 6 on its project to rebuild the Philadelphia-Atlantic City rail corridor for high speed passenger service. A crew of workers and the Automated Track Laying System started working west from a point near Atlantic City, advancing about a half a mile per day as the hugh machine installed welded rail, new ties and ballast on the former PRSL right-of-way through Absecon and Egg Harbor City. The \$60-million track renewal project between Atlantic City and Philadelphia's "Shore" tower, where the line joins the Northeast Corridor, should be completed next year, but other work including station construction will delay the startup of train service until early in 1989. The Amtrak crew is based in a string of camp cars parked on former Jersey Central track at Winslow Junction, NJ.

The House of Representatives in late July overwhelmingly passed a FY 1987 transportation appropriations bill which includes \$613 million for AMTRAK plus \$17 million for Northeast Corridor improvements. The Senate begins work on its own version of the bill this month (Rail Travel News).....Transportation Secretary Elizabeth Dole presided at an August 13 groundbreaking ceremony at Washington Union Station, marking the start of restoration of the 79-year-old landmark structure. The Dick Corp. won a \$49-million contract to renovate the now-vacant building (RRE High Green).....A \$4-million multimodal transportation center in downtown Altoona was dedicated July 11, on the site of the former Pennsy station. AMTRAK, Greyhound and city buses will use the new facility (NARP News).

AMTRAK this summer produced a new promotional film entitled "All Aboard America".....AMTRAK earned \$562,000 last year from rentals on some 450 billboards and signs placed on its property--including those in Philadelphia.....Last spring AMTRAK started construction on a 25,000-square-foot wheel shop at its Wilmington (DE) facility (Three items from Amtrak News).....AMTRAK is currently using Heritage "clocker" coaches on New York-Philadelphia trains 200, 202, 219, 221, 223, 225 and 254.....AMTRAK has taken #2 track out of service between Paoli and "Glen" (Glen Loch) and deactivated #3 track between Thorndale and Parkesburg. ....The General Accounting Office reports that no AMTRAK trains recovered their full operating costs in FY 1985, during which time the railroad sustained a loss of \$836.8 million from its train operations. Northeast Corridor conventional trains lost \$187.6 million, Metroliner service \$32.2 million, local New York-Philadelphia trains were in the red by \$22.9 million and Philadelphia-Harrisburg trains by \$26.8 million, the GAO said (Railway Age).



## PHILADELPHIA EXPRESS (Continued from Page 8)

# CONRAIL



Friday, August 22, 1986 was a red-letter day for the big blue railroad. That afternoon, NORFOLK SOUTHERN Chairman Robert B. Claytor formally notified Transportation Secretary Elizabeth Dole that NS was giving up on its long, exhausting--and expensive--campaign to acquire CONRAIL. The effort had begun two years, two months and five days earlier when NS filed its formal bid of \$1.2 billion (later raised to \$1.9 billion) for the government's 85 percent share of Conrail's common stock. Thus was launched an intensive political battle between NS supporters--led by Mrs. Dole who had selected NS as the winning candidate among 15 bidders--and opponents who included Conrail's own management, organized labor, competing railroads and members of Congress. Among the latter was Congressman John D. Dingell of Michigan, the powerful chairman of the House Energy & Commerce Committee who blocked the NS deal after the Senate--at Mrs. Dole's urging--had approved it last February. So, after receiving Claytor's letter, the Secretary issued a statement saying that she "regretted" the withdrawal of NS but would "work with members of Congress to develop a public offering alternative" that meets her criteria for selling Conrail.

ACTUALLY, I'D CONSIDER STAYING IN THIS CONRAIL RACE... BUT WERE NOT MOVING QUITE AS FAST AS I WANTED



Norfolk Southern's battle to acquire Conrail brought an outpouring of editorial opinion. This cartoon is from the heartland of Conrail territory, Altoona, PA.

--Altoona Mirror

for retaining competition through line divestitures to a pair of weak smaller roads (GUILFORD SYSTEM and the PITTSBURGH & LAKE ERIE).

Now the challenge to Congress and the Administration will be to get the myriad details of a CONRAIL sale bill ironed out and approved in the next few weeks. Some in Washington fear that the effort may founder as a few Congressmen try to load the bill with excess baggage such as the industry-wide issues of protection for so-called "captive" shippers and safeguards for union members when large railroads sell unprofitable routes to non-union shortlines.

The new Pine Belt Railway apparently has not yet begun operations on the ex-CONRAIL, ex-Jersey Central track between Lakehurst and Woodmansie, NJ. To be owned by Clayton Sand Company and operated by the POCONO NORTHEAST, PBR already has former CR GP9's #7432 and 7433 on hand at Lakehurst (Jersey Central Chapter NRHS News).....Reports indicate that CONRAIL is ready to sell off about 50 miles of track in Cumberland County, New Jersey, including former PRSL and Jersey Central lines south and west of Vineland. Several shortlines as well as New Jersey DOT have looked at the properties, with Virginia's WINCHESTER & WESTERN expressing strong interest because it is owned by a large sand shipper. Meanwhile the 17 miles of DOT-owned track in Camden County between Winslow Junction and Lindenwold--soon to be rebuilt by AMTRAK--will be operated by Hammonton-based SHORE FAST LINE (Camden Courier-Post).

CONRAIL has reopened the old Reading Company grain pier at Port Richmond, Philadelphia, for the handling of anthracite silt bound for Korea. Long considered a waste product, the silt (or "culm") originates in northeastern Pennsylvania where millions of tons are heaped in huge piles, but it now has value for making bricks of home-heating fuel in Korea. Several years ago, the same pier was rebuilt by an international shipping tycoon to handle up to five million tons of export coal a year, but he later pulled out because U.S. coal had become less competitive on the world market. The first shipload of silt left the pier on June 29.

CONRAIL has retired the last 49 of its SD45's and all 21 remaining NW2 switchers. The only remaining ex-New York, Ontario & Western unit on CONRAIL's roster, NW2 #9264 (ex-Penn Central 9264, ex-New York Central 9501, ex-NYO&W 116 built in 1948) was among those retired.....CONRAIL has donated two diesels to the National Museum of Transport, St. Louis. They are GP7 #5677 and SD45 #6072, ex-Jersey Central and Erie Lackawanna respectively (Mohawk & Hudson Chapter Call Board).....CONRAIL's four ex-Lehigh Valley GP38AC units are still in active service. They are CR #7656-7659 (ex-LV 310-313). Former PRSL GP38's 2010-2014 survive as CR #7670-7674 (Jersey Central News).

(Continued on Page 10)



PHILADELPHIA EXPRESS (Continued from Page 9)

CONRAIL has won an Achievement Award in the annual Modern Railroads Magazine Golden Freight Car competition for its program to increase coal shipments through modernized Pier 124 in Philadelphia. CR has won three top Golden Freight Car awards and three Achievement Awards from Modern Railroads since 1980, the best record in the industry. The MARYLAND & DELAWARE won an Achievement Award in the small railroads competition for its short-haul handling of wet corn in joint service with Conrail.....CONRAIL closed "Port" tower, Newport, PA on July 16, as its TCS progresses. It was the last open tower on the ex-Pennsy line between Rockville (Harrisburg) and Altoona (Harrisburg Chapter Rail Review).

Railfan Alert: The new 1986 Guide to Diesel Locomotives as advertised in Railway Age is not intended for spotting purposes. It contains no road numbers of locomotives! In addition, its stiff \$49.95 pricetag plus numerous omissions and goofs makes it of questionable value.....President Reagan last month signed a bill authorizing appointment of another board to investigate the long-running labor dispute on the GUILFORD SYSTEM. The bill provides for an additional cooling-off period which expires on September 18.....A Presidential Emergency Board which looked into a dispute between major U.S. railroads and six unions has recommended that the unions accept a 6.5-percent wage increase. This is similar to a contract approved in April by the Brotherhood of Railway & Airline Clerks.

CSX trains carried several thousand tons of donated hay this summer from the Midwest to feed starving cattle caught in the record drought in southeastern states. A 77-car "Hay-Lo Special" from Indianapolis, IN to South Carolina was operated free of charge with employees also donating their services (CSX News).....On July 14 CSX formally asked the Interstate Commerce Commission for authority to acquire Sea-Land Corp., a major international container shipping line (Railway Age).....Locomotive & Railway Preservation in its July-August issue did a two-page profile on STRASBURG RAIL ROAD Vice President J. Huber Leath.....Gloucester County, New Jersey celebrates its 300th birthday this year. It is still trying to arrange a series of steam excursions for the weekend of October 11-12.

Ex-Pennsy GGI #4859, the first electric locomotive to operate into Harrisburg, is being cosmetically restored in the STRASBURG shops. With funds raised by the Save Harrisburg's GGI Committee--in which Harrisburg Chapter NRHS took a leading role--the GGI will look as it did in 1938, and will go on display in Harrisburg's restored AMTRAK station. Dedication is tentatively set for November 15-16 (Harrisburg Rail Review)..... Former Reading Crusader coach-observation car #1 (later CANADIAN NATIONAL #304) will be purchased by the Friends of the Railroad Museum for display at the museum in Strasburg.

BLACK RIVER & WESTERN 2-8-0 #60 was returned to service in mid-August, but as of the end of the month NEW HOPE STEAM RAILWAY's #40 was still being repaired.....Bennett Levin's ex-Pennsy business car #120 was moved from Pottstown to Philadelphia in June and is still under restoration. Levin also purchased CONRAIL NW2 switcher #9199 (originally Detroit Terminal #109 built in 1947), had it painted and letter at Altoona in pristine Pennsy style and renumbered #9251.

Buckingham Valley Trolley Association's Newsletter reports that SEPTA considered borrowing ancient ex-P&W wooden car #46 from the Penn's Landing group to help relieve a car shortage on the Norristown High Speed Line!.....BVRTA has given up on its proposed extension of Penn's Landing trolley operations to Washington Avenue in South Philadelphia. But the possibility exists that after the planned rebuilding of Delaware Avenue north of the Ben Franklin bridge the popular trolley line may be extended in that direction as far as Shackamaxon.

Chapter Member Jerry Angier of Portland, ME is co-author of a new book entitled Bangor & Aroostook, which is now selling at the pre-publication prices of \$34.95 in limited edition and \$25.95 in softcover (until November 1). Order from: Flying Yankee Enterprises, 69 Brentwood Road, Cape Elizabeth, ME 04107. The book contains 270 pages and 300-plus photos of BAR, including 25 in full color.

PHILADELPHIA CHAPTER NOW THIRD IN NRHS MEMBERSHIP

With 387 paid-up members, Philadelphia Chapter has risen to the #3 position among NRHS chapters in total number of home memberships.

The top ten chapters among the 147 now affiliated with NRHS are shown below. These figures were compiled by the national organization as of May 30, 1986, and are taken from the June issue of NRHS News.

Washington, DC.....	452
Pacific Northwest (Portland, OR).....	411
Philadelphia.....	387
Bluewater Michigan.....	385
Intermountain (Denver, CO).....	302
Atlanta.....	298
Mohawk & Hudson (Albany, NY).....	272
Baltimore.....	268
Old Dominion (Richmond, VA).....	253
Lancaster.....	233



## SECOND "CARITAS" TOUR COVERS NEW HOPE ROUTE IN STYLE

On Sunday, September 24, the luxurious private car Caritas set out from 30th Street Station as a special train bound for New Hope, PA, via Amtrak, SEPTA and the New Hope & Ivyland Railroad. It was the second "private varnish" outing this year in the Philadelphia area for the Denver-based Caritas, both sponsored by Philadelphia Chapter.



With 22 fare-paying passengers on board--most of them Chapter members--the one-car train proceeded to North Philadelphia on Amtrak, then down the little-used connection to SEPTA's Norristown Line, before turning north to Warminster via Wayne Junction and Jenkintown. It is believed that the Caritas special was the first passenger-carrying train to use the 1,500-foot North Philadelphia connection since the Reading Company operated excursion trains to the Jersey Shore prior to World War II.



Upon arrival at Warminster--more than 30 minutes behind schedule--SEPTA's leased Conrail SW1001 diesel switcher #9405 was cut off and replaced by 3,000-hp NH&I diesel #401, an ex-Conrail U30B built by General Electric for the New York Central in 1967. Manned by a New Hope Steam Railway volunteer crew, the big U-boat made remarkable time over the NH&I's recently upgraded track, covering the ten miles to Buckingham station in 35 minutes. After coupling the Caritas to the regular NHSR three-car train, #401 set out for New Hope where arrival at 1:05 PM was right on time.

The sunny, cool weather enhanced the passengers' short visit in the tourist-oriented town, where the original turreted station from Reading Company days is still in use. NH&I's Baldwin DS44-1000 diesel #101 and GE 44-tonner #400 were parked outside the New Hope enginehouse while steam engine #40--still undergoing repairs--could be seen inside.

After running around the train, #401 was made ready for departure on the regular 1:30 PM train for Buckingham. Tourists boarded the two ex-Reading open-window coaches and NHSR's newly-refurbished caboose dubbed the "Closet Squirrel" which make up the normal consist--after noting with surprise the impressive gray, maroon and white open-platform car on the rear. Departure at 1:35 was five minutes behind schedule.

After climbing for more than three miles to the top of the ridge near Lahaska, the train drifted downgrade into Buckingham, seven miles from New Hope. A quick separation of Caritas from the regular train--which would be hauled back to New Hope behind NHSR's recently-acquired ex-Pennsy SW1 #9423--and the special was out of Buckingham on time at 2:30 PM. Photo runbys were executed at South Buckingham, Grenoble and Ivyland, and a stop was made beside the historic wooden depot at Wycombe.

Another engine change was made at Warminster and departure was ten minutes late at 4:30. A ten-minute stop at Jenkintown allowed a quick visit to the newly-opened Greenwood Grille restaurant in the station--while at the same time virtually the entire restaurant staff from manager to cooks climbed aboard to inspect the private car. An express run back to 30th Street Station via the center city tunnel brought the Caritas to its final stop on Track 4, Upper Level, at 5:32 PM, just seven minutes late.

The Chapter actually realized a small surplus on the trip. The officers extend their thanks to Clark Johnson, owner of the Caritas, and his three-person staff who served fine food and drink on board and made the outing a truly first-class experience. Also to be commended are the several individuals in SEPTA's Regional Rail Division who made the trip possible. Chapter Member Chuck Vallette, vice president of New Hope Steam Railway, helped arrange the NH&I operation, assisted by other volunteers including Conductor Don Lotz, former president of the Delaware Valley Chapter who appeared in full NH&I uniform.

Doing a splendid job of running the train on SEPTA were Engineer and Chapter Member Vince Jakubowski of Blueliner fame, and Conductor Ron Brooke, both of whom rode along on the Caritas during its 4-1/2 hours on the NH&I. Amtrak, which brought the car into Philadelphia on the rear of the Broadway Limited from Chicago the previous day, also cooperated in handling the Sunday excursion. The Caritas departed Philadelphia on August 29 bound for Hyannis and Braintree, MA.

To the Chapter members and friends who purchased the tickets--at \$78 per person--the Chapter expresses its appreciation as well.

### CONRAIL FREIGHT SCHEDULE Update

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

--ADD train CCAL as follows: Daily except Monday leave Port Reading, NJ 1300 (via Port Reading secondary track), pass Port Reading Junction 1515, arrive Allentown 1830. (Train has been operating on an experimental basis for several months.)

--CHANGE schedule of ENAL as follows: Daily leave Enola, PA 1300, pass Harrisburg 1405, leave Reading 1915, pass Alburtis 2115, arrive Allentown 2200.

--CHANGE schedule of OIAL as follows: Monday only (as required Tuesday through Sunday) leave Oak Island, NJ 1000, pass Port Reading Junction 1315, arrive Allentown 1600.

--CHANGE frequency of OIIN to Daily except Sunday and Monday.

--CHANGE schedule of OIPI as follows: Daily except Monday leave Oak Island, NJ 0300, pass Port Reading Junction 0645, balance of schedule unchanged.



## VINTAGE BROAD STREET SUBWAY CARS TO RUN ON NOVEMBER 23 SPECIAL

For the first time in more than two years, a trio of historic cars will operate a railfan excursion on the Broad Street subway, sponsored jointly by Buckingham Valley Trolley Association and Philadelphia Chapter NRHS. The trip is scheduled for Sunday, November 23, leaving Fern Rock station at 1 PM.

SEPTA has indicated that City-owned car #1, restored to its original 1928 appearance, will be joined by sister car #51 which was recently repainted. The clubs hope to add a third car as well, either "South Broad" car #166 or "Bridge" car #1025, both of which operate in regular work train service. The future of all of these cars is in doubt, however, which should spur Chapter members and friends to sign up for this trip as quickly as possible.

Two round trips will be made on the mainline to Pattison Avenue, plus a sidetrip on the Ridge Avenue spur. In addition, a "pre-trip" photo run in the Fern Rock yard area will be made about 12 Noon, which can be photographed from the street or an overhead bridge.

Tickets are priced at only \$12 per person for BVTA and NRHS members, \$15 for non-members and \$15 on the day of the trip. Capacity will be limited to not more than three cars. Order tickets from BVTA, c/o George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope. Trip flyers will be available at the Chapter's September 19 meeting in the Engineers' Club.

## BUS/RAIL EXCURSION TO BLUE MOUNTAIN & READING SET FOR OCTOBER 12

Philadelphia and West Jersey Chapters will co-sponsor a bus/rail excursion from Haddonfield, NJ and Philadelphia to Blue Mountain & Reading Railroad's Autumn Railfan Weekend on Sunday, October 12.

A 47-passenger, rest room-equipped deluxe motorcoach will depart Haddonfield Borough Hall at 7:00 AM, Haddonfield PATCO station at 7:05 and Philadelphia's 30th Street Station (29th Street side) at 7:50 AM for Reading.

Upon arrival at Reading, a visit to the Reading Shops will be included, where ex-Reading T-1 4-8-4 #2102 and EMD GP30 #5513 will be on display.

Passengers will make two round trips on BM&R between Temple and South Hamburg, one on the 10 AM "Brunch Special" using ex-Reading Budd RDC cars. The "brunch" meal is included in the ticket price. After the first trip, passengers will ride the second round trip behind restored ex-PRR E8A's in fresh tuscan red paint.

Another feature of the day's outing will be to follow one round-trip with the bus, permitting lineside photos at various points along the way.

The all-inclusive price is \$28.00 per person, and capacity is limited. A trip flyer will be found in this issue of Cinders, and ticket orders, with remittances payable to "Philadelphia Chapter, NRHS", should be sent to: Philadelphia Chapter NRHS, Department BMR, P. O. Box 7302, Philadelphia, PA 19101-7302.

A stamped, self-addressed envelope is requested to speed ticket order processing.

## KALMBACH ISSUES UPDATE OF EDWARD LEWIS' SHORTLINE GUIDE

Just about everything you ever wanted to know about America's shortline railroads is between the soft covers of Edward A. Lewis' American Shortline Railway Guide, just published by Kalmbach Books.

Actually, this is the third edition of the well-known reference work first published by the author in 1973. The new edition is in 8-1/4 inch by 5-1/2 inch size, contains 240 pages and more than 100 black-and-white photos of shortline and switching carriers in the 48 continental states--400 of them in all.

Roster information is also complete and up-to-date, in contrast to the often error-prone and incomplete data on shortline power contained in Kalmbach's recent Diesel Locomotive Rosters, compiled by Charles W. McDonald.

The new Shortline Guide sells for \$12.95 per copy at hobby shops or direct from Kalmbach at 1027 N. 7th Street, Milwaukee, WI 53233 (add \$1 for postage and handling). The Philadelphia Chapter store will also lay in a supply of this fine book.



# BUCKINGHAM VALLEY TROLLEY ASSOCIATION

A NON-PROFIT EDUCATIONAL CORPORATION

Operating the PENN'S LANDING TROLLEY

IN COOPERATION WITH THE

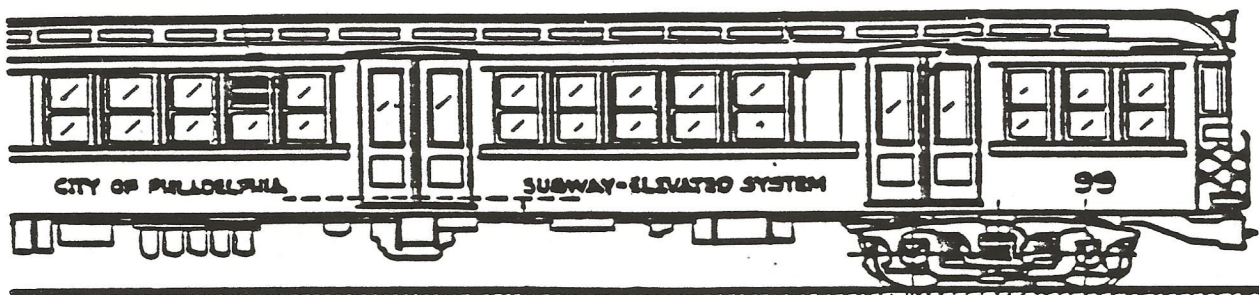
## Philadelphia Chapter



50<sup>th</sup> Anniversary  
PHILADELPHIA  
CHAPTER



# BROAD STREET SUBWAY



TWO ROUND TRIPS ON MAIN LINE  
PLUS RIDGE SPUR

# november 23 1986

LEAVE FERN ROCK AT 1:00 PM

THREE CAR TRAIN OF OLD CARS

PHOTO STOPS IN THE SUBWAY

NON REVENUE TRACKAGE COVERED

BE THERE EARLY BY 12 NOON  
FOR TWO SPECIAL PHOTO RUN  
BY'S FROM THE FERN ROCK  
STATION TO THE PORTAL  
AND THE YARD

PLEASE NOTE...  
"seller's fee"  
base fare plus  
\$10 for each  
addl. seat  
occupied

ONLY FOUR OF THE OLD CARS OUT OF 223 REMAIN SERVICABLE IN THE SUBWAY!  
HOW MUCH LONGER WILL S.E.P.T.A. KEEP THEM RUNNING? THIS MAY BE YOUR LAST  
CHANCE TO EXPERIENCE A RIDE IN PRE-1940 ERA SUBWAY EQUIPMENT UNDER BROAD ST.  
DON'T TAKE A CHANCE... BE AT FERN ROCK STATION ON SUNDAY, NOVEMBER 23rd!!!

FARES FOR THIS RIDE INTO THE "MAY NOT BE REPEATED" PAST ARE...

\$12.00 B.V.T.A. and PHILA CHAPTER MEMBERS IN ADVANCE CHECKS PAYABLE  
\$15.00 NON-MEMBERS and ALL ON THE DAY OF THE TRIP ! TO "B.V.T.A."

SEND TICKET REQUESTS TO GEORGE METZ 130 SPRINGTON LAKE ROAD MEDIA PA 19063

----- cut ----- here -----  
COUNT ME IN... I'M NOT TAKING ANY CHANCES... I'LL BE THERE SUNDAY NOV. 23rd !!

NAME \_\_\_\_\_ NO. OF TICKETS \_\_\_\_\_

ADDR \_\_\_\_\_ AMOUNT \$ \_\_\_\_\_

CITY-ZIP \_\_\_\_\_ TELEPHONE ( ) \_\_\_\_\_

Please enclose a stamped, self-addressed envelope for return of tickets



Philadelphia Chapter and West Jersey Chapter

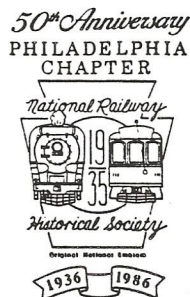
National Railway Historical Society

present

THIRD ANNUAL FALL BUS/RAIL EXCURSION

to the Railfan Weekend of Blue Mountain & Reading Railroad

-- SUNDAY, OCTOBER 12, 1986 --



Travel by deluxe rest-room-equipped motorcoach from the Philadelphia area to Temple, PA for a full day's activities on the lines of the BM&R during its repeat of the highly-successful June Railfan Weekend. Your ticket price of \$28.00 includes:

- Round-trip transportation from the Philadelphia area
- A visit to the Reading Shops, with a Reading T1 and GP30 on display
- Two round trips over the Blue Mountain & Reading Railroad from Temple to Hamburg:
  - 10 AM Brunch Special using ex-Reading Rail Diesel Cars (RDC's)
  - second trip behind restored tuscan red PRR E8A diesel locomotives or Pacific steam locomotive 425

Total price for the above: \$28.00 per person (includes brunch)

TRIP SCHEDULE IS AS FOLLOWS:

7:00 AM	Lv.	HADDONFIELD, NJ BOROUGH HALL	Ar.	7:00 PM
7:05 AM	Lv.	HADDONFIELD PATCO STATION	Ar.	6:55 PM
7:50 AM	Lv.	30TH ST. STATION, PHILADELPHIA (29th Street side)	Ar.	6:15 PM

To order, please send the ticket request form below with your check, payable to "PHILADELPHIA CHAPTER, NRHS" to:

Philadelphia Chapter, NRHS  
Department BMR  
Post Office Box 7302  
Philadelphia, PA 19101-7302

Philadelphia Chapter, NRHS  
Department BMR  
Post Office Box 7302  
Philadelphia, PA 19101-7302

Please send me \_\_\_\_\_ tickets for the Sunday, October 12 NRHS bus/rail excursion to the Blue Mountain & Reading Railroad. I have enclosed \$\_\_\_\_\_ in payment.

I WILL BOARD BUS AT \_\_\_\_\_ HADDONFIELD \_\_\_\_\_ HADDONFIELD \_\_\_\_\_ 30TH STREET STATION  
BORO HALL PATCO STATION PHILADELPHIA

Name \_\_\_\_\_

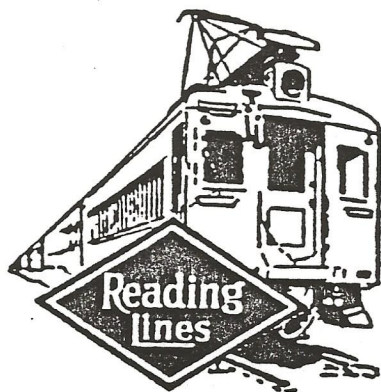
Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP Code \_\_\_\_\_

PLEASE INCLUDE STAMPED, SELF-ADDRESSED ENVELOPE WITH YOUR TICKET ORDER. THANK YOU.



# SEPTA BLUELINER EXCURSION



sponsored by  
Philadelphia Chapter  
National Railway Historical Society



Sunday, October 26, 1986



Philadelphia Chapter, NRHS invites you to ride with us on another in our series of mainline electric rail excursions utilizing SEPTA's former Reading Company "Blueliner" MU cars, built by Bethlehem Shipbuilding in 1931-32. Our autumn excursion is expected to consist of a solid train of newly-rehabilitated cars in the red, white and blue SEPTA paint scheme with gray window band area. If these cars are not available to us, then a train of the blue and white "Reading" cars will be used. These cars are the oldest active mainline electric coaches in North America.

Our excursion will originate at Philadelphia's 30th Street Station (Upper Level), convenient to SEPTA routes from the entire Delaware Valley, as well as Amtrak trains from out of town. Our October 26 excursion will cover the West Chester Line, Doylestown Line and Chestnut Hill East Line.

The excursion will depart from 30th Street's Upper Level at 9:45 AM, EST (remember to set your watches back the night before!), with no other passenger pick-up stops made. The excursion is expected to terminate at 30th Street about 5:35 PM. The traditional photo stops and movie runbys will be made, and the trip will operate rain or shine.

A lunch stop will be made at Suburban Station, Philadelphia.

The Blueliners have been undergoing a rehabilitation project designed to extend their life another five years. The project, in addition to mechanical overhauls, includes new exterior and interior painting, reglazing of the windows and new upholstery on the seats.

Tickets for this excursion are \$19 each, by advance reservation. Ticket orders should be placed, using the coupon below, prior to October 15, 1986, with remittances payable to "Philadelphia Chapter, NRHS". Please include a stamped, self-addressed envelope with your ticket order.

The capacity of this excursion is limited, and previous Blueliner trips have been popular — order early! Join us for another in our series of electric excursions using this vintage equipment during the enjoyable fall season.

---

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

Gentlemen:

Please send me \_\_\_\_\_ tickets @\$19.00 each for your Sunday, October 26, 1986 SEPTA Blue-  
liner excursion. I have enclosed \$ \_\_\_\_\_, payable to "PHILADELPHIA CHAPTER, NRHS"  
and have included a stamped, self-addressed envelope for the return tickets.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP Code \_\_\_\_\_

Telephone: Area Code \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_



PHILADELPHIA CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
Post Office Box 7302  
PHILADELPHIA, PENNSYLVANIA 19101-7302

First Class Mail  
U. S. Postage  
PAID  
Permit No. 12  
Huntingdon Valley, PA  
19006



50<sup>th</sup> Anniversary  
PHILADELPHIA  
CHAPTER



**First Class Mail**

Lawson K. Hill  
163 Moffat Rd.  
Waban, MA 02168-1133