



CINDERS



DECEMBER 1987

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Volume 48

Newsletter of the

Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

FRIDAY EVENING, DECEMBER 11, 1987

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)



The December 11 meeting of Philadelphia Chapter will feature NRHS Eastern Region Vice President Larry Eastwood, who will present a slide lecture on the British Columbia Railway. Larry participated in West Coast Railway Association of Vancouver's seven-day, 2500-mile tour of the entire active BC Rail system during September. Three chartered Budd RDC's covered the 979 route miles from North Vancouver to Fort Nelson, B.C., and all branches, including the electrified Tumbler Ridge line, operated with GMD-built GF6C electric locomotives, hauling coal out of northeast British Columbia for Prince Rupert for export to the Orient.

Our usual sit-down dinner will be served in the Club Dining Room, at \$12 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, DECEMBER 9, 1987, to President Tatnall at 215-828-0706.

Plan to attend Philadelphia Chapter's December 11 meeting and enjoy scenic British Columbia rail-roading as BC Rail's Diamond Jubilee is celebrated with this special excursion.

Merry Christmas

I vividly remember spending a Christmas Eve 20 years ago homeward bound on the Broadway Limited, enroute from Chicago to Philadelphia. Amid the festive atmosphere of the lounge car, passengers raised their voices in Christmas song and their glasses with holiday spirits. Buoyed by the knowledge that I would be opening gifts with my family the next morning, I joined in this less-than-solemn observance as we raced eastward across Ohio behind a team of tuscan red E8's.

While this joyous time is best spent at home with loved ones, there is something to be said for riding a train through small-town America on a snowy night before Christmas. What can be more memorable than gazing through a frosted roomette window as crossing gates flash by, catching glimpses of oversize candy canes hung from lamp posts and carolers silhouetted against the brightly lit windows along Railroad Avenue?

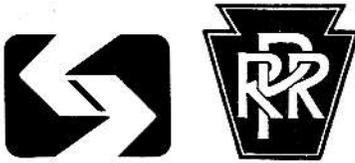
Now, as we once again journey into the Christmas and Hanukkah seasons, perhaps we who share the love of steel rails can visualize a very special gift-wrapped package nestled in a baggage rack aboard the Broadway Limited. Etched in bold letters on the red and green label is this message:

"Holiday Greetings and Happy New Year to All,
From Your Friends at Philadelphia Chapter!"

FRANK G. TATNALL
President

Balmy Weather Greet "All-Electric Weekend"

"Return of the Pioneers" was the theme of Philadelphia Chapter's fall excursion over the Regional Rail Division of SEPTA on Saturday, November 14.



The special train was made up of "Pioneer III" stainless steel electric cars built by the Budd Company for the Pennsylvania Railroad in 1957-1958. Introduced by the PRR on July 7, 1958, they were the original "Silverliners" but are completely incompatible with later generations of cars operated by SEPTA in Philadelphia suburban service. They are easily identified by their standard pantographs, knuckle couplers and distinctive interiors, and are always operated together in sets of two or more cars. Only six of the Pioneers were built, of which one was destroyed by fire and another is set aside and stripped of parts. Originally PRR 150-155, the cars were renumbered by Penn Central to 294-298, then 244-248 when a block of newly-delivered Silverliner IV's usurped that number series in 1974. SEPTA has retained the 244-248 number series.

In recent years the Pioneers have been used only sparingly in rush-hour commuter operations, and have been out of service for several months. SEPTA, however, reactivated four of the cars--now officially known as "Silverliner I's"--in time for the November 14 excursion, and they have remained in weekday service since that time.

With cars #245-246-248-247 in the consist and Chapter Member Larry Ryan at the controls, the special departed from the Upper Level of 30th Street Station on time at 9:52 AM, enroute to Elwyn. Photo stops were made at Lansdowne and Wallingford, as well as at Elwyn where regular train #1329 pulled in alongside the excursion train amid the din of snapping shutters. On the return trip, the Pioneers were positioned on the overhead bridge at Clifton-Aldan station as photographers deployed themselves along Springfield Road to the south. Right on cue, a Sharon Hill-bound Route 102 trolley passed under the bridge as the scene was recorded by a hundred cameras.

The day was enhanced by perfect fall weather, with bright sunshine and temperatures which topped out in the low 60's. The same weather continued into Sunday, adding luster to the well-attended excursion on the Norristown High Speed Line.

The Pioneer special was parked at Suburban Station while passengers enjoyed a quick lunch at Roy Rogers and other center city fast-food restaurants. At 12:50 PM the train departed for West Trenton, but encountered delays which resulted in arrival ten minutes late. After posing the train with a genuine PRR keystone emblem affixed to the cab end of car 245, regular train #1353 pulled out for center city and Elwyn. The special, which was forced to follow #1353, was now almost 20 minutes behind schedule, but a photo runby at Meadowbrook was executed as planned.

After passing through the center city tunnel and making a brief stop at 30th Street, the Pioneers continued westward toward Paoli as the late fall sun dropped relentlessly toward the horizon. Photo stops were made at Narberth and then at Strafford, where the sun bathed the historic yellow and green wood-frame station in a warm glow.

A quick turn was made on the mainline at Paoli, assisted by "Paoli" Tower Operator and Chapter Member Win Gross. As a result, the special left Paoli only six minutes late and, after a fast run down express track #2, arrived at the Upper Level of 30th Street precisely on time at 4:46 PM.

The following day, Buckingham Valley Trolley Association sponsored the second half of this cooperative All-Electric Weekend with an excursion on SEPTA's former Philadelphia & Western high speed line to Norristown. Under the direction of BVTA Trip Chairman George Metz, also a member of Philadelphia Chapter, the excursion was operated with SEPTA's ex-Chicago Transit Authority 6000-series cars (now renumbered into the 480-series).

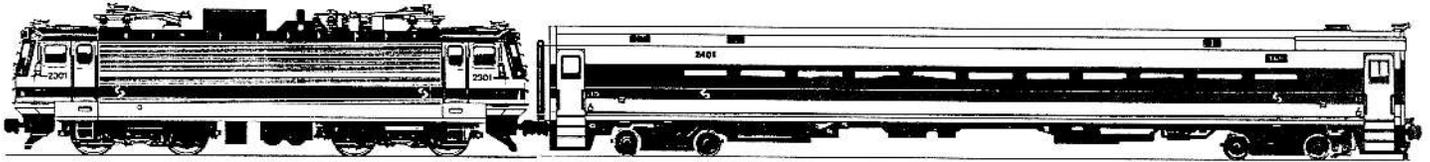
Two round trips were made to Bridgeport or Norristown. The first trip, which departed from 69th Street Terminal on time at 11:30 AM, was made up of two-car set #484-485, still in CTA Bicentennial colors and the last pair not painted in SEPTA's red, white, blue and grey scheme. Several photo stops were made, together with a number of well-timed meets with regular Bullet cars. A capacity crowd was on board the train, which returned to 69th Street about five minutes late at 1:10 PM.

The second trip featured an unusual four-car CTA set, made up of cars 482-483-480-481. Departing slightly after the scheduled time of 1:32 PM, the special was forced to wait a half hour at Bryn Mawr when it was discovered that the conductor and several passengers had missed the train. But scheduled photo runs or stops were made at Villanova, Hughes Park and Norristown. The return to 69th Street about a half-hour behind schedule did not detract from the excellent photo opportunities which riders enjoyed during the day.

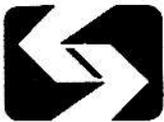
Philadelphia Chapter wishes to thank the management and staff of SEPTA for this invaluable assistance in arranging both of these fine excursions. Special recognition is also due several members of Philadelphia Chapter for their cooperation: Ron DeGraw, chief officer of SEPTA's Suburban Transit Division; Larry Ryan who expertly operated the Pioneer III's; Phil Klaus who loaned his Silverliner keystone sign; and George Metz who single-handedly planned the P&W excursion.

(Continued on Page 3)

SEPTA Previews Push-Pulls; Service to Begin December 7



SEPTA's first new commuter rail equipment in more than a decade made its formal debut last month, and is scheduled to enter revenue service on December 7. By then, virtually all of the 35 push-pull cars will have arrived from Bombardier, as well as the vanguard of seven AEM-7 electric locomotives on order from the Electro-Motive Division of General Motors.



The first of these locomotives, #2301, arrived via Conrail on November 11 and was placed on display for the press at 30th Street Station two days later, together with cab car #2401 and coach #2501. All three Philadelphia television stations were on hand to record the event. Chapter Vice President Michael Burshtin of SEPTA's Rail Equipment Department appeared in a Daily News photo the next day, posed in the cab of 2301 with retiring General Manager Joseph T. Mack. The equipment display was repeated for SEPTA employees on November 24 at Suburban Station.

Beginning November 30, the cars are to be open for public inspection at several stations around the system. These displays, according to a SEPTA announcement, will take place from 10 AM to 2 PM each day at the following locations: Suburban Station November 30, Bryn Mawr December 1, Fox Chase December 2, Trenton December 3, North Broad Street December 4, Chestnut Hill East December 5, Doylestown December 6, Norristown (DeKalb Street) December 9, Paoli December 10, 49th Street December 11, and Media December 12.

The first set of push-pull equipment is expected to operate initially on several lines on different days, starting Monday, December 7. The exact schedule of these trips was not available at presstime. As more locomotives become available for service, it is believed that the new trains will be assigned to limited and express runs on the Downingtown-Paoli-center city line, and possibly to express service on other routes. One constraint, however, is the antiquated power distribution system on the former Reading lines, which will restrict the number of AEM-7's operating on these branches to two at any one time. The reason for this is that a single 7,000-hp AEM-7 draws as much power as eight Silverliner IV cars.

Since the first Bombardier coaches arrived from the builder's Barre (VT) assembly plant on September 27, test runs have been made with the equipment to Thorndale and return using a Maryland Rail AEM-7 and later Amtrak E60's, as well as SEPTA 2301. At first, some difficulty was experienced in operating the head-end power from the 2301, but this problem has been resolved.

By early next year, most of the push-pull cars should be in regular service, allowing up to 40 Silverliner II's and III's to be cycled out for their first general overhaul. The new trains will most likely continue to be maintained at Amtrak's Penn Coach yard near 30th Street, until completion of SEPTA's new yard and facility at Frazer, west of Paoli, by mid-1988. Bombardier is under contract to operate this shop for a period of five years.

WAGNER RETIRES AS EDITOR OF NRHS BULLETIN; TATNALL NAMED

Chapter Member William C. Wagner retired last month after 18 years as editor of the National Railway Bulletin--by far the longest term served by any editor in the 52-year history of NRHS. He now will be carried on the masthead as editor emeritus.

Bill's retirement became effective following the national board of directors meeting held November 8 in Stamford, CT. At the same meeting, Dr. Raymond A. Wood of Ontario & Western Chapter, Middletown, NY, was elected National President, succeeding Nelson W. Bowers of Lancaster Chapter who did not run for re-election.

On November 17 an informal dinner was held in Philadelphia to honor Bill and his wife Pat, with senior NRHS officers and many of the Bulletin staff attending. A brass plaque was presented to Bill in recognition of his long service to the Society.

At the Stamford meeting, Chapter President Frank Tatnall was elected to succeed Bill Wagner as editor. Previously, Frank had served as senior associate editor. Other Philadelphia Chapter members currently serving on the Bulletin staff are Ron DeGraw, Kermit Geary, Jim Henwood, Pat Purcell, Pete Senin and Bill Volkmer. Ara Mesrobian recently retired as staff photographer after nearly 30 years in the position, and Joe Mannix was art director until a few years ago. Paul Kutta has just rejoined the ranks of Bulletin writers.

BALMY WEATHER GREETES "ALL-ELECTRIC WEEKEND" (Continued from Page 2)

The concept of an All-Electric weekend, with complementary events sponsored by NRHS and BVTA, turned out to be a most successful one. Both groups cooperated in selling tickets for both events, and several out-of-town passengers were encouraged to come to Philadelphia for the twin excursions.



Amtrak's October 25 schedule changes reached us a bit too late for inclusion in our November issue, but we'll recap them here as information for you. On the New York-Boston run, early morning mail trains 13/15 now run via Providence instead of Springfield. All trains are now operating via Back Bay station once again, and in New York State, Amtrak's suburban stop has been transferred from Rye to Metro-North's New Rochelle depot.

On the Springfield line, the Montrealer is a dead issue for the foreseeable future, so Amtrak has scheduled Train 148 between Washington and Springfield on the former train's northbound schedule. The balancing train is #145 between Springfield and Washington, replacing the rerouted mail trains 13/15.

Most Metroliner Service trains have been speeded up by a few minutes and the experimental New York-Philadelphia round-trip has been discontinued. In its place, the 7 PM train from New York to Washington runs most days now and a new weekday-only train #280 leaves Washington at 6:50 AM. Making only the New Carrollton stop, it is scheduled into New York at 9:30 AM, fastest timing in years. Furthermore, the train offers special services to attract business travelers (for instance, New York City subway tokens may be purchased on board).

In New York-Washington conventional service, most trains are scheduled on a faster schedule, which is a normal fall trait with the seasonal reduction of trackwork. Southbound, train 183, the Independence replaces the Palmetto, which runs an hour later on the Montrealer's former schedule. Northbound, evening service has been restructured with Train 148, the Connecticut Yankee, on the Palmetto's old schedule, and train 188, the Embassy, in the Montrealer's time slot and the Palmetto running two hours later in place of Train 96. Train 96, the Tidewater, operates an hour later in lieu of former Train 138, the Embassy.

Locally, minor changes on the Harrisburg line find the 8:10 AM Saturday train westbound discontinued, but a new evening train is added that way at 6:10 PM. On Sundays, the 1:40 PM train has been retimed to leave Philadelphia at 12:10 PM. From Harrisburg, a 2:52 PM train has been added Sunday afternoons. West of Harrisburg, the eastbound Broadway Limited now runs about five hours later, arriving Philadelphia in the early afternoon. The eastbound Pennsylvanian on Sundays is renumbered Train 246, running about two hours later.

On other routes, the Hoosier State between Indianapolis and Chicago operates daily, separate from the Cardinal, easing the task of moving cars to and from Beech Grove shops, and providing a second train on this route on days the Cardinal does run.

On the West Coast, an eighth round-trip was added between San Diego and Los Angeles, leaving L.A. at 6:15 AM and San Diego at 8:45 PM. Two trains out of San Diego run an hour earlier to provide a regular frequency of service. Two additional push-pull trainsets are scheduled to come on-line on this route during December, making four in all. The extra sets will permit the extension of a round-trip to Santa Barbara. The fifth cab car that was expected, #9634, was damaged in an accident at Wilmington shop and its transfer to Los Angeles delayed a bit. Most likely, the "commuter train" on this route will continue to make a single round trip with "conventional" Amfleet cars until another five or so push-pull Amfleet coaches arrive. To replace two push-pull cars damaged in that Illinois grade crossing collision this past summer, two non-refurbished cars (Amcafe 20002 and Custom Class 21832) were equipped in October at Beech Grove for push-pull service as the 43002 and 44832. They were not refurbished inside, however, so still have maroon seats.

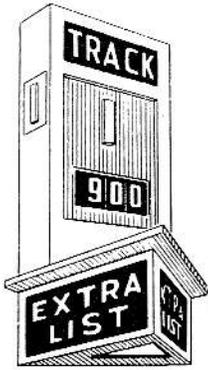
For the record, Viewliner sleeper 2300 was released from Beech Grove on October 7, and has been spotted around the system, including a display at Houston, TX.

North of the border, VIA is rebuilding nine of the 10 LRC cars originally operated by Amtrak on the Northeast Corridor. They are expected to be assigned to the International between Toronto and Chicago, possibly with an Amdinette in the consist. Elsewhere on VIA, 17 baggage cars will be needed for the upcoming HEP program, and only 14 ex-CP "Canadian" cars remain, look for VIA to try and obtain three cars from the States. A group of spare "Dayniter" coaches are receiving buffets for service on a new train this summer, a daylight run from Vancouver into the Rockies to Kamloops, thence splitting for Jasper or Banff. An all-inclusive fare, it seems, will provide meals, hotel accommodations and train tickets.

In a motive power note, it appears that VIA will order 19 additional F40 locomotives this year. While MLW FPA/FPB units are still to be found in service, influx of any additional new power such as these units will spell the end of the unique MLW's.

South of the border, Fairbanks-Morse fans welcomed the reappearance of H16-44 #602 in NdeM's Chihuahua yard in the latest blue and orange passenger paint scheme yet!

(Continued on Page 5)



DECEMBER 12, 1987: Santa Claus steam special using ex-Reading 4-8-4 #2102 from Hamburg and Temple, PA to Philadelphia and return, via Blue Mountain & Reading and Conrail. Train leaves Hamburg 8 AM, Temple 9 AM, operating to SEPTA's DeKalb Street station in Norristown, where passengers will change to a Silverliner special for center city Philadelphia. Fares: \$33 adults, \$18 children (12 and under). Order tickets from: 425 Concessions, c/o BM&R Railroad, P. O. Box 425, Hamburg, PA 19526-0425 (telephone 215-562-4083).

DECEMBER 12-13: Santa Claus will be aboard Penn's Landing Trolley #46 leaving Delaware Avenue & Dock Street from 10:30 AM to 4 PM. The 1907-vintage ex-Philadelphia & Western car will be completely decorated for the season. Each round trip between the Benjamin Franklin bridge and Fitzwater Street takes about 40 minutes. Fare: \$2 per person. For reservations, contact: Buckingham Valley Trolley Association, P. O. Box 7285, Philadelphia, PA 19101-7285 (telephone 215-627-0807).

DECEMBER 12-13: Greenberg's Great Train, Dollhouse & Toy Show at Philadelphia Civic Center, 34th Street below Spruce in Philadelphia, 11 AM to 5 PM both days. Admission: \$4 adults, children under 12 free with adult admission. For information, contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784 (telephone 301-795-7447).

THROUGH JANUARY 3: Working O-scale model railroad will be in operation during the Christmas season at the Brandywine River Museum, located on U.S. Route 1, Chadds Ford, PA. Hours: 9:30 AM to 4:30 PM daily (closed Christmas Day). Admission: \$3 adults, \$1.50 children (6-12 and senior citizens). For information, telephone 215-388-7601.

FEBRUARY 20, 1988: Massachusetts Bay Railroad Enthusiasts will operate special Amtrak "Snow Train" from Boston and suburban stations to Pittsfield, MA, Albany, NY and return. Train will depart Boston's South Station at 8:00 AM. Tickets (before February 10) are \$49.95 for adults and \$29.95 for children (12 and under). For further information and tickets, contact: Mass Bay RRE, P. O. Box 525, Bedford, MA 01730.

ON THE SCENE (Continued from Page 4)

In commuter rail items, NJ Transit sent its last two Comet I coaches to Bombardier for overhauls; this 142-car order should be completed by year's end. Meanwhile, newly-rebuilt Arrow I MU's are returning as Comet 1b coaches. Fifteen (5155-5169) will be control coaches and 15 (5220-5234) will be straight coaches. There will be 13 additional new cars coming from Bombardier in December and January. Seven will be trailers without lavatories (5752-5758), one will be a club-coach for the Jersey Coast Club with a coach section and a club area partitioned off (5759), and the remaining five cars are trailers with lavatories (5820-5824).

MBTA suffered its first reported accident under Amtrak operation in early November, when two trains collided in the tunnel at Back Bay station. It was snowing and the lead train had been running late, but first reports seemed to indicate either signal malfunction or disregard of same as the cause. Rebuilt RDC control cab #1403 was damaged, as shown on newclips on television. As information, the newly-reopened route via Back Bay station is in a tunnel for some distance west of the station.

Bombardier's Barre (VT) plant could be headed for a shutdown after completion of all the commuter car orders (which by law must be done by December 31, 1987 for tax purposes). BBD has received a contract to rebuild Montreal's earliest subway cars (now over 20 years old), however this work is expected to be done in Canada.

A head-on collision at the National Capitol Trolley Museum caused numerous injuries and damaged two historic ex-Washington cars. Initial reports indicate that conflicting instructions were received to operate on a single-track section of the museum's line.

At least one, and possibly both of Southern Pacific's parlor-observations were reportedly sold to Colorado's Roaring Fork Railroad. Cars 7128 and 7129 were built for PRR's Congressional in 1952 (George Washington and Alexander Hamilton by name). Purchased by Amtrak, they were never refurbished and went to the Espee in trade for six baggage cars, which were relegated to maintenance-of-way service. Espee didn't use the observations either, but they may now find a new life in the Rockies.

Several weeks ago, I was surprised to see Colonial Crafts in the Amtrak coach yard in Los Angeles. Older members will remember that Pennsy had both prewar and postwar examples of these three-bedroom/drawing lounges. Most of the earlier cars were struck off the roster in 1962 and sold to Mexico, while the eight postwar cars were redesignated as parlor-lounges in 1964, permitting the replacement of standard-weight cars. In this service, the cars survived until retirement in 1968-1970 and this example has been privately preserved in Pennsy livery.



PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

Riders of SEPTA mainline trains through Wayne Junction have noticed recent construction activity at the power station adjacent to Wayne electric shop. SEPTA is pushing its modernization program aimed at ending forever the threat of electrical failures which were all too common a few years ago. Two ancient rotary converters, installed when the Reading Company electrified its commuter network in the early 1930's, are still whirring away during peak hours as they alter Philadelphia Electric's 60-cycle feed to the unique 25-cycle AC required for railroad operations.

SEPTA some years ago installed a new solid state converter at Wayne, which is run only during off-peak hours. But this output will be beefed up by two additional solid state units which will allow the retirement of the old machines. Still, the system is only as strong as its transmission lines and substations, most of which are more than 50 years old, thus restricting the use of new AEM-7 locomotives on the "Reading side." Each 7,000-hp AEM-7, unfortunately, draws as much power as eight Silverliner IV's, which could cause problems on branches such as the Doylestown Line.



AMTRAK would have snapped up SEPTA's new Bombardier trains for the Thanksgiving weekend travel crunch, but the push-pulls were not yet available for revenue service. Thus, Amtrak borrowed a total of 32 SEPTA Silverliners for Philadelphia-Harrisburg and Philadelphia-New York service.....At the end of November, all but three of the ten push-pull cab cars had been delivered, along with the entire fleet of 25 straight coaches, but only one of seven AEM-7's (#2301) was on the property. To comply with current tax law, the entire order must be delivered by yearend, but this apparently does not mean that everything must be "in service" by that time. Plans have been announced to place one trainset in regular operation effective December 7 (see page 2).

Ever since Philadelphia Chapter's "Return of the Pioneers" excursion on November 14, the four operational Pioneer III's have been in revenue service five days a week. Favorite assignments for #245-248 have been Paoli-center city expresses 9530-9557 and Elwyn-center city trains 9338-9363, but the 30-year-old cars have been seen on other branches as well. They have even run on midday trips between Paoli and Doylestown.

SEPTA began its long-dreaded track project at 30th Street Station in September. To date, most work has been concentrated between the station and Spring Garden Street, as well as south to "CP-Arsenal," and service disruptions have been minimal. Starting in 1988, however, the tempo of work on the "hill" into Suburban Station will increase and delays will become more frequent as tracks are taken out of service even during rush hours. The \$10.4-million project will not be completed until early in 1989.

Following a public outcry (see November Cinders), SEPTA on November 9 restored two of the three Chestnut Hill West rush-hour trains which were cut off in the October 25 schedule change. The R8 timetable was reissued to show the restored trains, and another afternoon train will reappear effective December 7..... The Chestnut Hill Community Association is circulating petitions demanding that the Cresheim Creek bridge on the Chestnut Hill West Line be replaced. SEPTA has applied for a Federal grant of \$7.5 million to help fund the new bridge, which would replace a 104-year-old span closed last June because of structural weakness. Though bus service to Allen Lane station has been substituted, SEPTA says ridership on the branch has declined by 22 per cent since the bridge closure.

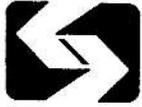
SEPTA has instituted new restrictions on Regional Rail excursions over lines not used for regular passenger service. The restrictions stem from a chartered train of Silverliner III's (#223, 230 and 232) operated in early September on the out-of-service segment of the Ivy Ridge Line. The train was used in filming the new Mark Harmon movie "Stealing Home," but nearby residents reportedly felt that SEPTA should also resume regular service on the line.....Ever wonder why those rails near "A" tower on the Airport Line have their webs painted white? The October issue of SEPTA Lines reports that the paint "reduces stress in the rails during hot days by keeping temperatures lower," especially on sharp curves.....The Inquirer carried a nice feature article in its November 20 edition on the operators at "Wayne" tower in North Philadelphia.

Work on the new shop at Frazer, west of Paoli, is in high gear. All of the land has been cleared and foundations for the main building are under construction. The 50,000-square-foot shop, located on a 37-acre site between the AMTRAK Harrisburg Line and CONRAIL's Trenton Cut-Off, is scheduled for completion in May 1988. Bombardier, Inc. will operate the facility under a five-year agreement with SEPTA, maintaining the new push-pull equipment.....SEPTA retired its Paoli shop switcher in October and sent the SW7 to the PHILADELPHIA, BETHLEHEM & NEW ENGLAND. The unit has been replaced at Paoli by a leased CONRAIL SW1001.....An early-season snowstorm which dumped up to six inches of the white stuff on the Philadelphia area November 11 caused some rush-hour delays on SEPTA that afternoon, but no serious disruptions. The Veterans Day holiday reduced ridership but SEPTA operated normal weekday schedules.

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

SEPTA implemented its new Vehicle Management Information System on RRD December 1. The VMIS is a computer-based system designed to pinpoint the condition of each Silverliner, enhancing current preventive maintenance programs.....Because of the October 19 fire in the Strafford station building, SEPTA has installed an office trailer in the south parking lot to serve as a temporary ticket office.....Delaware Valley Rail Passenger notes that SEPTA has installed 62 of the new Autelca ticket machines in 43 different stations..... SEPTA is promoting its special joint fare of only \$10.85 for a one-way trip between any SEPTA station and New York City, with connections to and from NJ TRANSIT trains at Trenton via Route R7. The through tickets, good during peak and off-peak hours, must be purchased at Regional Rail ticket offices. For details, see the box in current RRD timetables.



SEPTA's newly-arrived general manager, William G. Stead, made a highly visible entrance to Philadelphia last month. Having ridden the system incognito on the weekend before taking office November 16, Stead told a news conference at the Allegheny bus garage that lower fares would be one of his top priorities. Another of his goals, the 41-year-old GM said, would be to find funding sources "not only to offset capital needs but to offset operating needs," noting that on SAN FRANCISCO MUNICIPAL RAILWAY where he most recently served as general manager a monthly pass good on all Muni vehicles costs just \$25, compared with a SEPTA Zone 5 TrailPass costing \$95 a month. "If we are going to keep more cars off the road and improve air quality, it takes a commitment to mass transit," he continued. "You do that by getting people to ride the system, and you do that by keeping fares at a reasonable level." Stead said that he was impressed by SEPTA's clean equipment and the "first-class group of employees working here," and that he would continue to get out on the trains and buses. "I want to know what the riders' concerns are" and will be "keeping my eyes and ears open."

Before the week was over, however, Stead knew what one of the riders' major concerns is: higher fares. After consulting with SEPTA's treasurer about the state of the Authority's budget, Stead announced he would recommend an immediate fare increase and possibly cuts in service. "My meeting with (Treasurer) Jim Archibald was like walking into a brick wall," Stead complained. "By the end of the (fiscal) year we will have a \$21-million deficit--we already have a \$7-million deficit this fiscal year (since July 1) and in another year, spending at the current rate, it will be \$65 million." SEPTA has the highest base transit fare in the U.S. (\$1.25), which probably would not be affected by any immediate revenue proposal, but the media quickly spotlighted the uniformly negative reaction of SEPTA riders to any sort of fare boost.

Both major Philadelphia newspapers editorially headline Stead's "flip-flop" on the fare issue, but the Inquirer pointed to Governor Casey's "obligation to help the new SEPTA chief deal with the short-term crisis and begin working on a sound formula for the transit system's long-term needs." The Daily News was less tolerant: "It's hard to believe that in five days (Stead) could have learned enough to change his mind and succumb to the official company line." A strategy of higher fares and poorer service, said the News, "doesn't make economic sense and it is counterproductive." The editorial cited a study by the Federal Reserve Bank of Philadelphia which, using SEPTA's own figures, found that by raising commuter rail fares ten percent the system would suffer an immediate 6.8-percent decline in ridership and, after one year, would be losing as much money as it gained initially from the fare hike. Concluded the News: Stead "can be a leader, and refuse to go along with business-as-usual. That means...an infusion of new ideas and new policies--because the old ones haven't worked. It doesn't mean fare increases and service cutbacks."

Former General Manager Joseph T. Mack retired November 13, after 41 years of service with Philadelphia Suburban Transportation Company and SEPTA. To mark the event, the Authority produced a portrait of Mack with superimposed drawings of old and new trolleys and buses.....Already meeting strong opposition from City and State representatives, the SEPTA board on November 23 dropped a controversial proposal to pay ex-General Manager Mack a \$90,000 fee for "consulting services," after newly-named GM William Stead was quoted as saying that he had no intention of consulting with Mack for more than "maybe five hours over the next year." Stead said that he felt a "clean break" between administrations was the best policy. Mack, however, will receive a \$56,000 annual pension and medical and insurance benefits, as approved by the SEPTA board.

Chapter Member William H. Polk, a retired PennDOT official, told the Inquirer that General Manager Stead "faces a monumental task, not the least of which will be restoring public confidence and support" for the SEPTA system. "With his solid transit experience, and a fresh perspective, Mr. Stead should be able to spot strengths and weaknesses in SEPTA's policies, programs and operations and to take action or make recommendations promptly." Polk declared that "the SEPTA board should grant Mr. Stead the power needed to make personnel and other changes he deems necessary." The letter appeared in the November 19 edition.

Three additional pairs of 1951-era cars purchased from the CHICAGO TRANSIT AUTHORITY arrived at SEPTA's Woodland shop last month. The 6175-6176 and 6069-6070 will be placed in revenue service on the Norristown High Speed Line, joining ten sisters acquired from CTA last year. Another set, #6115-6116, will be used as a parts supply.....All of the stations on the Market Street subway and e1 have now been refurbished, except for 69th Street Terminal and Millbourne. The 40th Street subway station is decked out in an attention-grabbing pink, white and blue paint scheme--with no graffiti.....Gasoline leaking from an underground storage tank seeped into the Broad Street subway tunnel near Lehigh Avenue on November 23, forcing a shutdown of train service between Girard and Erie Avenues during the afternoon rush hour. Many thousands of riders were delayed in the massive tie-up, though SEPTA mustered nearly 200 buses to shuttle passengers around the scene.

PHILADELPHIA EXPRESS (Continued from Page 7)

The former SEPTA operator who was convicted of 27 counts of reckless endangerment, following a rear-end collision on the Norristown High Speed Line last January, has been sentenced by a Delaware County Judge to a prison term of three to 23 months. The 26-year-old operator was found to have traces of cocaine and marijuana in his system at the time of the accident, in which he ran Bullet car #202 through a stop signal near Ardmore Avenue station and into the rear of car #207. Seventeen people were injured in the crash. This is believed to be the first time that a SEPTA operator has faced criminal charges as a result of a vehicle accident..... The Daily News reported on November 11 that two employees of SEPTA's revenue department had been arrested at an Atlantic City casino while trying to purchase gambling chips with a bag full of \$1 bills. The men reportedly worked as collectors who carried cash receipts from subway cashier booths to SEPTA headquarters at 2nd & Wyoming Avenue.

The mayors of Philadelphia and Camden have named a team of consultants to study a proposal to restore ferry service between Penn's Landing and the Camden waterfront, where a new aquarium building is to be constructed. The tourist-oriented service would be the first cross-Delaware passenger operation since the Pennsylvania Railroad discontinued its ferries on March 31, 1952.....The Transport Workers Union has announced its opposition to a SEPTA plan to begin installing automated fare collection equipment next year in Broad Street subway stations and along the Market-Frankford subway-elevated. The union fears that many of the 400 cashiers who now staff the turnstiles will be displaced by the machines.....It was pointed out on the November 15 excursion to Norristown that SEPTA's ex-CTA cars called at "Bryn Mawr" station in Chicago, before stopping at "Bryn Mawr" on the P&W.



AMTRAK experienced its heaviest travel of the year on the Northeast Corridor over the five-day Thanksgiving holiday period from November 24 to 29. Once again, a special 16-page NEC timetable was issued showing all regular trains and added sections, designated Form 3.....AMTRAK planned to operate its normal extra service to and from the Army-Navy football game in South Philadelphia on Saturday, December 5. These included a 14-car "VIP special" and a 16-car public train from Washington, plus a seven-car public train from New York. The latter was to be hauled by an AEM-7 as far as "Zoo" tower, where two F40 diesels would be added for the run over the High Line to South Philly.

The U.S. Transportation Department last month ordered that all trains operating on AMTRAK's Northeast Corridor be equipped with automatic train control devices by July 1, 1990. Most Amtrak locomotives are already equipped with the devices, which will slow or stop a train if its engineer fails to respond to a more restrictive signal, but SEPTA, NJ TRANSIT, CONRAIL and other users must purchase new ATC equipment. DOT said that purchase agreements must be made by January 15, 1988. SEPTA and NJT have been promised Federal grants to help pay for the devices (see October Cinders) and Conrail is considering ATC installation on at least 100 diesel locomotives. Reportedly, six CR SD40-2's have already been fitted with test devices.

AMTRAK's recently unveiled "Viewliner" sleeping car, #2300, was seen on the rear end of the eastbound Broadway Limited late last month, enroute from a company sales meeting in Chicago. Reportedly, the new single-level car will enter service on the Auto Train out of Lorton, VA. Photos published in Gulf Coast Chapter's Gulf Coast Railroading reveal a very distinctive-looking stainless steel car (the shell was built by the Budd Company), notable for its double row of windows.....AMTRAK's Capitoliners are still alive--if not well--on the Philadelphia-Harrisburg 600 trains. Five of them were spotted running unassisted on train 604 November 23, but midday trains have regularly seen E60's hauling the ex-Metroliner cars.

AMTRAK suffered massive delays on the Northeast Corridor November 11 when an unexpected snowstorm struck the region. Though Philadelphia escaped with only about an inch, Amtrak trains from Washington were up to three hours late when the nation's capital was blanketed with a foot of wet snow.....Riding the crest of heavy summer business, AMTRAK reported revenues of \$97.3 million in August, up 13.7 percent over the same month of 1986 (Amtrak Newsbreak).....It's uncertain how much funding AMTRAK will lose under the \$30-billion deficit cut for this fiscal year, announced in Washington last month.....With help from the State, the City of Newark (DE) will spend some \$200,000 to restore its 100-year-old ex-PRR station. The City purchased the historic building from AMTRAK for \$35,000 (Roy Soukup).....AMTRAK has repainted two more "pumpkin" orange locomotives into the platinum mist scheme. GP9 #766 and GP7 #780 join GP7 #779 (Lancaster Chapter Dispatcher).

The Atlantic County Improvement Authority awarded five contracts on October 7 totaling \$12.6 million for construction of a new rail terminal in Atlantic City. Added to two previous contracts, these bring the cost of the 22,000-square-foot station to \$16 million. Work has also begun on rebuilding the Thorofare Channel swing bridge just west of the City. Track replacement on the 60-mile route to Philadelphia was largely completed last spring, but installation of passing sidings, fencing and a signal system must be finished before AMTRAK and NJ TRANSIT can begin revenue service in 1989 (West Jersey Chapter Crew Caller, Jersey Central News).



CONRAIL has ordered 30 microprocessor-equipped diesel-electric locomotives from General Electric for delivery in the second quarter of 1988. Costing more than \$36 million, the 4,000-hp four-axle units will be used on premium intermodal trains, the railroad said. Since 1983, CR has acquired 197 diesels from the Erie (PA) builder, but received no new power this year.....CONRAIL has leased 15 GP35's to the new WISCONSIN CENTRAL, including at least four ex-Reading units (#3650, 3653, 3656, 3657).Meanwhile, some of the 100 GP38-2's turned back to lessor General Motors have resurfaced on CONRAIL, with the former CR markings painted out. Among them are #7986 and 8036, seen at Allentown last month (Jersey Central News).

(Continued on page 9)

PHILADELPHIA EXPRESS (Continued from Page 8)

In spite of the beating that transportation issues took in the October 19 stock market crash, CONRAIL stock is a good buy because of the carrier's prospects for continued profitability. So said a report in the respected financial paper Barron's for November 23. Conrail shares dropped from a high on Wall Street of 38 last August to 21-3/4 after the crash, but rebounded to 25-1/4 by late November.....CONRAIL last month completed work on a project to raise overhead clearances on its ex-Reading Trenton Line in Northeast Philadelphia, allowing standard-height piggyback loads to move on the "Orange Blossom Special." One track of the former New York Short Line has been removed from service between Cheltenham and Neshaminy while the remaining track is operated under manual block rules, pending installation of traffic control signaling early next year.....CONRAIL and AMTRAK are among U.S. railroads reportedly testing African hardwood ties under high-traffic conditions. Said to be twice as hard and flexible as white oak ties, the African ties cost 50 to 70 percent more than oak but about half that of concrete (Railway Age).

NJ TRANSIT officially dedicated its \$120-million "Meadows Maintenance Complex" at Kearny on October 21. During the seventh annual Hoboken Festival held September 26, NJT actually ran trainloads of passengers through the facility to give them a close-up look. A record 60,000 people attended this year's festival.....All 13 of NJT's ex-Jersey Central GP40P's have now been rebuilt with head-end power. Still numbered 4100-4112, they've been reclassified as "GP40PH's" (Block Line).....The first of ten rebuilt GP40FH units, to be numbered 4130-4139, was delivered to NJT last month by Morrison-Knudsen (Jersey Central News).....CONRAIL has purchased ex-Great Northern coach #5330 from NJT (News).....The November 21 NJT excursion to Flemington was cancelled.

NJ TRANSIT has suffered a four-percent drop in total ridership this year, which may force a general fare increase.....Another successful bidder on surplus NJT equipment was NEW HOPE STEAM RAILWAY, which purchased E8A #4334. Several locomotives and cars were retained by NJT for New Jersey's proposed rail museum, including GG1's #4872, 4876 and 4879 (Jersey Central News).....NJ TRANSIT has abandoned its plan to order dual-powered locomotives (straight electric and diesel-electric). The cost of such rare-bird units was found to be prohibitive. Instead, NJT will concentrate on a proposal to purchase six new straight electric units. The Urban Mass Transportation Administration will be asked to provide three-quarters of the anticipated \$26-million cost (Jersey Central News, Tri-State Block Line).....NJT will consolidate its dispatching and train control headquarters in a refurbished building near Hoboken Terminal. UMTA has awarded NJT a \$1.3-million grant for the project (NJT Inside Track).....The City of Ocean City has received approval from New Jersey DOT to remove the ex-PRSL trackage between 9th and 36th Street in the shore resort (West Jersey Chapter Crew Caller).....Railway Age in its November issue carries a major article entitled "New Jersey: Girding against gridlock." The article describes NJT's \$1-billion-plus program designed to increase the capacity of its busy rail system.

BLUE MOUNTAIN & READING Pacific #425 struck a tractor-trailer at a grade crossing in Shoemakersville, PA on November 7, injuring the driver, but no one aboard the train. The ex-Gulf, Mobile & Northern steamer sustained considerable front-end damage and will reportedly be in the shop at Hamburg for several weeks (Hawk Mountain Chapter Hostler).....Lehigh Valley Chapter moved its unique Mack railbus #51 from the CHESTNUT RIDGE yard at Palmerton, PA to its new home on the ANTHRACITE RAILWAY's Kutztown branch on November 21 (Kermit Geary, Jr.).....BM&R's ex-Reading 4-8-4 #2102 performed flawlessly on the September 27 excursion from Hoboken, NJ to Port Jervis, NY, which was sponsored by NJ TRANSIT. The train of BM&R (ex-Erie Lackawanna) coaches was returned to Hoboken behind tuscan red E8's #5706 and 5898.....Ex-PRSL, ex-NJT RDC-1's #M-405 and M-407 arrived at Swedesboro, NJ last month for delivery to the WEST JERSEY SHORT LINE, where the cars may be operated on future excursions. These were the last two active RDC's in South Jersey when service to Atlantic City was discontinued in 1982. Two Philadelphia Chapter members, Mike Burshtin and Tom Moran, joined in forming the Seashore Lines Historical Society, which purchased the cars.....The death of a veteran railroad worker in Massachusetts last month sparked a walkout by the United Transportation Union against the SPRINGFIELD TERMINAL, a unit of GUILFORD TRANSPORTATION INDUSTRIES. In recent months Guilford has leased all of its BOSTON & MAINE and MAINE CENTRAL trackage to ST because of a favorable labor agreement in effect with the shortline railroad. An effort to lease Guilford's DELAWARE & HUDSON properties to ST, however, was suspended by the Interstate Commerce Commission in October.....GUILFORD issued a new employees' timetable for its entire system in October. At the same time it renumbered all of its mainline mileposts, beginning with MP 0 near Mattawamkeag, ME and ending with MP 760 at the D&H's junction with Conrail at Sunbury, PA (Mohawk & Hudson Chapter Call Board).

HAPPY HOLIDAYS TO OUR READERS!



1987 CHAPTER AUCTION RESULTS

Philadelphia Chapter's 1987 auction, conducted at the November 20 meeting, proved to once again be an entertaining evening for those attending.

A total of 51 lots of railroadiana were offered for sale by 12 different members. A total of 48 lots were sold, resulting in proceeds of \$373.50. Members received \$298.80 in net proceeds, with the Chapter retaining \$74.70. The officers thank the membership for their support of this annual event.



CONSOLIDATED RAIL CORPORATION
Eastern Region
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(Corrected to November 15, 1987)



ENOLA, ROYALTON, PORT ROAD BRANCHES - AMTRAK MAINLINE - DELMARVA BRANCH

READ DOWN

READ UP

TV-22 Ex TU	TV-26 Daily fr Detroit	ENEA Daily	PIFY Daily fr Conway	ENES Daily	WPHA31 Daily	TV-25 Ex SU	TV-27 Daily	PYEN Daily	BAEN Daily	ESEN Daily	WPHA32 Daily
	0100* 0200	1700	0430* 1900	2100	Ar ENOLA, PA	Lv	to Conway	0915	0930	0430	
0140					Lv ENOLA	Ar	0545				
0300	0330	1900	2115	2230	Ar HARRISBURG	Lv	0320*				
0455	0600	2215	0030	0130	Lv HARRISBURG	Ar	0200				
0640		2345	0130		Ps COLUMBIA, PA	Ps	0100	0655	0730	0300	
			0315		Ps PERRYVILLE, MD	Ps	2300	2345	0435	0430	0045
			0330		Ar BALTIMORE (Bay View)	Lv	2200		0310	0300	
			0400		Ps LANDOVER, MD	Ps			0100		
	0700			0245	Ps ANACOSTIA, DC	Ps			2340		
	0730			0315	Ar POTOMAC YARD, VA	Lv			2300		
				0415	Ar NEWARK, DE	Lv	2245			2330	
	1201			0615	Lv NEWARK	Ar	2215			2300	
				0730	Ar PORTER	Lv				2200	
					Ar DOVER	Lv				1945	
					Ar HARRINGTON, DE	Lv	1830			1900	
					Lv HARRINGTON	Ar					0800
					Ar POCOMOKE, MD	Lv					0300

* - Crew change

"RAILPACE" STUBS ITS TOE ON "STEAM IS DEAD" REPORT

"Blue says steam is dead" was the title of a report in the November issue of Railpace Newsmagazine, which claimed that Conrail had, in early August, "made the decision to ban all future steam excursions over its system." The article further charged that there had been an "inter-departmental mixup" which led to the "verbal approval", then cancellation, of certain steam trips.

This was an attention-grabbing article, but Conrail officials quickly said that it was untrue. No such decision had been made, and they were at a loss to understand where Railpace got its information.

On November 9, William L. Withuhn, the distinguished curator of transportation for the Smithsonian Institution in Washington who is heavily involved with the K4s #1361 project in Altoona, wrote to Editor Tom Memeth of Railpace pointing out the erroneous nature of the article. Excerpts from that letter:

"It is often amusing to listen to the rail buff rumor mill in full gear, cranking out wonderful nonsense. Usually such stuff doesn't make the printed page. By now, I suppose someone at Railpace wishes he or she had observed the journalistic principle of checking one's sources.

"As you may verify yourself, there never was a decision by Conrail, at any time this summer or fall, 'to ban all future steam excursions.' In addition, Conrail's 'passenger department' was quite intrigued to discover that Conrail corporate policies and decisions, according to your article, are not conveyed in a timely manner to the responsible officials of the company..."

Withuhn went on to note that steam excursions, in actuality, do impact freight operations and, for that reason, Conrail has suggested that certain segments of the system not be proposed for steam trips. Conrail, however, is still receptive to reasonable requests for steam-powered excursions.

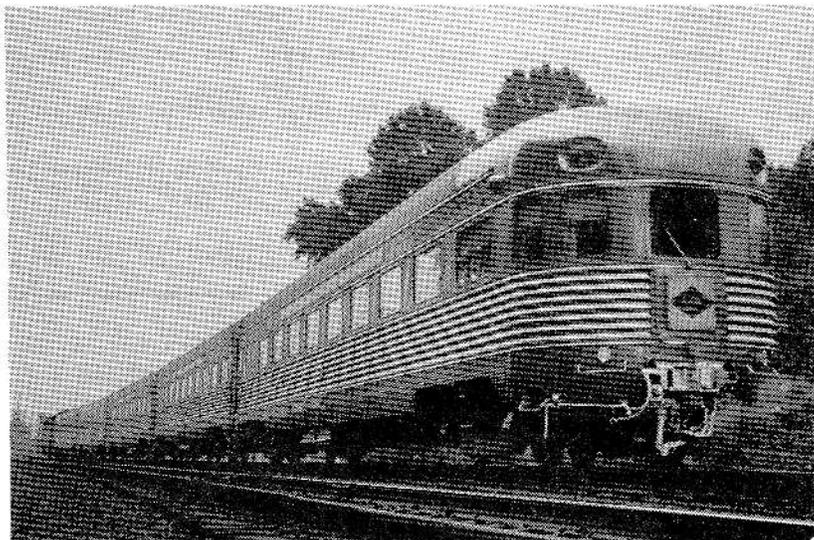
The December issue of Railpace makes no further mention of the subject, nor does it contain any retraction.

"AMTRAK'S 1988 WALL CALENDAR SPOTLIGHTS "SUNSET LIMITED"

For the 17th consecutive year, Amtrak is offering its handy wall calendar topped by a Gil Reid painting in full color. For 1988 the year-at-a-glance calendar features the Superliner-equipped Sunset Limited, headed by General Electric P30 diesels #724 and 723, crossing glass-smooth Bayou Ramos in southern Louisiana enroute from New Orleans to Los Angeles.

Measuring 23-1/2 x 33-1/2 inches, the calendar may be ordered directly by sending a check to: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143. Prices are \$5 for one, \$9 for two, \$12 for three and \$14 for four. They will be shipped in a sturdy mailing tube, and two weeks should be allowed for delivery.

Previous calendars for the years 1980 through 1986 may also be ordered in the same manner at a price of \$1.75 each up to five, and \$1.50 each for six to 25.



"Crusader"

STAINLESS STEEL—STREAMLINED
A Distinguished Train Between PHILADELPHIA and NEW YORK



Above, the Crusader, headed by FP7 #905, deadheads from Reading to Philadelphia during the 1950's following an overhaul at Reading shop. Train generally received a sprucing up every five years.

--Photo by LAWRENCE S. WILLIAMS

Right, FP7 #903, now owned by Philadelphia Chapter, leaves Jersey City Terminal with Train #1613 on Saturday, September 28, 1957. Note that one coach is missing from the consist.

--Collection of R. L. EASTWOOD, JR.



The new streamlined stainless steel train of Reading Company joining Philadelphia and New York City.



A half-century ago, on December 13, 1937, Reading's Crusader entered service on the Philadelphia-Jersey City route. Although the Seven O'Clockers and Wall Street Special had been air-conditioned for several years, then-parent Baltimore & Ohio had introduced the first streamliner on the route--the Royal Blue. By late 1937, this train was operated with rebuilt streamlined heavyweight cars, and so Reading's train became the only lightweight streamliner on the line. It should be noted that in 1937, the Pennsy was only beginning to rebuild P70 coaches to a modernized appearance.

Built by the Budd Company at a cost to the Reading of \$435,553.54, the new train was set up as a double-end consist with a coach-observation on each end (56 reclining seats and 12 observation seats), then two coach-lounges (56 seats and 14 smoking lounge seats), and the middle car a diner-lounge with eight four-seat tables and a cocktail lounge with 22 side seats and six small tables. Car numbers were 1 to 5 from front to rear. The cars looked like other early Budd streamliners, such as the first Rockets and Santa Fe's El Capitan. The cars were slightly shorter than the 85 feet which would later become the standard.

Initially identified as the New Stainless Steel Streamlined Train, a contest yielded the name Crusader. The contest, run by the Reading, ran through January 15, 1938. Reading received some 6,086 entries with 3,000 specific names. A total of 3,253 submissions were disqualified. The train was dedicated by Opera Star Lily Pons in Reading Terminal on February 23, 1938, and the winning name, submitted by Parker W. Silzer of Plainfield, NJ, won him \$250. Four other contestants who submitted the same name received \$25 each.

Initially, the train made two round-trips daily to Jersey City, leaving Reading Terminal at 7:40 AM and 2 PM, and leaving from Jersey City at 10:12 AM and 5:42 PM. A single round trip operated Saturdays. In January 1943, a wartime schedule reduction transferred the first departure from Philadelphia to 7 AM and the last return was advanced to 5:12 PM.

On March 1, 1948, a streamlined five-car companion train, the Wall Street was placed in service, rebuilt from older cars and powered by the new G3 Pacifics. In this case, only one round-trip was scheduled, and the train's coaches did not have a smoking section, but a separate club car offered lounge seats and card tables.

During the next few years, the Crusader and Wall Street swapped Saturday assignments from time to time and the Crusader's midday round trip came off in April 1955. Full meal service ended in April 1960, with the train providing bar and refreshment service.

(Continued on Page 12)

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HALF-CENTURY PASSES SINCE CRUSADER'S INTRODUCTION (Continued from Page 11)

The Crusader's motive power was two shrouded Glsa Pacifics, #117 and 118, which served until the FP7 diesels arrived from Electro-Motive in 1950. Units 900-905 were equipped with the special electro-pneumatic braking controls required.

A 1964 sale to Canadian National gave the train a new lease on life as the Champlain (with the addition of club service). The Crusader service, meanwhile, was handled by rebuilt cars including the former King Coal diner-lounge 1189 (suitably renamed) until the advent of the Budd RDC's and transfer to Newark, NJ several years later. Ironically, the train traveled a full cycle, ending up as a Budd-equipped train, albeit with the RDC's. --by El Simon



Seasons Greetings

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