



CINDERS



April 1989



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Volume 50

Newsletter of the

Number 4

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

NOTICE OF ANNUAL ELECTIONS

You are hereby notified that election of officers for Philadelphia Chapter, NRHS will take place at our regular monthly meeting, Friday, April 21, 1989, beginning at 7:30 PM. Nominations for the positions of president, senior vice president, vice president and treasurer, secretary and national director will be taken from the floor.

SHEILA A. DORR
Secretary

OUR MEETING:

FRIDAY EVENING, APRIL 21, 1989

The Engineers' Club, 1317 Spruce St., Philadelphia, PA
Dinner at 6:00 PM in the Club Dining Room (\$13 per person)
Meeting at 7:30 PM in the Conference Room (3rd Floor)

Our April, 1989 meeting will feature a highly unusual program on the history of railroad air horns produced by Senior Vice President Michael Burshtin, a long-time collector of various horn types. The highlight of the program will be the playback of a speech made at the 1978 NRHS Convention at Vancouver, B.C., by Robert E. Swanson of Airchime, Ltd. Mr. Swanson, among other pursuits, is known as the inventor of the multiple-chime air horn, and this talk is sonically illustrated with over 40 years worth of field recordings. As an encore, a second recording by Mr. Swanson of the last days of steam logging railroading on Vancouver Island will be played.

Our usual sit-down dinner will be served in the Club Dining Room, at \$13 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, APRIL 19, 1989 to President Frank Tatnall at 215-828-0706. If you desire a fish dinner, please so indicate when making your reservation.

While we all may be able to recognize many types of air horns, do we know how they came about? Come to Philadelphia Chapter's April 21 meeting and learn about this fascinating aspect of railroading.

Hagen Named as New Conrail Chairman

Former Conrail Executive James A. Hagen has been chosen as the railroad's new chairman, president and chief executive officer, effective May 18. Hagen, 57, had served as president and CEO of CSX Distribution Services, a unit of CSX Transportation, Inc., since last year, when he succeeded Richard D. Sanborn who resigned to become president of Conrail.



Previously, Hagen had been senior vice president-marketing & sales at Conrail, before leaving in March 1985 to take a senior position at CSX Distribution, the marketing arm of the giant transportation company. Prior to joining Conrail in 1977, he had served as president of U.S. Railway Association (USRA), the Federal agency established in 1974 to plan the formation of Conrail. Before that, he had been employed in management positions at the Federal Railroad Administration, Southern Railway and the Missouri Pacific Railroad. A native of Forest City, IA, Hagen holds an MA degree from the University of Iowa, is married and the father of a son and a daughter. During his earlier service with Conrail, he lived in Newtown Square.

Conrail Acting Chairman Stanley E. G. Hillman, who assumed that post following the untimely death of former CEO Richard D. Sanborn on February 12, announced Hagen's selection by the railroad's board of directors on April 4. Hillman said that "Mr. Hagen will bring a wealth of outstanding qualities to his new position at Conrail, including his earned reputation as one of the outstanding marketing executives in the railroad industry, and his substantial first-hand knowledge of Conrail as a company."

Hagen will officially join Conrail on April 17, and will be elected to the board of directors prior to the company's annual shareholders meeting in Philadelphia on May 17.

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

ANNUAL MEMBERSHIP DUES: \$22.00 per person, which includes Chapter and National dues. Chapter-only dues \$10.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

CHAPTER OFFICERS:

President.....F. G. Tatnall, Jr.
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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Engineers' Club, 1317 Spruce St., Philadelphia, PA. Dinner at Club 6 PM.

EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

MEMBERS' K4s SLIDES NEEDED

The month of May marks the 75th anniversary of the construction of the first K4s steam locomotive by the Pennsylvania Railroad, and the history of this famed locomotive class will be the program for the May meeting. The officers of the Chapter are assembling a slide program on these locomotives and seek your slides to add to the program. If you are willing to loan your slides for the May 19th meeting, please contact Senior Vice President Michael Burshtin during the evening at 609-697-3829.

PLEASE LET US KNOW WHEN YOU MOVE!

If you change your address don't forget to notify both Philadelphia Chapter and the National. For the Chapter, send your new address to: Editor, Philadelphia Chapter NRHS, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

For the National, send the address portion of a Bulletin envelope together with your new address to: NRHS Membership Services, P. O. Box 4059, Oak Park, IL 60303.

Be sure to do this promptly when you move so that you won't miss any mailings.

"ATLANTIC CITY EXPRESS" SCHEDULES ANNOUNCED

Below are shown the tentative schedules for Amtrak's new Atlantic City Express service which is to begin May 23. All trains will be equipped with Amfleet cars and a cab control car for push-pull service, and F40PH diesels providing the motive power.

All trains will be reserved, with both coach and club car accommodations available. Philadelphia-Atlantic City fares will be \$15 one way and \$25 round trip (\$19 round trip during the first month of service). Certain trains will also stop at Lindenwold.

NEW YORK-WASHINGTON-PHILADELPHIA to ATLANTIC CITY

Train #	691	671	651	653	661	655	681	685	687	659	689
Frequency	SU	Ex SU	SU	Daily	Daily	SA	Daily	Daily	ExFR/SA	FR	FR/SA
NEW YORK	Lv		0800	0910		1110				1803	
TRENTON	Lv		0844	0954		1154				1847	
WASHINGTON	Lv				0910						
BALTIMORE	Lv				0948						
WILMINGTON	Lv				1039						
30TH STREET	Lv	0145	0930	0930	1101		1520	1725	1925	1945	2035
ATLANTIC CITY	Ar	0302	1047	1045	1140	1216	1339	1640	1842	2041	2106

ATLANTIC CITY to PHILADELPHIA-WASHINGTON-NEW YORK

Train #	670	672	650	678	680	684	652	686	654	664	666	656	688
Frequency	SA/SU	ExSA/SU	SA	Daily	Daily	ExSA/SU	SU	SA	Daily	Ex SA	SA	SA	SA
ATLANTIC CITY	Lv	0400	0700	0700	1250	1410	1700	1700	1810	1915	1940	2105	2145
30TH STREET	Ar	0517	0820	0820	1410	1527	1817	1815	1927		2056	2220	2315
WILMINGTON	Ar										2117	2241	0030
BALTIMORE	Ar										2206	2330	
WASHINGTON	Ar										2249	0014	
TRENTON	Ar		0902				1857		2053			2322	
NEW YORK	Ar		0955				1950		2150			0011	

NOTE: Trains 653, 654, 655 and 656 reverse direction at Frankford Junction, Philadelphia and do not stop at 30th Street Station.

PHILADELPHIA



FRANK G. TATNALL, JR.

The International Association of Machinists threatened last month to set up picket lines at SEPTA Regional Rail locations and at other railroads in the East, in an effort to force a settlement of its strike against Eastern Air Lines (see March Cinders). But a Federal judge in Philadelphia quickly issued an order barring SEPTA unions from honoring any secondary picket lines set up by the airline workers, and when the rail unions appealed Supreme Court Justice William Brennan refused to overrule the lower court. Sympathy strikes or secondary boycotts are prohibited in most industries by the National Labor Relations Act, but are still allowed under the Railway Labor Act which governs the rail and airline industries. President Bush, however, said that he was ready to propose legislation prohibiting such strikes, if the IAM made good on its threats to disrupt AMTRAK and commuter rail service in major cities.



Eastern Air Lines, meanwhile, struggled to restore service which, except for the Air Shuttle operating between New York, Washington and Boston, has been almost completely shut down since the strike began March 4. But the refusal of most pilots to cross picket lines kept the vast majority of Eastern's planes on the ground. In early April an agreement to sell deficit-ridden Eastern to a group headed by former Baseball Commissioner Peter Ueberroth for \$464 million was supported by the IAM, easing the threat of any secondary work stoppages. Developer Donald Trump had earlier agreed to buy the Air Shuttle operation for \$365 million.

Work is progressing well on the new Cresheim Creek bridge on the Chestnut Hill West Line, with the four concrete piers completed. SEPTA hopes to wrap up the project by August.....SEPTA has installed Reading-style color light signals on the West Chester Line between "Arsenal" and Secane, as part of a major rebuilding of the signal system. These replace the former Pennsy-style position light signals.....Bucks County last month agreed to sell 16 acres of land in Middletown Township to SEPTA for development into a new commuter rail station on the West Trenton route. To be known as Oxford Valley, the new station will have parking space for 500 cars, and should be in service during 1990. Price of the property at Big Oak and Township Line Roads was \$319,400, according to an Inquirer report. Old Woodbourne station will be closed.

The third set of ex-Reading Blues was returned to service on March 21, as nearly 100 of SEPTA's 310 Silverliners were shopped. The five Blues were assigned to Chestnut Hill East trains #6711-6756. Also back in service for two weeks in late March was blue-and-white #9135, which had been stored for several weeks. And the 30-year-old Pioneer III Budd cars reappeared after another hospital stay at Paoli shop. Cars #245, 246 and 248 were placed in Bryn Mawr local service.....AEM-7 locomotive #2301 was back in operation March 29, having been repaired after the February 11 accident at Frazer shop (see March Cinders).....The first major storm of the winter hit the Philadelphia area March 6 with a mixture of freezing rain, sleet and snow. By the next morning snowfall ranged from two to six inches, but SEPTA reported few delays caused by the late-winter storm.

The Federal Railroad Administration on March 20 imposed 10-mph speed restrictions on tracks #1, 2 and 4 between Temple U and North Broad stations because of allegedly poor track conditions. By the following week SEPTA track forces had restored normal speeds to tracks #1 and 4.....Fox Chase train #9859 snagged the overhead wire at Olney station about 10 PM April 4, disrupting service until repairs were completed at 7 the next morning. At least one CONRAIL train had to be rerouted via Allentown.....When the Silverliners on West Trenton train #319 stalled at Meshaminy on the morning of April 19, they were unable to complete their run to Media. A set of five Blueliners off Chestnut Hill East train #6711 came to the rescue, subbing for the ailing Silvers.

The two big SEPTA stories this issue are the agreements which averted strikes on the City and Suburban Transit Divisions, and the approval of hefty fare increases to become effective April 9.



After intensive negotiations between SEPTA and Local 234 of the Transport Workers Union, SEPTA General Manager Louis J. Gambaccini and Local 234 President Roger Tauss announced late on March 14 that a new three-year contract had been hammered out. The last-minute accord narrowly averted the region's fifth transit strike in 12 years, but the estimated cost of the package--an additional \$65 million--increases SEPTA's already huge financial burden. The 5,300 TWU members, most of whom are drivers and mechanics, will receive a 16.5-percent pay hike in four increments over the three-year period, bringing the top hourly wage to \$14.36 on December 1, 1991. Other features of the new contract include an \$8-million increase in pension benefits, an extra paid holiday (Martin Luther King Day), a revised attendance policy rewarding employees who have good attendance records, a more flexible vacation policy, a tough drug-testing program which includes random testing, and an agreement in which employees will contribute part of their cost-of-living pay increases toward health-care costs.

PHILADELPHIA EXPRESS (Continued from Page 3)

The negotiations were marked by an unusually low level of rancor between union and management, apparently because of the respect that the union holds for General Manager Gambaccini and his deputy GM, Howard H. Roberts, Jr., who served as chief negotiator for SEPTA. Tauss said later that he would do all possible to help secure additional State funding for SEPTA, which faces a \$12-million operating deficit in this fiscal year and up to \$72 million by 1992. "We're in a hole. A very deep hole," Gambaccini told reporters. "We were in it before the settlement and we're in it afterwards. The depth of the hole is a little bit larger, but I don't feel we should lay the blame on the union." TWU members ratified the new contract by a nine-to-one margin on March 28.

On April 1, just three hours before a strike deadline, SEPTA and Local 1594 of the United Transportation Union reached agreement on a new three-year contract covering 260 drivers on the Suburban Transit Division. The pact followed the lines of the City Transit agreement--although suburban drivers are paid slightly less than their City counterparts. It insures continued service for the 30,000 daily passengers who use the three rail routes and 23 bus routes centered around 69th Street Terminal.

To help offset its looming deficits, SEPTA rushed through a series of fare increases which are among the steepest in its history. Following approval by the SEPTA board on April 5, the fare boosts were scheduled to take effect April 9, though a court challenge by three consumer groups resulted in a Common Pleas judge on April 7 issuing an order that temporarily blocked the increases. Because of the order, SEPTA said that it stood to lose \$100,000 per day in added revenues. Overall, the increases represent an average 19-percent hike in transit fares and 22 percent in commuter rail fares, and are projected to boost annual revenues by about \$35 million. In a last-minute concession, SEPTA decided to reduce the size of the increase in token prices by five cents, from 85 cents each to \$1 instead of the originally proposed \$1.05. Only the base cash fare of \$1.25--America's highest--remains unchanged.

Late in March SEPTA's Gambaccini traveled to Harrisburg and made his first pitch to the State Legislature for more money. He warned that additional fare increases as well as service cutbacks were in the future unless the State raises its subsidy to SEPTA by \$33 million in the next fiscal year beginning July 1. But an aide to Governor Casey said that the Administration is sticking with its 1989-90 subsidy proposal of \$157.2 million for SEPTA, which represents only a five percent rise over this year's appropriation of \$149.7 million. He said, however, that the Governor has committed to meeting with SEPTA about its \$190-million request. "We're generally sympathetic to their needs," he concluded, "but \$33 million looks like a figure that's not possible."

SEPTA said last month that so many riders were stocking up on packets of tokens--apparently as a hedge against the fare increase--that its supplies were inadequate to meet daily needs.....SEPTA expects to begin work this summer on the two new express tracks to be installed in the Broad Street subway between Erie and Olney stations. The added tracks are considered necessary because SEPTA plans to shut down the Regional Rail mainline in North Philadelphia for three summers beginning in 1990 to permit needed bridge repairs. Most commuters will be diverted onto the Broad Street subway at a new station to be built at Fern Rock.....Brian W. Clymer, 41, a Delaware County accountant who is vice chairman of the SEPTA board, will be named head of the Federal Urban Mass Transportation Administration, according to press reports.

An eight-year veteran of SEPTA's police force, 31-year-old Sergeant Thomas Sewell, was stabbed to death by a prowler at the Victory Avenue bus garage in Upper Darby on March 12. Before he died, however, Sewell shot and killed his attacker, who turned out to be a West Philadelphia man with a long history of mental disturbance. Sewell's death led to a demand from the union representing police officers that their members be assigned in teams. The union, which represents a majority of SEPTA's 130 officers, also threatened a possible strike unless it receives a new contract to replace the one which expired in October 1987. Sewell was the first officer to be killed in the line of duty since SEPTA formed its police unit eight years ago.

Drivers for SEPTA's Frontier Division serving Montgomery, Chester and Bucks Counties could strike when their present contract expires on May 15. But a settlement is believed likely.....SEPTA was running its vintage Bullet cars in two-car trains for a time last month, because of a brake defect. The action caused some train cancellations but repairs were made to most of the remaining five Bullets by March 31. The first of 26 new cars for the Norristown High Speed Line should be delivered to SEPTA early next year.....Frank Wilson, the former SEPTA assistant general manager who became an issue in the 1987 controversy over departed General Manager William Stead, has lost out in an attempt to gain a \$110,000 severance payment from SEPTA. That figure was included in a contract signed by Stead, but last month a Federal judge in Philadelphia ruled that the contract is unenforceable because State law does not permit SEPTA to pay a severance allowance in such cases.....Roger Tauss, the fiery union leader who recently negotiated a new labor agreement with SEPTA, has been promoted to international representative for the Transport Workers Union. Tauss' top lieutenant, Executive Vice President Harry Lombardo, has moved into the presidency of Local 234, although Tauss will retain office space in the local's Olney headquarters.....A new feature is appearing on SEPTA buses--an electronic route sign mounted on the rear. Neoplan #3130 was recently spotted with such a sign, an obvious convenience for passengers.

AMTRAK will begin test and crew qualifying runs on its new Atlantic City line by mid-April. Service is set to begin May 23 (see schedules elsewhere in this issue) with two VIP specials to run to the shore resort on May 22. Final preparations are now being made in the form of last-minute trackwork, station construction, signal installation and completion of the Beach Thoroughfare swing span just north of the new Atlantic City station.....At least two of the cab control cars for Atlantic City service have been seen operating on Harrisburg trains. They are cars 9641 and 9642, converted from former Metroliner MU cars at Wilmington shop. Four more will be needed for full service.

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PHILADELPHIA EXPRESS (Continued from Page 4)

An AMTRAK funding bill has been introduced in Congress by Senator James Exon of Nebraska, Chairman of the Senate Commerce Subcommittee on Surface Transportation. His bill would reauthorize funding for Amtrak through 1992, with ceilings of \$656 million in Fiscal Year 1990 beginning this October 1, \$684 million in FY 1991 and \$712 million in FY 1992. Amtrak was granted \$584 million in the current fiscal year, although President Reagan's final budget submitted in January calls for the elimination of all funding for the railroad in 1990 and President Bush appears to be following that lead (AAR Rail News Update).....Transportation Secretary Samuel Skinner has told Congress that "An effort to put AMTRAK on a path to self-sufficiency would be one of my prime goals." He said that he took a "very personal interest" in Amtrak as both a rider and a member of its board of directors (Modern Railroads Short Lines & Regionals).

A total of 27 Philadelphia Chapter members toured AMTRAK's Centralized Electrification & Traffic Control (CETC) center at 30th Street Station on March 15. General Superintendent John Baesch conducted the tour, which also included a visit to the adjacent System Operations Center.....AMTRAK is purchasing 1,200 General Electric M-PD model portable radios with 48 user-programmable channels for its on-train crews (Railway Age).....The Inquirer last month ran an article entitled "The Metroliner strikes many as 'civilized shuttle'", which pointed out that even before the Eastern Air Lines strike Amtrak's Metroliner service was growing in popularity with businessmen and women. Hertz Corp. also announced that it was offering "relief to thousands of Corridor travelers forced by the Eastern Air Lines strike to use train service." This "relief" is in the form of a \$5 reimbursement for cab fare between the rail station and the nearest Hertz office. (Philadelphia's 30th Street already has a Hertz booth in the station.)

In spite of the near-shutdown of Eastern Air Lines, AMTRAK's center city ticket office which shared space with Eastern is still open. It's located in Four Penn Center at 16th & JFK Blvd.....AMTRAK is working with American Airlines on a computerized fare-setting plan known as "yield management," to begin in the fall. It operates in a manner similar to current airline practice in which a variety of fares are promoted on each flight at different prices, allocated according to demand. Its use should result in higher revenues for Amtrak--and higher fares in certain markets along with a variety of bargain-fare tickets (Mohawk & Hudson Chapter Call Board).....Service was disrupted on AMTRAK's Harrisburg mainline April 3 near Landisville, PA when overhead wires fell onto the locomotives of CONRAIL local WHLA03. A nearby resident was cutting tree limbs, which fouled the wires and immediately caught fire.....AMTRAK train #82, the Silver Star headed by E60 #600, struck and killed a 20-year-old trespasser in Southwest Philadelphia on March 10, just north of SEPTA's Elmwood depot.

The first of CONRAIL's 25 new General Electric C40-8 locomotives were delivered March 14, and by the end of the month 21 were on the property. They have already been spotted in the Philadelphia area--four of the shiny six-axle units were heading a westbound ore train on Sunday, March 26. Their numbers are in the 6025-6049 block following the C39-8's, though it was originally thought they would receive 6100-series numbers as reported here earlier. They are equipped with white number boards and black numerals, now becoming standard on Conrail.....One hundred more of the 4,000-hp C40-8's will be coming to CONRAIL next year from GE's Erie (PA) Works. The \$133-million order was announced last month, bringing to 485 the number of high-horsepower locomotives which Conrail has ordered since 1983.....BLUE MOUNTAIN & READING has taken delivery of ex-CONRAIL SW7 #8905.



CONRAIL

CONRAIL last month issued its 1988 annual report, a 24-page document notable for its dry appearance without a single photograph. The report does contain a four-page message to shareholders from the company's late chairman, Richard D. Sanborn, just as he approved it four days prior to his death on February 12 at the age of 52. Also included is a full-page tribute to former Chairman L. Stanley Crane, 73, who retired in December after leading the railroad to a remarkable turnaround over the past eight years. CONRAIL had earlier reported 1988 net income of \$306 million or \$4.44 per share on revenues of \$3.49 billion.

CONRAIL and the Brotherhood of Locomotive Engineers last month announced the startup of an Operation Red Block alcohol and drug education and prevention program, similar to that in effect on CSX and other railroads. The new program will begin this summer on the Albany Division and then be expanded to include all 2,700 BLE members on CONRAIL's six divisions.....CONRAIL is painting the noses of certain B40-8 locomotives with a large white emblem proclaiming "Labor-Management Project Working Together for Safety - Service - Success" (Railpace).The 50-car Strates carnival train will be visiting the Northeast for yet another season. It is due to be delivered by CSX to CONRAIL May 28 at Philadelphia enroute to New Haven, CT.....Pottstown & Reading Chapter reports that Schuylkill Haven Borough Council will renovate the former Reading/CONRAIL station in that Schuylkill County town, at a cost of about \$330,000. The building will become police headquarters and borough hall but the original architecture of the 1902 building will be retained.

NJ TRANSIT's board of directors voted April 6 to raise rail and bus fares an average of 12.5 percent effective April 30. NJT said the increase was needed to help offset a projected \$5-million operating deficit in the current fiscal year and a \$55-million deficit for FY 1990, which begins July 1. But ridership on buses and trains is expected to drop by 2.5 percent as a result of the fare boost. A decision on whether to eliminate 26 bus routes and 143 trains, as well as deferring the start of Atlantic City commuter service was postponed until June. This will allow time to ask the Legislature to provide \$25 million in additional funding to stave off the service cuts. NJT's last fare increase was in 1988, averaging nine percent.....State Senator S. Thomas Gagliano of Monmouth County has been named executive director of NJT. The \$135,000 post was vacated by Jerome C. Premo in January, after he was accused of questionable expense account transactions. Gagliano also serves as chairman of the commission charged with establishing a State transportation museum.....A special train from Newark to Flemington, proposed site of the museum, has been tentatively scheduled for June 11.....NJT has received a favorable report card from a recent safety audit conducted by the Federal Railroad Administration.

(Continued on Page 8)



EL SIMON

ON THE SCENE

At its March meeting, Amtrak's board approved the purchase of 60 additional Material Handling Cars and the conversion of seven former VIA baggage cars to HEP.

To equip two additional San Joaquins (for a third round trip), Caltrans has agreed to order two additional F40's and to lease six coaches and three cafes from the second order of Horizon fleet cars. Amtrak will assign additional Horizon fleet cars to replace Hi-level and Superliner cars on the other San Joaquin trains.

Amtrak has released details of the new Horizon fleet cars, the first of which was released from the Bombardier plant at Barre, VT on April 1. The first order of 50 cars will consist of 44 coaches configured the same as a standard Amcoach, with 84 seats, double vestibules and two lavatories at one end. The six food service cars are basically Amdinettes, with the extra storage capacity of an Amlounge II. They will have eight four-place tables, the familiar snack bar, storage lockers and 19 coach seats (one being a handicapped single). Two lavatories at the coach end will include one for the handicapped. The trucks on these cars will be a cast steel type utilizing steel coil springs (no air) and be similar in appearance to the trucks under the Viewliner diner. Dimensions of the cars are 85' 3" long, 10' 6" wide and 12' 8" high.

In looking through Amtrak's 1988 Annual Report, we find a useful tool to understand those accomplishments of which the Corporation is most proud. Following are highlights from this year's edition.

Record revenues were generated and a greater percentage of expenses were covered by revenues. Amtrak has attributed this performance to aggressive marketing and stringent cost control. Lengthened maintenance cycles, however, did have an adverse effect on performance, and these are being adjusted. The cycle change had apparently not been done so much to save money but rather to increase availability during peak loading periods.

An indication of Amtrak's standing in the travel industry was the naming of Executive Vice President William S. Norman to head the Board of the Travel Industry Association of America. This group includes airlines, hotels, steamship lines, etc.

In equipment maintenance, specific lines have been set up to handle overhaul and preventive maintenance cycles, and these functions are being stepped up. Chicago is handling diesels, Wilmington the electrics, Beech Grove the Heritage and Superliner equipment, and Bear the Amfleet cars. Brighton Park facility, newly reopened near Chicago, does terminal maintenance on Chicago-based cars.

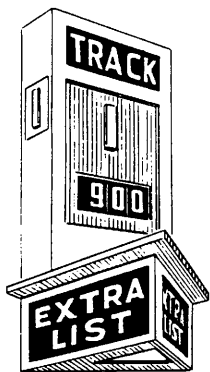
In motive power developments during 1988, eight used GP40TC diesels were acquired from GO Transit of Toronto, nine new F40PH's were received, as were seven new AEM-7 electric locomotives. Two F69PH-AC diesel locomotives, #410 and 411, are due to be delivered for testing this spring. The GP40TC units are being overhauled at Beech Grove, and the third unit of the 192-199 series, #195, has been released.

In equipment items, the three Viewliner cars underwent extensive in-service testing during 1988, and the order for the first 50 Horizon fleet cars was entered, followed later by the exercise of the first option for an additional 50 cars, most of which will be delivered during 1989.

In service, the newly-refurbished Washington Union Station was opened, Railfones were introduced on the San Diego trains, there was increased Metroliner and San Diego train service, improved Auto Train terminals and the completion of Superliner enhancements (such as movies and special menus). In early FY 1989, Amtrak extended its Texas Eagle to Houston and the Palmetto from Savannah to Jacksonville.

Commuter railroads, meanwhile, continue to order new cars for expanded service. Connecticut wants ten more cars, including seven cab cars, while MBTA is looking for 15 new locomotives and Maryland's MARC is looking for anywhere between 15 and 38 additional cars. MBTA did recently order 75 new double-deck coaches from Japan, with final assembly to take place at Barre, VT, and 51 more standard Bombardier single-level cars. This is in addition to 56 cars presently on order from Bombardier.

Since my move to Binghamton, I've had a chance to examine the Rochester, NY subway, the only American city to actually open and later close a subway. In many ways, the line was similar to the Newark City Subway, in that a disused canal was used to convey suburban cars into the downtown area. The line, some 8.5 miles long, ran from Driving Park in northwest Rochester through downtown and southeast to Rowlands loop. Less than a mile (and three stations) of the line were in a subway downtown. Cars ran left-handed to position the doors along the island (low-level) platforms. In later years, 12 cars from Utica built by Cincinnati Car in 1916 provided service. After August, 1949, the cars were one-man operated. The line operated between December 1, 1927 and June 30, 1956 and after 1941 represented the only streetcars in the city. Although much of the southeastern section is occupied by an expressway today, much of the northwestern section is still noticeable, with freight service still being provided along a portion of the line.



APRIL 22, 1989: "Riding the City Rails: The Development of Philadelphia's Transit System," a half-day tour exploring the City's rail transit system, sponsored by the Atwater Kent Museum. Tour lasts from 12:30 to 5:30 PM. Registration fee: \$5 per person. SEPTA will provide passes for all participants. Contact the Museum's coordinator of programs at 215-686-3630.

APRIL 22: Mountaineer Limited special train on South Branch Valley Railroad, covering entire 52.4-mile branch from Green Spring to Petersburg, WV, with bus return, sponsored by Chesapeake Division RRE. Train leaves Green Spring 9 AM, buses return about 7 PM. This trip SOLD OUT.

APRIL 23: Allegany Central Special on rebuilt Western Maryland mainline from Cumberland to Frostburg, MD and return, featuring ex-Canadian Pacific 4-6-2 #1238, sponsored by Chesapeake Division RRE. Train leaves ex-WM station in Cumberland at 10 AM, returning about 3 PM. This trip SOLD OUT.

APRIL 29: Annual banquet of West Jersey Chapter NRHS at Silver Lake Inn, White Horse Pike, Clementon, NJ. Social hour begins at 6 PM, dinner at 7 PM. Cost of following entrees includes taxes and gratuity: Stuffed breast of chicken \$17.50, baked stuffed flounder \$20, roast prime ribs of beef \$21.50. Featured speaker will be David L. Gunn, president, New York City Transit Authority. Order tickets from: Anthony Dawson, 117 Meadow Lane, Marlton, NJ 08053, making checks payable to "West Jersey Chapter NRHS." Tickets will be held for pickup at the door.

MAY 5-7: 9th annual National Trolleyman's Meet at George Washington Motor Lodge, Route 202 South, Valley Forge, PA, sponsored by East Penn Traction Club. Registration: \$16 per person (\$18 after April 15). To order, see May 7 item below.

MAY 6: 5th annual Railfan Special on Bellefonte Historical Railroad from Bellefonte to Lemont, PA and return in morning, Bellefonte to Vail, Mill Hall, PA and return in afternoon, using RDC-1 #9167. Morning trip leaves Bellefonte station at 9 AM, returns 12:30 PM. Afternoon trip leaves 1:30 PM, returns about 5:30 PM. All trackage is former Pennsylvania now operated by Nittany & Bald Eagle Railroad. Fares: \$24 per person for both trips, \$15 for each. Order tickets from: Mike Bezilla, 1503 South Allen Street, State College, PA 16801, making checks payable to "Bellefonte Historical RR" and enclosing stamped, self-addressed envelope. For further information telephone 814-238-5842 evenings.

MAY 7: SEPTA rail transit excursions featuring three-car Bullet train on Norristown High Speed Line and three-car train of old Broad Street subway cars, sponsored by East Penn Traction Club. Bullet train leaves 69th Street Terminal 9:30 AM, Broad Street special leaves Fern Rock 1 PM and Walnut-Locust station southbound at 1:30 PM. Fares for each trip: \$13 with Trolleyman's Meet registration, \$18 without registration. Ticket requests without registration will be filled on space-available basis after April 15. Obtain registration and tickets from: George VanDeventer, 1470 Kingsley Drive, Warminster, PA 18974, making checks payable to "EPTC" and enclosing stamped, self-addressed envelope.

MAY 13: Amtrak special train from Lancaster and Harrisburg to Johnstown, PA and return for Johnstown Flood Centennial, sponsored by Lancaster Chapter NRHS. Train will operate via Amtrak and Conrail mainlines through Conemaugh River Valley, with opportunity to tour historic flood sites during layover. Fare: \$75 per person, buffet lunch \$5. Order from: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

MAY 13: Repeat of Philadelphia "Riding the City Rails" tour, sponsored by the Atwater Kent Museum. For details, see April 22 item.

MAY 21: "Circle in the Spring" excursion via Metro-North and Conrail from Danbury to New Haven, CT, returning via Woodlawn and Brewster, NY, sponsored by Western Connecticut Chapter NRHS. Train will consist of FL9 diesel locomotives painted in New Haven scheme with Shoreliner coaches. Departs Danbury 8:30 AM via Conrail Danbury secondary track and rebuilt bridge at Shelton, CT, then Metro-North Waterbury branch, New Haven and Harlem Lines to Brewster for tour of new shops. Return to Danbury via Dykemans connection and Danbury secondary, with scheduled arrival at 5 PM. Fares: \$45 adults, \$35 children (7-14). Order tickets from: Westconn NRHS, P. O. Box 129, Falls Village, CT 06031, making checks payable to "Westconn NRHS" and enclosing stamped, self-addressed envelope.

MAY 27-28: Bangor & Aroostook excursion from Northern Maine Junction to Presque Isle, Brownville Junction, ME and return, including all operable trackage of Aroostook Valley Railroad, sponsored by 470 Railroad Club. Leave Northern Maine Junction 7:30 AM Saturday for bus trip to Oakfield where train with open-window coaches will be boarded. Overnight in Presque Isle. Photo runbys both days. Train returns to Northern Maine Junction at 4:15 PM Sunday. Fare: \$170 per person, including all transportation, overnight accommodation (double occupancy), box lunches and Sunday breakfast. Order tickets from: 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106, enclosing stamped, self-addressed envelope. For further information, telephone 207-799-5955 (9 AM - 5 PM).

MAY 28: Ringling Bros. and Barnum & Bailey 44-car Red Unit circus train arrives Conrail South Philadelphia yard late PM from Springfield, MA, for May 30-June 11 engagement at the Spectrum. Train leaves June 12 enroute to St. Louis. For ticket information concerning performances of the 118th edition of the famed circus, telephone 215-389-9553.

PHILADELPHIA EXPRESS (Continued from Page 6)

The FRA has rejected a proposal by CSX to substitute a voluntary drug-testing plan negotiated with its unions for the mandatory program of random drug testing announced by the FRA last November. CSX has long sided with the unions in opposing random testing, but the FRA said that post-accident testing failures at CSX "have increased by more than 100 percent over the past 18 months, even though the carrier's substance abuse prevention program ('Operation Red Block') was in place during that period." Railroads have until next November to formulate random testing programs for safety-related workers (Rail News Update).....Meanwhile, legislation has been introduced in both houses of Congress to require random drug testing of rail employees in safety-sensitive jobs, as well as a full program of other drug and alcohol tests. The bills are similar to legislation that died in the last session of Congress, and would give Congressional backing to the FRA rules noted above (Rail News Update).

The U. S. Supreme Court ruled last month that railroad crewmen involved in major accidents can be tested for drug use. The action overturned an earlier ruling by the Ninth Circuit Court of Appeals that FRA regulations requiring such "reasonable cause" testing are a violation of the Fourth Amendment (Rail News Update).....A new consumer group known as Safe Travel America has sprung up to lobby for more effective laws governing the safe operation of the U.S. transportation system. Among those backing STA are survivors of victims of the AMTRAK-CONRAIL accident at Chase, MD in January 1987. The organization's address is: 10600 Red Barn Lane, Potomac, MD 20854 (telephone 301-762-7903).

After many months of restoration in CSX's roundhouse at Hagerstown, MD, ex-Reading 4-8-4 #2100 was switched to the WINCHESTER & WESTERN on March 25 and ran several break-in runs that weekend. The engine, whose principal owner is Lionel Corp. President Richard Kughn, is now stored on the W&W near Hagerstown.....W&W's New Jersey Division is installing welded rail on its ex-Jersey Central branch to Mauricetown. The rail was picked up from the PRSL Atlantic City mainline when AMTRAK rebuilt it.....WILMINGTON & WESTERN's former Pennsy doodlebug #4662 is at Delaware Car Company's shop in Wilmington for a \$95,000 overhaul, funded by Revere Copper & Brass.....That Prudential-Bache TV commercial filmed at Harrisburg station in January (see February Cinders), also had some footage taken on the STRASBURG. The Strasburg train, pulled by one of the State Museum's ex-Pennsy steamers, is now appearing in print advertising (see Time Magazine March 27).

The Interstate Commerce Commission on March 15 extended for one year the NEW YORK, SUSQUEHANNA & WESTERN'S emergency authority to operate the bankrupt DELAWARE & HUDSON. But the ICC refused to include in its order an agreement worked out between the NYS&W and D&H Trustee Francis P. Dicello covering the use of two or three-man crews under Susquehanna rules. This leaves Dicello without a firm ICC commitment to let him sell the reorganized D&H minus its present labor contracts which require five-man crews (Traffic World).....CSX on March 29 dedicated its \$23-million dispatching facility in Jacksonville, FL, which CSX calls the most sophisticated in the industry. The center will be responsible for directing train movements over CSX Transportation's 20,000-mile rail system.....Glenn P. Michael, 44, formerly senior vice president-sales & marketing, has been promoted to president of CSX Distribution Services, replacing James A. Hagen who moves to CONRAIL as chairman, president & CEO.....If you see the bodies of four of METRO-NORTH's ex-New Haven FL9's passing through town on flatcars, they're headed for rebuilding at Republic Locomotive Works, Greenville, SC. They are #5022, 5023, 5042 and 5047, and will join #2001 and 5034 now there.

CHAPTER BOOKSTORE STOCKS NEW PUBLICATIONS

Several new titles have arrived in the Chapter's bookstore and are available to Chapter members at a slight discount off the retail price. Prices shown include 6% Pennsylvania sales tax, which we are obligated to collect. Newly-arrived publications include:

MONON, The Hoosier Line, by Gary W. and Stephen F. Dolzall, 200 page, 300 photo book	List 39.95	Member Price 35.00
PASSENGER TRAIN ANNUAL 1988, PTJ Publishing, 80 pages, with 30 color and 124 b&w photos, plus El Simon's Amtrak car roster!	List 17.95	Member Price 15.00
SHORT LINE DOODLEBUG, by Edmund Keilty, 152 page, 210 photo book on the Galloping Geese and Other Railcritters	List 32.95	Member Price 27.00
THE SURFLINERS, by Dick Stephenson, 50 Years of the San Diegan, 112 pages, 150 black and white and 50 color pix, softcover	List 19.50	Member Price 17.00

Members will want to add these titles to their libraries. Because Larry Eastwood will not be at the April or May meeting, Chapter members may order these titles by phone to 215-947-5769, and they will be delivered at the April 21 meeting, with the amount due payable by check to "PHILADELPHIA CHAPTER, NRHS".

Other new titles are expected during the coming month, and will be listed in the May issue.

READING T&H SEEKING FUNDS TO ACQUIRE EX-READING RS3

The Reading Company Technical & Historical Society is trying to save another Reading locomotive, to add to those already in its stable. The unit is ex-passenger RS3 #465, built by Alco in 1952, and recently retired by the New York, Susquehanna & Western as its #102. Reading T&H has made a down payment to keep this venerable locomotive from the scrapper's torch at Naporano Iron & Metal, but more dollars are needed to bring #465 back to home territory. Contributions may be made to: Reading 465 Fund, RCTHS, Box 15143, Reading, PA 19612.

HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES

Once again this season, Cinders presents its annual survey of steam locomotives recently operated or expected to operate on mainline railroads in the United States and Canada. This information is drawn from a wide variety of sources and its accuracy therefore cannot be guaranteed.

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	STATUS
39	4-6-0	LIRR	Steam Locomotive 39 Committee	Riverhead, NY	Under restoration for several years. Aim is to operate on LIRR.
152	4-6-2	L&N	Kentucky Ry. Museum	Louisville, KY	Ran excursions on CSX, TTI in 1988. Future uncertain.
290	4-6-2	A&WP	Atlanta Chapter NRHS	Atlanta, GA	Restoration delayed but expected to run on New Georgia RR excursions this season in Atlanta.
425	4-6-2	GM&N	Blue Mountain & Reading RR	Hamburg, PA	To return to action on BM&R this year but no long excursions planned.
587	2-8-2	LE&W	City of Indianapolis	Indianapolis, IN	After years of work loco made successful runs last year on CR and INRD. Expected to operate at 1989 NRHS convention on lease to NS.
611	4-8-4	N&W	City of Roanoke, VA	In service on NS	Returned to action last year. Full program of excursions on NS planned for 1989.
614	4-8-4	C&O	Steam Loco Corp. of America	Cumberland, MD	In storage since 1985. Moved from Hagerstown, MD this year.
643	2-10-4	B&LE	Glenn E. Campbell	Pittsburgh, PA	Under restoration for several years. May be test run in 1989.
700	4-8-4	SP&S	City of Portland, OR	Portland, OR	Restoration still underway.
745	2-8-2	SP	Old Kenner Ry. Assn.	Kenner, LA	Restoration begun.
750	4-6-2	FEC	Atlanta Chapter NRHS	Atlanta, GA	After boiler and firebox work in 1988 will run on New Georgia RR excursions this year.
765	2-8-4	NKP	Fort Wayne RR Historical Society	New Haven, IN	Operated on CR, CSX, NS in 1988. Less activity seen this year but should run annual New River trips in October.
819	4-8-4	SSW	City of Pine Bluff, AR	Pine Bluff, AR	Ran successful long-distance excursion to Tyler, TX last Nov. Railroad is favorable, one or more trips expected this season.
844	4-8-4	UP	Union Pacific	Cheyenne, WY	Premier UP excursion loco, renumbered from 8444 this year. Will run specials to Los Angeles, Portland (OR) this spring and Wyoming special in September.
1003	2-8-2	S00	City of Superior, WI	Superior, WI	Volunteer group plans to restore for excursions in Duluth-Superior area.
1201	4-6-2	CP	National Museum of Science & Technology	Ottawa, Ont.	Operated occasional trips last year. Plans for 1989 not announced.
1218	2-6-6-4	N&W	Norfolk Southern Corp.	Birmingham, AL	Set for full excursion season on NS. Will run at NRHS convention.
1223	4-4-0	PRR	RR Museum of PA	Strasburg, PA	Ran one special on AMTK this year with 7002. No other off-line trips planned.
1225	2-8-4	PM	Michigan State Trust for Ry. Preservation	Owosso, MI	Ran excursions on T&SB last year after years of restoration work. This season may see T&SB trips.
1355	4-6-2	GN	City of Sioux City, IA	Sioux City, IA	Restoration group hopes to fire up engine in 1989.
1361	4-6-2	PRR	City of Altoona, PA	Altoona, PA	Ran excursions on M&PA in 1988. No firm plans for 1989.
1385	4-6-0	C&NW	Mid-Continent Ry. Museum	North Freedom, WI	Ran specials on C&NW and other lines in 1988. No announced excursions for this season.
1522	4-8-2	SLSF	National Museum of Transport	St. Louis, MO	Engine had successful excursion debut on WC last Aug. Specials planned this year out of St. Louis, including May trip to Moberly, MO.
2100	4-8-4	RDG	2100 Corp.	Hagerstown, MD	Restoration completed this year. Test runs planned on W&W.
2102	4-8-4	RDG	Blue Mountain & Reading RR	Reading, PA	Operated 1988 specials on CR. Out of service for overhaul this year.
2467	4-6-2	SP	Project 2467	Oakland, CA	Restoration underway. May be moved to Napa Valley RR.
2472	4-6-2	SP	Project 2472	San Mateo, CA	Restoration underway.
2700	2-8-4	C&O	2700 Preservation & Restoration Society	Canton, OH	Under restoration by Silver Throttle Engine Assn. & Museum
2716	2-8-4	C&O	Kentucky Ry. Museum	Birmingham, AL	Leased by NS. No plans for rebuilding.

(Continued on Page 10)

HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES (Continued from Page 9)

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	STATUS
2789	2-8-4	C&O	City of Peru, IN	North Judson, IN	Miami County Steam Loco Assn. is restoring.
2860	4-6-4	CP	Province of British Columbia	North Vancouver, B.C.	"Royal Hudson" joined in doubleheader special with 6060 last Oct. Will run regular BC excursions again this year, plus possible long-distance tours.
2921	4-8-4	ATSF	City of Modesto, CA	Modesto, CA	Restoration slowly progressing.
3001	4-8-2	NYC	Lake Shore RR Historical Foundation	Elkhart, IN	Restoration begun. National NYC RR Museum has begun fund raising.
3716	2-8-0	CP	Province of British Columbia	North Vancouver, B.C.	Ran doubleheader with 2860 from Prince George, B.C. last Oct. Will serve as backup on BCR this season.
3751	4-8-4	ATSF	City of San Bernardino, CA	Fontana, CA	San Bernardino RR Historical Society is restoring.
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY	Coal burner ran one fantrip last year, set for June 1989 special.
4070	2-8-2	GTW	Midwest Ry. Historical Foundation (NRHS)	Cleveland, OH	Ran on regular weekend excursions last season on ex-CSX Cleveland-Akron, OH line. Same schedule planned for 1989.
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Operated on SP company special last Dec. and BN excursions in Washington State in Feb. New Rio Grande management plans to use engine for promotional tours to California this year and possibly elsewhere.
4500	4-8-4	SLSF	City of Tulsa, OK	Tulsa, OK	Sunbelt RR Historical Society (NRHS) plans rebuild.
4501	2-8-2	SOU	Tennessee Valley RR Museum	Chattanooga, TN	NS turned back to TVRM for restoration.
6060	4-8-2	CN	Province of Alberta	Jasper, Alta.	Rebuilt on BCR. Ran doubleheader excursion Vancouver to Jasper last Oct. with 2860. Excursions planned.
6325	4-8-4	GTW	6325 Turntable	Battle Creek, MI	Restoration in progress.
7002	4-4-2	PRR	RR Museum of PA	Strasburg, PA	Operated to Gettysburg, PA in Nov. 1988 via CR, CSX. Also ran on AMTK doubleheader with 1223.

KEY TO RAILROAD ABBREVIATIONS:

A&WP - Atlanta & West Point Rail Road
 AMTK - Amtrak
 ATSF - Atchison, Topeka & Santa Fe Railway
 B&LE - Bessemer & Lake Erie Railroad
 BCR - British Columbia Rail
 BM&R - Blue Mountain & Reading Railroad
 BN - Burlington Northern Railroad
 C&NW - Chicago & North Western Railway
 C&O - Chesapeake & Ohio Railway
 CN - Canadian National Railways
 CP - Canadian Pacific Railway
 CR - Consolidated Rail Corp.
 FEC - Florida East Coast Railway
 GM&N - Gulf, Mobile & Northern Railroad
 GN - Great Northern Railway
 GTW - Grand Trunk Western Railroad
 INRD - Indiana Rail Road
 L&N - Louisville & Nashville Railroad
 LE&W - Lake Erie & Western Railroad

LIRR - Long Island Rail Road
 M&PA - Maryland & Pennsylvania Railroad
 N&W - Norfolk & Western Railway
 NKP - Nickel Plate Road
 NS - Norfolk Southern Corp. (N&W and SOU)
 NYC - New York Central System
 PM - Pere Marquette Railway
 PRR - Pennsylvania Railroad
 RDG - Reading Company
 SLSF - St. Louis-San Francisco Railway
 SOU - Southern Railway System
 SP - Southern Pacific Transportation Company
 SP&S - Spokane, Portland & Seattle Railway
 SSW - St. Louis Southwestern Railway
 T&SB - Tuscola & Saginaw Bay Railway
 TTI - Transkentucky Transportation Railroad
 UP - Union Pacific Railroad
 WC - Wisconsin Central, Ltd.

EXTRA LIST (Continued from Page 7)

JUNE 4: SEPTA Blueliner excursion to Wilmington, Chestnut Hill East and Norristown, sponsored by Philadelphia Chapter NRHS. Special train leaves Philadelphia 30th Street Station (Upper Level) at 10:25 AM, returns about 5 PM. Lunch stop and photo opportunities. Tickets \$20 per person. Order from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope.

JUNE 15-18: 4th annual American Railroad Conference at Pennsylvania State University campus, Altoona, PA, sponsored by the University. Program includes presentations on "Thomas A. Scott: Railroad Baron," "Death and Burial of an American Railroad, the Erie Lackawanna," "Pennsylvania Railroad Motive Power Strategies: Steam Diesel and Electric 1920-1957," "ACE 3000: A Locomotive Design Proposal in Historical Perspective," and "Conrail's Operations Today." Also included will be photography trips, tour of Conrail Juniata shop and steam train ride on Allegany Central Railroad at Cumberland, MD. Cost: \$340 per person, including tours, conference materials, meals and accommodations in dormitory facilities (\$300 without overnight accommodations). To register or obtain further information, write: Penn State Altoona Campus, Continuing Education, Ivyside Park, Altoona, PA 16601-3760 (telephone 814-949-5045).

SPRINGTIME SEPTA BLUELINER TRIP



sponsored by
Philadelphia Chapter
National Railway Historical Society



Sunday, June 4, 1989



Philadelphia Chapter, NRHS will sponsor another in its long series of excursions utilizing SEPTA's former Reading Company "Blueliner" electric MU cars, built by Bethlehem Shipbuilding in 1931-32, and extensively rebuilt at Reading shop in 1964-65.

This spring's excursion will originate at Philadelphia's 30th Street Station (Upper Level) at 10:25 AM, EDT, and will find these venerable veterans journeying back to their birthplace, Wilmington, Delaware, believed to be the first time in their nearly 60 years of operation they have returned to the First State. The excursion will also cover the former Reading lines to Chestnut Hill East and Norristown.

A four-car train of the refurbished cars, in the current red-white-blue-grey paint scheme, will be used. Numerous photo stops and a movie runby will be made during the course of the trip. A lunch stop will be made at 30th Street Station. Additionally, high-speed running is expected on Amtrak's Northeast Corridor between Philadelphia and Wilmington, where a stop will be made to allow passengers to inspect the restored station there.

We urge you to take advantage of this opportunity to ride these last open-window commuter cars in the United States, as they operate in the twilight of a long career of service to Philadelphia commuters.

Further information on this trip may be obtained evenings between 7 and 9 PM from 215-947-5769 or 215-828-0706.

Return to Philadelphia (30th Street Station) is expected about 5 PM.

Join Philadelphia Chapter as we ride the Blueliners to Wilmington, DE on June 4!

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

Gentlemen:

Please send me _____ tickets at \$20.00 each for your Sunday, June 4, 1989 SEPTA Blueliner excursion originating at 30th Street Station (Upper Level) at 10:25 AM, EDT. I have enclosed \$____.____ payable to PHILADELPHIA CHAPTER, NRHS for my tickets, and have included a stamped, self-addressed envelope for mailing of the tickets.

Name _____

Address _____

City _____ State _____ ZIP Code _____

Telephone: Area Code _____ - _____ - _____

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