

CUNTERS

February 1989



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Volume 50

Newsletter of the

Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

OUR MEETING:

FRIDAY EVENING, FEBRUARY 17, 1989

The Engineers' Club, 1317 Spruce St., Philadelphia, PA
Dinner at 6:00 PM in the Club Dining Room (\$13 per person)
Meeting at 7:15 PM in the Conference Room (3rd Floor)

Our February, 1989 meeting will feature the annual Ray Muller Slide Contest, named in honor of the late Chapter member who excelled in rail photography. Rules for the contest are shown below.

Our usual sit-down dinner will be served in the Club Dining Room, at \$13 per person, beginning to 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, FEBRUARY 15, 1989, to Larry Eastwood at 215-947-5769 for the February meeting ONLY. Leave a message on the machine, and if you require a fish dinner, please so indicate.

You are invited to screen your best slides for the enjoyment of your fellow members, and compete for film prizes that will enable you to shoot future winners at our annual Ray Muller Slide Contest, February 17, 1989. PLEASE NOTE THAT OUR MEETING WILL BEGIN AT 7:15 PM TO ENABLE THE JUDGES MORE DELIBERATION TIME.

CANCELLATION ALERT

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting night, Chapter officers will make a decision in advance as to whether to hold the scheduled meeting. If in doubt, members should call 215-947-5769 for a recorded advisory on the meeting.

Annual RAY MULLER Slide Contest Rules

1. No entry form is required for the 1989 Ray Muller Slide Contest, but entrants must register in person, beginning at 6:45 PM. Registration closes at 7:10 PM, with no entries accepted after that hour. THE SLIDE CONTEST IS OPEN TO 1989 PAID-UP PHILADELPHIA CHAPTER MEMBERS ONLY!

2. There are six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1979, and category (f) ONLY subject matter BEFORE March 1, 1979. In case of uncertainties, the contest manager will rule on appropriate categories or will disqualify any unsuitable entries.

- (a) Steam
- (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) Mainline electric (including multiple-unit equipment)
- (d) Trolleys/rapid transit/interurbans
- (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
- (f) Oldies, but goodies (any subject prior to March 1, 1979)

3. Each contestant may exhibit a maximum of 4 slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name MUST be on the slide. After the initial screening, entrant will select ONE SLIDE in each category which he/she considers BEST in the category, which will be given to the projectionist for final judging. Thus, only 6 slides are permitted in the final presentation.

4. Film prizes will be awarded on basis of first, second and third place in each category, with the judges reserving the right to not award a prize in any category they feel is not well represented. A panel of five (5) judges, none of whom may be a contestant, will be chosen at the meeting, and their decisions are final.

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.
Senior Vice President.....Michael L. Burshtin
Vice President & Treasurer.....David L. Kopena
Secretary.....Sheila A. Dorr
National Director.....Peter M. Senin
Historian.....Larry DeYoung
Editor.....R. L. Eastwood, Jr.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353.

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be sent to the President at P. O. Box 7302, Philadelphia, PA 19101-7302.

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.

PAUL G. SLAUCH

January 4, 1989

It is with regret that we inform you of the passing of Chapter Member Paul G. Slauch, of Oxford, Pennsylvania following an automobile accident near his home on January 4, 1989.

Paul was a member of the Society since 1956, and was seen on numerous Chapter fantrips through his years of membership in the Chapter. Services were conducted from the Ruffenach Funeral Home in Oxford on January 9, with interment in Oxford Cemetery.

Our sincere condolences are extended to his brother, Chapter Member Bob Slauch.

CETC VISIT A BIG SUCCESS; ANOTHER SCHEDULED

Twenty-nine Chapter members enjoyed a two-hour tour of Amtrak's Centralized Electrification & Traffic Control and National Operations Centers at 30th Street Station on January 25.

Visitors were shown the CETC nerve center, which by electronic means controls all operations and power supply for the busy 110-mile segment of the Northeast Corridor between Wilmington, DE and Washington, DC. The most striking feature of CETC, which is located just beneath the roof at the 8th floor level of 30th Street, is its giant video screen model board which graphically displays all train movements, signals and track conditions in the controlled territory. Also visited was the National Operations Center which oversees Amtrak trains across the passenger railroad's 24,000-mile nationwide system.

The Chapter wishes to thank General Superintendent Transportation John F. Baesch of Amtrak for arranging the tour and adding to the enjoyment of all with his sparkling commentary. In addition, Thomas L. Rhodes, senior engineer for the CETC center, contributed an informative description of the center's operations, and answered a number of questions from tour members relating to the computer functions of CETC.

A heavy response to the announcement of this tour has resulted in a waiting list for another tour. Mr. Baesch has kindly agreed to conduct a second CETC inspection on Wednesday, March 8. At this writing about 20 members are already signed up but others interested may telephone President Frank Tatnall at 215-828-0706 for reservations. A maximum of 30 persons may be accommodated.

CHAPTER HISTORIAN SEEKS MATERIAL ON OLD BROAD STREET

Chapter Historian Larry DeYoung is preparing an article on the closing of the Pennsy's Old Broad Street Station in April 1952. He is looking for pertinent information from Chapter members, a number of whom were on board the final train.

Any information, photos, copies of tickets or brochures, etc., would be most helpful. They should be mailed to Larry DeYoung, 531 Tennis Avenue, Ambler, PA 19002, or brought to the February Chapter meeting. Material will be returned upon request.

'88 CONVENTION REFUNDS REPORTED CONTINUING

In spite of earlier word from the Tri-State Chapter that it would complete all refunds from last year's national convention by December, latest information is that "valid" refunds will now be completed by the end of February. Most of these are for trips cancelled during the July convention, but another group of "disputed" refunds remains to be acted upon by the Chapter's board.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA resumed commuter rail service to Wilmington, DE on January 16, after a six-year exile from the Diamond State. Twenty-seven rush-hour trains are being run each weekday as an extension of the R2 Marcus Hook service on AMTRAK's Northeast Corridor. The new service was introduced on January 12 when SEPTA operated a special push-pull train for dignitaries and guests from Suburban Station to Wilmington station and return, consisting of AEM-7 #2307, four coaches and cab car #2406. The train picked up local government officials in Chester, then arrived in Wilmington a few minutes after Amtrak's 20th anniversary Metroliner special had departed (see below). SEPTA crews are now qualified as far as "Ragan" interlocking, three miles south of Wilmington.



Present at the ceremonies welcoming SEPTA to Wilmington were Delaware Governor Michael Castle, Wilmington Mayor Daniel Frawley, Delaware Congressman Thomas Carper and SEPTA Chairman J. Clayton Undercofler. DeIDOT Secretary Kermit Justice, also present, said that he hoped the service would attract up to 1,000 riders a day and that if the demand is there stations will be added at Claymont, Newport and possibly Newark. SEPTA passes will be accepted on connecting DART buses in Wilmington. The new rail service is made possible by a \$750,000 appropriation by the Delaware Legislature to pay those costs not covered by fares.

At the end of January 27.1 miles of SEPTA's rail system were out of service. Included were 5.2 miles Cheyney-West Chester, 2.3 miles Cynwyd-Ivy Ridge, 1.5 miles Cresheim-Chestnut Hill West, 14.9 miles Fox Chase-Newton and 3.2 miles from Quakertown to the CONRAIL division post near Coopersburg.....In addition to SEPTA's proposals to reinstate commuter service to Newtown and Pottstown, which appear to be stalled, local officials in Reading reportedly are once again clamoring for a resumption of passenger service on CONRAIL's ex-Reading mainline in Berks County.....The new Roberts Avenue Running Repair Facility at Wayne Junction, which was due to open next month, has been set back to June, and the latest opening date for the Norristown Transportation Center is sometime in May.....The burned-out Nicetown passenger station in North Philadelphia was officially closed last month.

Repairs to two more bridges on the Media-West Chester Line were completed by late last year. They are the Cobbs Creek bridge near Angora station and the Ridley Creek bridge south of Media. Work on installing a modernized signal system between "Arsenal" and Secane should be finished by March.....SEPTA now has a specially-designed two-car wire train for repairing catenary. Built by Miner Rail Services, the first unit has two scissor-lift elevating work platforms with hydraulic lifts and a power generating set, while the second unit has six reel assemblies for feeding wire to the platform car (Progressive Railroading).....That \$2-million contract with Harmon Industries to furnish SEPTA with 217 sets of cab signal/automatic train control equipment (see December Cinders) will require the removal of four test sets of equipment supplied by General Railway Signal and already installed in Silverliner II cars.

SEPTA issued four public timetables effective January 15, the R1 West Trenton, R2 Wilmington-Marcus Hook-Warminster, R3 Media-Elwyn and R5 Downingtown-Paoli.....The City of Philadelphia last month put up for bid its last three Budd RDC-1 cars, which have been leased to BRITISH COLUMBIA RAIL since 1982. Originally operated by the Reading Company as #9155, 9156 and 9160, they are now BCR #BC-20 to BC-22.....SEPTA's ongoing program to overhaul its Silverliner II and III cars has thus far resulted in the release of 16 cars from Morrison Knudsen's Horneil (NY) shop. A total of 38 Silver II's from 1963-64 and 20 Silver III's from 1967 will be done.

SEPTA had several catenary-related problems in recent weeks. The most serious occurred on the morning of February 2 when train 7538 from Downingtown stalled at Whitford as the pantograph of AEM-7 unit #2302 became entangled in metal tape which had been draped over the wire. The following train, AMTRAK 602 from Harrisburg led by AEM-7 #906, coupled to the SEPTA AEM-7 and attempted to push the stalled train eastward, but several more power outages impeded progress. The SEPTA passengers were transferred to train 544 at Exton but this train was third in the procession on the double-track mainline. The dead train was finally shoved into Paoli at 10:02 AM but #544 didn't arrive Suburban Station until 11:03 AM. Thus, passengers who boarded #7538 at 7:39 AM in Downingtown spent three hours and 24 minutes for their normal 45-minute trip to center city. Repairs to locomotive #2302 forced SEPTA to activate its third six-car set of Blueliners for use that evening on Paoli train 9565.

Three other significant incidents also occurred during January, a month blessed by unusually warm weather and generally good on-time performance by SEPTA's Regional Rail trains. On January 8 an insulator failed on CONRAIL's Trenton Line near Yardley, dropping power lines across track #1 and causing signals to display stop indications. Severe delays to SEPTA's afternoon trains resulted.....At 7:10 AM on January 18 inbound train #6613 tore down ten spans of wire near Shawmont station on the Norristown Line. Buses were pressed into service between Ivy Ridge and Norristown until the catenary was repaired at 7:50 PM.....Finally at 1:20 PM on January 31 a 30-year-old Bensalem resident climbed to the tracks just north of Neshaminy Falls station and was struck by West Trenton train #349 with MU #128 in the lead. Reportedly, the man placed his head on the rail

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The Inquirer reported on January 29 that the long-expected regional plan for public transportation in this area will focus on the need to raise more than \$4.5 billion to rebuild the existing SEPTA system. The newspaper said that alternate scenarios to expand the system or to substantially reduce its size are unrealistic. Andrew L. Warren, chairman of the Bucks County Commissioners and a SEPTA board member, heads the steering committee which is shaping the plan, now expected to be released sometime in March.....SEPTA General Manager Louis J. Gambaccini pointed out last month that abandoning SEPTA would result in a need for 45 more highway lanes into Philadelphia and an additional 250,000 parking spaces in the Central Business District. The SEPTA region "must reinvest in this vital asset," he said, rather than continue its "relentless retrenchment" in public transportation. SEPTA handles 1.2 million passengers per day as the nation's fourth largest transit system, and with a fiscal year 1989 budget of \$700 million carries 81 percent of all workers to the CBD. SEPTA is first among major systems in "farebox recovery"--the amount of its costs which are met by passenger fares.

"A future for the Philadelphia surface streetcar system" is the title of a study submitted last month to the City and SEPTA by the Peer Review consulting group. The study group, chaired by nationally-known Penn Professor Vukan R. Vuchic, recommends that a "transit first" policy be adopted to give buses and trolleys preference in street traffic. Specifically, the report proposes that existing "North Philadelphia" rail routes 15, 23 and 56 be retained and modernized and that route 6, converted to buses in 1986, be restored as a trolley line. Former rail routes 50 and 53 were not recommended for restoration. Total cost for the proposed upgradings was estimated at \$80 million to \$200 million, depending on the extent of the project. An earlier, more limited study released in mid-1988 was mandated by Congress to examine abandoned facilities. This study, conducted by four consulting firms, recommended that streetcar service with new vehicles be restored to routes 6 and 60 but that routes 50 and 53 remain as bus operations.

Chapter Member Jimmy Sparkman, well-known for his detailed models of Philadelphia trolley and subway cars, was featured in the January issue of SEPTA Lines, the Authority's slick-paper employee publication. Jimmy, who was honored in November with a SEPTA Star Award, was pictured with some of his models.....Buses are still operating in place of trolleys on Route 56-Erie Avenue because of street construction work.....SEPTA has sold a small number of PCC cars which had passed the eight-year life expectancy of the general overhaul program begun in 1980. The Chesapeake Division RRE newsletter High Green reports that PCC #2103 appeared on a flatbed trailer in Frederick, MD January 14 to promote that city's proposed light rail project. High Green noted that 2103 was "the first trolley to 'operate' on the streets of Frederick since the Hagerstown & Frederick Railway ceased operation in 1954".....On February 13 SEPTA and Transport Workers Union Local 234 begin full-time negotiations on a new contract.

P&W-Red Arrow news: SEPTA plans to rebuild the existing 1907-vintage P&W car shop in Upper Darby to service the 26 new AC-drive cars on order from Asea/AMTRAK. The proposal to build a joint facility for Norristown and Media-Sharon Hill cars has been dropped. The new Norristown cars, the last of which is due for delivery in March 1991, should enter revenue service by January of that year but the new shop won't be ready until 1992. Thus, it seems certain that these state-of-the-art cars will be maintained for over a year in the original P&W shop!.....New electronic destination signs have been installed at each trolley/bus bay in the west terminal at 69th Street, but are not yet in operation.....No recent work has been done at Radnor station, where new platforms will make room for a set of crossovers to allow cars to turn back there.....Ex-Chicago trains are still seen on most Saturdays because one of five remaining Bullet cars is being repaired.....SEPTA will replace the old P&W bridge at Ardmore Junction, probably over the three-day Labor Day weekend when bus service will be operated between 69th Street and Bryn Mawr.....Ancient line car #07 on the Media-Sharon Hill route has been patched up for occasional use. The 1911 Jewett had previously been a candidate for scrap.

Another SEPTA bus--the third in two weeks--was stolen from a SEPTA depot on January 11. The bus was taken from Germantown depot about 1 AM, driven less than a mile and left idling at Chew & Ogontz Avenues..... Two men were critically injured last month at Broad Street subway stations. In the first incident on January 10, a passenger tried to board a moving northbound train at Walnut-Locust station but fell between the cars. Then, on January 20, a man apparently jumped in front of a northbound train at Girard station.....Of the six persons who pleaded guilty in December to filing false injury claims against SEPTA, all have now been convicted in U.S. District Court. They had claimed injury in an October 13, 1984 accident involving a Route 23 trolley in Germantown, though it was later established that only one passenger was aboard the trolley at the time..... Joseph Laughlin retired last November from his job as general superintendent of Fern Rock subway shop, after 47 years of service with PTC and SEPTA.



With much fanfare, AMTRAK ran its six-car special on January 12 to mark the 20th anniversary of Metroliner service on the Northeast Corridor. Hauled by brand-new AEM-7 #953, the train arrived on time at 9:38 AM at 30th Street Station, where Commerce Director William Hankowsky presented Amtrak President W. Graham Claytor, Jr. with a proclamation from Mayor Goode declaring January 12 as "Amtrak Day" in honor of the Metroliner. More than 200 railroad officials and guests rode the special from New York to Washington at speeds of up to 125 mph, passing SEPTA's AEM-7-powered Wilmington special at Chester. More than 1.9 million passengers rode the Metroliner service last year, bringing to 33 million the total number of passengers carried since Penn Central introduced the service on January 16, 1969.

Ex-Pennsy steam locomotives #1223 and 7002, owned by the Railroad Museum of Pennsylvania, spent four days at Harrisburg station last month filming a television commercial (see January Cinders). Now, Harrisburg Chapter Member Dan Copper reports that the Prudential-Bache commercial will air first on the CBS program "Murder,

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She Wrote" February 19 (8 PM on Channel 10).....The January 30 issue of Business Week reveals that AMTRAK, in spite of a trend toward reduced Federal spending, plans to seek a ten-percent boost in its FY 1990 subsidy (to \$650 million) to help pay for up to \$100 million worth of new passenger equipment now sorely needed to meet demand.....A private group is planning to re-equip a train to resemble the luxury Orient Express of Europe, and begin operating it this fall on AMTRAK's Chicago-Washington and Chicago-New York routes.

AMTRAK is still on track to begin its Atlantic City express service with the timetable change of May 21, though NJ TRANSIT commuter service will probably not begin before this fall. Sperry car testing of the rebuilt track and crew qualification runs should begin in a few weeks.....Harrisburg Chapter's newsletter reports that push-pull operation has resumed on AMTRAK's Harrisburg mainline, with cab control car #809 leading two other cars on train 609. Pushing the train was an F40 diesel.....AMTRAK passenger services employees will be outfitted with newly-designed uniforms this spring (Progressive Railroading).....Rail Travel News has suggested that AMTRAK solve its alleged crew problems by hiring a "hospitality, passenger-oriented company such as a major cruise line (to) take over on-board services on contract".....A trespasser was struck and killed by train #188 January 23 near Torresdale station in Northeast Philadelphia.

For the fifth year in a row the Reagan Administration last month submitted a budget that would eliminate all Federal funding for AMTRAK. The \$1.15-trillion budget for FY 1990 also proposes that mass transit funding be cut in half to \$1.5 billion. Amtrak in the current fiscal year is receiving a Federal subsidy of \$584 million. Incoming President George Bush will offer his own budget recommendations to Congress in February.Congress has confirmed Samuel K. Skinner, former chairman of Chicago's REGIONAL TRANSPORTATION AUTHORITY, as the new Secretary of Transportation.....Federal Railroad Administrator John H. Riley has announced that he will not be a candidate for reappointment in the Bush Administration.....The Reagan FY 1990 budget proposes funding of \$1.2 billion to start a rail-based system for the Peacekeeper MX missile. Under this scheme, a fleet of trains carrying MX missiles would be deployed from Air Force bases in the event of an emergency. To be operational by 1994, the system is based on the theory that mobile missiles operating on the railroads would be harder for enemy forces to detect (AAR Rail News Update).



CONRAIL last month announced its 1988 financial results, with sharply higher revenues but only a modest increase in net income. Revenues rose seven percent from \$3.25 billion in 1987 to \$3.49 billion in 1988, but net increased only two percent from \$299 million to \$306 million. It was explained that without the tax benefits the company enjoyed prior to its 1987 sale by the Federal government, net income that year would have been \$250 million. Conrail's freight traffic based on ton miles increased 6.2 percent in 1988 versus 1987 with metals and related products the strongest performer (up 19.7 percent). Intermodal (piggyback) traffic increased 3.6 percent to 1.09 million units. Fourth quarter net income declined slightly to \$78 million, the result of a \$17-million one-time expense of realigning its field operating organization, although revenues advanced 17.6 percent to \$914 million during the quarter.....CONRAIL announced that it would cut its capital spending to \$510 million in 1989, as compared with \$570 million in 1988 (Progressive Railroading).

Those 50 high-horsepower diesels ordered by CONRAIL for delivery in the first half of 1989 will receive the following road numbers: 25 General Electric C40-8's 6100-6124, 25 EMD SD60's 6843-6867. Contrary to some reports they will not be delivered with Canadian-style "comfort cabs".....All six of CONRAIL's new divisions issued operating timetables effective January 15, replacing the three regional timetables issued last fall. Named after their headquarters, the divisions are: Philadelphia, Harrisburg, Pittsburgh, Albany, Dearborn and Indianapolis.....On January 23 CONRAIL's newest office car #100 Boston, formerly NORFOLK SOUTHERN Pocahontas, made its first trip in CR dark green paint in an eight-car special from Philadelphia to Selkirk, NY.....The Hawk Mountain Chapter Hostler reports that freshly-painted CONRAIL GP40 #3197 appeared at Allentown last month with white number boards, a first for Conrail.....ALCG8 departed Allentown January 28 with TRANSKENTUCKY TRANSPORTATION slug unit #2077 behind the road power, presumably headed for Morrison Knudsen's Hornell (NY) shop.

CONRAIL has not yet announced the location of its new headquarters in the Philadelphia area. The announcement is eagerly awaited by real estate interests in Philadelphia and suburbs, as well as by employees.CONRAIL has developed a hot bearing simulator to determine whether trackside hotbox detectors are working properly. The computer-driven simulator is mounted in rail analyzer car #22 (Railway Age).....CONRAIL SW1500 #9609 drifted out of Morrisville yard unattended on the night of February 1, traveling slowly east on AMTRAK's mainline as far as "Millham" interlocking near Trenton, where it came to a stop. There were no injuries.....CONRAIL has donated two cabin cars to the Pennsylvania Railroad Technical & Historical Society. An N5 cabin was donated to the Philadelphia Chapter, according to Chapter President Herbert A. George.

Executive Director Jerome Premo of NJ TRANSIT resigned last month. A year ago he was severely criticized by NJT's board of directors for improper use of expense account funds.....NJT is suffering from declining ridership on its rail lines, with a loss of ten percent of its passengers over the last year, according to a January 8 New York Times report. Despite a nine-percent fare increase last spring, revenues are falling \$4.5 million below projections as regular riders continue to complain about equipment breakdowns in spite of last year's opening of the new \$123-million Meadows Maintenance Complex in Kearny. Some riders are said to refer to the MMC as the "Mickey Mouse Club."



FEBRUARY 18-19, 1989: Greenberg's Great Train, Dollhouse & Toy Show in grandstand building, Philadelphia Park, located on Street Road (State Route 132), Bensalem, PA, 11 AM to 5 PM both days. Admission: \$4 adults, children under 12 free with paying adult. Philadelphia Chapter will be represented with a booth for sale of railroadiana and distribution of NRHS membership information.

FEBRUARY 25: "Snow Train to Vermont" from Boston to Bellows Falls and White River Junction, VT and return, sponsored by Massachusetts Bay RRE. New England States Limited leaves Boston (South Station) 8 AM, Worcester 9 AM, returning to Worcester about 7 PM and Boston 8 PM. Chartered Amtrak train will operate via Conrail Boston Line to Palmer, MA and Central Vermont mainline beyond, including newly-rebuilt section north of Brattleboro, VT. Fares: \$55 adults, \$28 children 12 and under (\$49 and \$24 before February 15) to Bellows Falls and return. Additional fares to White River Junction and return: \$5 adults, \$3 children. First-class car Caritas may be available. Other shopping and skiing sidetrips are offered at additional cost. Order tickets from: Mass Bay RRE, Inc., P. O. Box 525, Bedford, MA 01730, specifying smoking or non-smoking car and enclosing stamped, self-addressed envelope.

MARCH 8: Second tour of Amtrak's Centralized Electrification & Traffic Control Center and National Operations Center at 30th Street Station, 6:30 PM for members of Philadelphia Chapter ONLY. Maximum of 30 persons may attend. For reservations, telephone Frank Tatnall at 215-828-0706 between 7 and 10 PM.

MARCH 12: Train Show & Sale at Mother Seton High School, Garden State Parkway Exit 135 at Clark Circle, Clark, NJ, 9 AM to 3:30 PM, sponsored by Jersey Central Chapter NRHS. Admission: \$4 adults, children under 12 free, maximum \$6 per family. For information, contact: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066.

APRIL 1-2: Railroadiana & Train Show at Cherry Hill Armory, Grove Street at Park Blvd. off Racetrack Circle, Cherry Hill, NJ, sponsored by West Jersey Chapter NRHS. Hours: 10 AM to 5 PM both days. Donation: \$3 adults, children under 12 free. For information, contact: West Jersey Chapter NRHS, P. O. Box 647, Palmyra, NJ 08065-0647 (telephone 609-829-4222 evenings).

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. Photo runs featured in valley of Potomac River. Fare: \$60 per person as part of "Wonderful West Weekend" including Sunday excursion on Allegany Central Railroad (see item below). Box lunches \$5 extra. Order tickets from: RRE Weekend, c/o Wes Vernon, 1605 Billman Lane, Silver Spring, MD 20902, making checks payable to "Chesapeake Division RRE" and enclosing stamped, self-addressed envelope. Maximum of 100 tickets will be sold.

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. This is preview trip on Allegany Central Railroad which is to begin public operation the following weekend. Train leaves ex-WM station in Cumberland at 10 AM, returning about 3 PM. Photo runs on mountainous line are scheduled, with lunch stop in Frostburg. Fare: \$60 per person for weekend. See previous item for ticket information.

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 below.

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.

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News Briefs.....CSX will purchase 54 new GE locomotives this year in addition to the 50 units from GE and EMD already announced, as part of a \$763-million capital program.....CSX has adopted a firm no-steam policy this year, except for the NEW GEORGIA operation around Atlanta and possibly the Huntington-Hinton, WV annual fall trips.....BLUE MOUNTAIN & READING plans no off-line excursions this year and may store its ex-Reading 4-8-4 #2102.....STRASBURG in November placed ex-CANADIAN NATIONAL 2-6-0 #89 back in service. The 89 last operated in 1979.....WILMINGTON & WESTERN has secured a \$95,000 grant from Revere Copper & Brass, Inc. to restore ex-Penny doodlebug #4662 (Lantern Update).....The long-delayed Camden Transportation Center should open by midyear, following installation of a smoke evacuation system (Bill Vigrass).The Friends of the Railroad Museum have launched a campaign to gain the release of \$4.7 million in State funds already authorized for improvements to the museum at Strasburg.....Member Steve Barry had an article in January Railpace about October's RDC trip on the WEST JERSEY RAILROAD and John Petko is working on a story about Fairless locomotives for Trains.....The Fairless operation has acquired five 1956-vintage SW1200 units from the defunct Norfolk & Portsmouth Belt Line, through Wilson Railway. They are #106, 108, 112, 113, 115 (Tidewater Chapter).....The National Park Service has announced that Steamtown will not resume excursion service this year after all, because five of 12 bridges between Scranton and Moscow were found to be unsafe.....Check the colorful article on model railroads in the December issue of Smithsonian Magazine.



After presstime last month, I obtained the new Amtrak national timetable and performed my usual review. A few changes have been made in our area.

Train 44 from Harrisburg to New York now runs later on Sundays as Train 244. Additionally, Train 604 runs Sundays in lieu of 602 (Train 244 replaces Train 608). There is no definite word on the restoration of the Montrealer at present, but keep in mind that the next schedule change takes effect on May 21, 1989, and it is on that date that Amtrak's Atlantic City service is expected to begin.

Through the end of October, Amtrak had made a number of rolling stock changes: four baggage cars have been stored, two 16-4 sleepers sold to Conrail from storage, one diner has been sold from storage, ten coaches have been sold to Conrail from storage, three auto carriers have been officially stored, three Viewliners have been added to the active roster, and three Turbo coaches are being restored to service.

Five Capitoliners have been stored, and two have been added to the cab conversion program. Cab car 9640, the first of the Atlantic City group, was released in December and has been sent to Chicago for some use, most likely to evaluate the future of this program.

Meanwhile, plans seem to be shaping up for the forthcoming Bombardier cars. The coaches will be configured like an Amfleet I coach with 84 high-density seats, and meal-service cars will be like an Amdinette, with tables at one end, a center snack bar and coach seats at the other. Although the new cars probably will not be assigned to our area, the first 50 are intended to provide capacity to relieve chronic undercapacity in the Corridor as well as equipping the new Atlantic City service by replacing Amfleet I equipment in use outside our area. All of the first cars are due on the property by August, 1989.

The second group of 50 Bombardier cars are scheduled for delivery beginning in November, 1989, and the additional capacity they will provide ought to allow Amtrak to investigate additional service such as a third San Joaquin, which has been widely reported. If this plan does materialize, I would not be surprised to see the Bombardier equipment assigned to both Oakland and Los Angeles (a common pool would ease maintenance problems, as well as freeing up Amfleet to other "push-pull" routes and Superliner and Hi-level cars to provide sorely-needed additional long-distance capacity).

VIA Rail Canada continues to negotiate with private car owners in the United States for Budd-built cars to add to their own HEP program, which is now getting under way. Several cars have already been purchased.

In Mexico, meanwhile, the "Star Service" program to upgrade principal services continues. Although some present trains offering coaches only are to be refurbished with additional features, today only two trains offer non-refurbished sleepers. The train to Ciudad Juarez carries one sleeper and the Pacific Railway train carries up to five such cars for Nogales and Mexicali. All other sleepers, diners and lounges in assigned service have been refurbished. No standard weight sleepers remain in service. (You can tell, by the way, that I grew up around the Pennsy, which did not have "heavyweight" cars, but rather "standard weight" cars).

So much for current news -- let's dig back into some nostalgia with a brief discussion of Pennsy's steel office cars. No other type office car was operated on PRR after 1936, and most of our members will remember only the big cars, in Class 274. These were the most common, numerically, with at least 14 such cars constructed. However, there were two other classes of office cars acquired at the end of the modernization program.

Three Class 268 cars (7515-7517) were purchased in 1929 and seven Class 262's (7525-7531) came at the same time. The latter were intended for district superintendents in a manner similar to Santa Fe's "shortie" 400-series cars. The first to go was 7525, rebuilt in 1943 to coach 829 as part of the war effort to obtain maximum seating capacity. Sisters 7526-7529 went in 1953, including the 7528 to the Detroit, Toledo & Ironton.

The remaining 19 cars survived for a number of years until the establishment of a systemwide office car pool on October 1, 1960. Class 268 car 8515 and the last two 262's (7530-7531) were already in storage, and ten additional cars were taken out of service at that time: eight Class 274's (100, 7502-7503, 7505, 7506,

ON THE SCENE (Continued from Page 7)

7508-7509 and 7511) and two Class 268's (7516-7517). The remaining six cars were stationed as follows: five at Philadelphia headquarters and one at Pittsburgh. Those six cars in service in 1960 were: 90-Delaware, 120-Pennsylvania, 180-Philadelphia, 7504-William Penn, 7507-Quaker City and 7510-Pittsburgher. Two cars stored in 1960 were subsequently restored to service as 100-Chesapeake and 7503-Harrisburg.

In 1965, Anheuser-Busch sold their Adolphus to the Pennsy as Car 1000 for Stuart Saunders' use. This car, Amtrak 10000 today, was built by the Wabash Railroad in 1954. The 90-Delaware, meanwhile, was replaced by a former B&O office car of the same name and number -- obviously looking like no other Pennsy car in its new tuscan red livery. All nine of these cars made it to the Penn Central era, however, PC management soon began to favor the former New York Central cars as they retrenched the fleet. The first cars to be retired, on August 4, 1969, were the 180, 7503, 100 and 7507 (see comment below). On April 27, 1970, car 7504 was retired and the 90 and 1000 followed on November 30. The last two cars to serve lasted until September 21, 1971 and they apparently were the only two to be renumbered for Penn Central. Car 120 became PC 8 and 7510 became PC 9.

As a matter of interest, we recently discovered that Pennsy had swapped numbers between cars 7507 and 7510. Therefore, the "7510" which became PC 9 was actually car 7507-Quaker City. Privately-owned car 7507-Martin W. Clement is in reality the former 7510-Pittsburgher. Hope this information will answer most members' questions on the last 25 years or so of Pennsy office cars.

With February marking the 50th anniversary of the introduction of the Silver Meteor by Seaboard Air Line, I thought some of our members might enjoy some consists from the early 1960's. The date these were recorded was admittedly a very heavy day, with extra sections galore. Observations were made at North Philadelphia station. The northbound Seaboard Silver Meteor, Train 114, operated in three sections, as follows:

1st 114	2nd 114	3rd 114
PRR 4902 (GG1 electric)	PRR 4881 (GG1 electric)	PRR 4863 (GG1 electric)
SAL 6050 (baggage dorm)	SAL 185 (baggage-dorm)	PRR 4423 (diner)
SAL PETERSBURG (10-6 sleeper)	SAL 6235 (coach)	RF&P 855 (coach)
SAL NORFOLK (10-6 sleeper)	SAL 6213 (coach)	RF&P 862 (coach)
SAL CLEARWATER (5-2-2 sleeper)	SAL 6225 (coach)	PRR 4067 (coach)
SAL LAKE WALES (10-6 sleeper)	SAL 6300 (coach-tavern)	SAL 6501 (coach-lounge)
SAL MIAMI BEACH (6 bedroom-lounge)	SAL 225 (diner)	SAL 6201 (coach)
SAL TALLAHASSEE (11-DB sleeper)	Pullman OAK BAY	PRR GEORGE WESTINGHOUSE (10-5 slpr.)
SAL 6105 (diner)	Pullman GLEN MEADOW	PRR CASCADE LEDGE (10-5 sleeper)
SAL BIRMINGHAM (10-6 sleeper)	Pullman GLEN TANA	PRR STATEN ISLAND (21-roomette slpr.)
SAL COLUMBIA (10-6 sleeper)	NYC ELKHART COUNTY (13DB)	ATSF KAIBITO (4-2-4 sleeper)
SAL 6241 (coach)	Pullman POPLAR BLUFF	Pullman DOVER HILL
SAL 6228 (coach)	Pullman POPLAR PLACE	PRR CASCADE FALLS (10-5 sleeper)
SAL 6238 (coach)	Pullman GLEN MORGAN	PRR PETER SCHOENBERGER (21 roomette)
SAL 6112 (diner)	SAL 227 (diner)	NYC LAKE COUNTY (13 double-bedroom)
PRR 4064 (coach)	Pullman POPE	PRR IMPERIAL VIEW (4-2-4 sleeper)
SAL 6209 (coach)	Pullman POPLAR MANOR	PRR IMPERIAL POINT (4-2-4 sleeper)
SAL 6226 (coach)	SAL 6240 (coach)	
SAL 6230 (coach)	SAL 6400 (coach-obs.)	
SAL 6602 (observation-lounge)		

Seaboard's northbound Silver Star, meanwhile, operated in two sections:

1st 128	2nd 128
PRR 4858 (GG1 electric)	PRR 4872 (GG1 electric)
SAL PINEHURST (4-4-5-1 sleeper)	SAL ORLANDO (10-6 sleeper)
RF&P ESSEX (10-6 sleeper)	SAL HENDERSON (4-4-5-1 sleeper)
Pullman DOVER FORT (6 bedroom-lounge)	SAL OCALA (11 double bedroom sleeper)
SAL 6111 (diner)	SAL WEST PALM BEACH (10-6 sleeper)
SAL 6218 (coach)	SAL RED MOUNTAIN (6 bedroom-lounge)
SAL 6401 (coach-lounge)	SAL 6110 (diner)
RF&P 854 (coach)	PRR MORROW BROOK (12-5 sleeper)
SAL 6247 (coach)	Pullman ELM CREST
RF&P 520 (coach)	SP 8458 (Pullman)
RF&P 529 (coach)	Pullman POPLAR GORGE
from St. Petersburg	PRR 4054 (coach)
(last two cars added at Richmond)	RF&P 861 (coach)
	SAL 6200 (coach)
	RF&P 850 (coach)

ON THE SCENE (Continued from Page 8)

The southbound Silver Star, operating in one section, had the following consist (Train 127):

PRR 4897 (GG1 electric), PRR SCHUYLKILL RAPIDS and ALEXANDER M. BYERS (both 10-6 sleepers), SAL HIA-LEAH (11 double-bedroom sleeper), PRR BUCKS COUNTY (10-6 sleeper), SAL STONE MOUNTAIN (6 bedroom-lounge), SAL RICHMOND (10-6 sleeper), SAL 6100 (diner), SAL CEDARTOWN (4-4-5-1 sleeper), SAL PORTSMOUTH (10-6 sleeper), SAL 6249 (coach), SAL 6114 (diner), and PRR 4066, SAL 6236, PRR 4059, SAL 6231 and RF&P 524 (all coaches).

Seaboard's Silver Comet at Atlanta and Birmingham operated as part of a Pennsy train north of Washington. For the record, the cars noted this day were:

<u>Silver Comet (northbound)</u>	<u>Silver Comet (southbound)</u>
SAL 6229 (coach)	SAL 6500 (coach-lounge)
SAL 845 (coach)	SAL 6203 (coach)
RF&P 542 (coach)	RF&P 853 (coach)
PRR 4004 (coach)	SAL 6246 (coach)
SAL 6301 (tavern-coach)	SAL 6227 (coach)
RF&P 522 (coach)	RF&P KING & QUEEN (10-6 sleeper)
RF&P KING WILLIAM (10-6 sleeper)	

Atlantic Coast Line ran the East Coast Champion and West Coast Champion as separate trains, each in two sections on this day, with 1st 104 and 2nd 104 from Miami and 1st 100 and 2nd 100 from St. Petersburg. The consists were as noted:

<u>1st 104</u>	<u>2nd 104</u>
PRR 4891 (GG1 electric)	PRR 4895 (GG1 electric)
FEC HALIFAX RIVER (baggage-dorm)	ACL ---- (baggage)
ACL 249 (coach)	Pullman OAK TREE
ACL 220 (coach)	Pullman ELM QUEEN
ACL 241 (coach)	Pullman GLEN POND
FEC SALERNO (coach)	Pullman MOORE
ACL 203 (coach)	Pullman GLEN NESS
FEC VERO BEACH (coach)	PRR CASCADE RAPIDS (10-5 sleeper)
ACL 251 (tavern-lounge)	ACL 127 (kitchen-dormitory)
ACL NEWARK (diner)	ACL ST. PETERSBURG (dining room)
ACL 229 (coach)	Pullman POPLAR PARK
ACL VIRGINIA BEACH (sleeper-lounge)	Pullman GLEN DALE
PRR IMPERIAL TREES (4-2-4 sleeper)	FEC URUGUAY (21-roomette sleeper)
PRR IMPERIAL TRAIL (4-2-4 sleeper)	Pullman GLEN CEDAR
ACL TALLADEGA (diner)	
RF&P SPOTSYLVANIA COUNTY (10-6 sleeper)	
FEC HONDURAS (10-6 sleeper)	
FEC ORIENTE (10-6 sleeper)	
PRR GOVERNORS ISLAND (21 roomette slpr.)	
ACL COLLETON COUNTY (10-6 sleeper)	
<u>1st 100</u>	<u>2nd 100</u>
PRR 4841 (GG1 electric)	PRR 4857 (GG1 electric)
ACL 103 (baggage-dorm)	PRR 4019 (coach)
RF&P 706 (coach)	RF&P 811 (coach)
ACL 1080 (coach)	PRR 4047 (coach)
ACL 211 (coach)	FEC NEW SMYRNA BEACH (coach)
ACL 1074 (coach)	ACL ALABAMA (tavern-lounge)
ACL 1081 (coach)	FEC FORT RIBAUT (diner)
ACL 1115 (coach)	RF&P 806 (coach)
ACL 209 (coach)	RF&P 704 (coach)
ACL 128 (kitchen-dormitory)	Pullman DUMAS
ACL WINTER HAVEN (dining room)	SP 8450 (Pullman)
ACL FLORIDA (tavern-lounge)	Pullman POPLAR LEAF
ACL 1071 (coach)	Pullman GLEN TARSAN
ACL 236 (coach)	ACL BOSTON (diner)
ACL 1113 (coach)	Pullman GLEN ASHDALE
ACL 1070 (coach)	Pullman GLEN MEDAIL
ACL 1083 (coach)	Pullman GLEN HURON
ACL SUMTER (diner)	Pullman GLEN ALLEN
ACL 214 (coach)	Pullman GUONDO
ACL 224 (coach)	
ACL 235 (coach)	

ON THE SCENE (Continued from Page 9)

Meanwhile, the Florida Special also had interesting consists, and we'll show below northbound 1st 106 and 2nd 106, and southbound 107.

1st 106	2nd 106	107
PRR 4931 (GG1 electric)	PRR 4822 (GG1 electric)	PRR 4937 (GG1 electric)
ACL 2005 (baggage-dorm)	ACL 275 (coach)	FEC ST. JOHNS RIVER (baggage-dorm)
FEC PAHOKEE (coach)	FEC DANIA (coach)	ACL 232 (coach)
FEC ST. AUGUSTINE (coach)	FEC STUART (coach)	ACL 246 (coach)
FEC HYPOLUXO (coach)	FEC BOYNTON (coach)	ACL 210 (coach)
FEC JACKSONVILLE (coach)	FEC WABASSO (coach)	PRR 4028 (coach)
ACL 254 (tavern-lounge)	FEC POMPANO (coach)	FEC SOUTH BAY (diner-lounge)
ATSF BACOBBI (4-2-4 sleeper)	FEC COCOA-ROCKLEDGE (coach)	ATSF SEBOYETA (4-2-4 sleeper)
ATSF JADITO (4-2-4 sleeper)	RF&P 812 (coach)	ATSF HASTA (4-2-4 sleeper)
NYC IMPERIAL STATE (4-2-4 sleeper)	FEC MELBOURNE (coach)	PRR IMPERIAL RANGE (4-2-4 slpr.)
PRR IMPERIAL PASS (4-2-4 sleeper)	ACL GEORGIA (tavern-lounge)	PRR IMPERIAL FLEET (4-2-4 slpr.)
FEC FORT MATANZAS (diner)	ACL PORT TAMPA (kitchen-dorm)	FEC FORT DALLAS (diner)
ACL VOLUSIA COUNTY (10-6 sleeper)	ACL 125 (dining room)	ACL MYRTLE BEACH (bedrm-lounge)
NYC NESHANNOCK RIVER (10-6 sleeper)	ATSF NAVA (4-2-4 sleeper)	PRR HURON RAPIDS (10-6 sleeper)
FEC COLOMBIA (10-6 sleeper)	NYC IMPERIAL DOME (4-2-4 slpr.)	PRR FRENCH RAPIDS (10-6 slpr.)
PRR RAPIDS (10-6 sleeper)	PRR CASCADE MANTLE (10-5 slpr.)	PRR TIOGA RAPIDS (10-6 sleeper)
ACL BRYAN COUNTY (10-6 sleeper)	PRR PINE FALLS (bedroom-lounge)	SOU RIVANNA RIVER (10-6 slpr.)
	NKP CITY OF FORT WAYNE (10-6 slpr.)	PRR HUDSON COUNTY (10-6 slpr.)
	SOU WARRIOR RIVER (10-6 sleeper)	

In addition, ACL and SAL each had a major standard train (the Havana Special and Palmland) and the Pennsy itself was running numerous extra sections on both corridor and east-west trains. The good old days!

My notes also tell me that on September 13, 1970, Reading ran a standard train from Reading Terminal to West Trenton, consisting of Alco RS3's 468 and 464, and coaches 1535, 1534, 2016, 2000, 2013 and 1526.

HAGERSTOWN ENGINES MUST VACATE WESTERN MARYLAND ROUNDHOUSE

CSX last month ordered the owners of two steam locomotives stored in the former Western Maryland roundhouse at Hagerstown, MD to vacate the building by the end of February. CSX plans to demolish the classic structure, once the heart of WM's locomotive facilities.

The two engines, which have been stored in the Hagerstown roundhouse for several years, are ex-Chesapeake & Ohio 4-8-4 #614 and ex-Reading 4-8-4 #2100. The 614, owned by Ross Rowland Jr.'s Steam Locomotive Corp. of America, will be moved to a new storage site in Cumberland, MD.

The 2100, built at Reading in 1945 and recently rebuilt in Hagerstown at a cost exceeding \$500,000, is owned by the 2100 Corp. which is controlled by Richard Kughn of Detroit, president of the Lionel Corp. Reportedly, the freshly outshopped locomotive will soon operate on a break-in freight run this month out of Hagerstown, and later may be moved to Reading for possible excursion service in that area.

AMTRAK ISSUES ITS 1989 TRAVEL PLANNER

"Amtrak's America," a colorful 90-page travel planning guide for the 1989 season, is now available. "There is something about a train that's magic" is Amtrak's catch phrase to describe rail travel on its system, and this guide is sure to make you want to climb aboard. It contains a complete description of all Amtrak routes and name trains, together with "Great American Vacation" tour packages.

Copies of the Travel Planner can be picked up at Amtrak passenger offices in 30th Street Station and the Four Penn Center building at 16th & JFK Blvd. in Philadelphia. For further information, call Amtrak at 1-800-USA-RAIL.

ASHEVILLE CHAPTER SETS PRE-REGISTRATION FOR 1989 CONVENTION

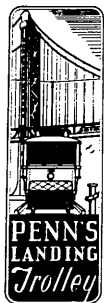
Chapter members planning to attend the 1989 NRHS convention are urged to pre-register prior to March 1, 1989. A special form was included with National Railway Bulletin #5, 1988, recently mailed to members. Pre-registration is \$10.00 per member, and assures First Class mailing of the convention brochure as well as a ticket to Greenberg's Train Show, which will appear in Asheville, NC during the convention period.

Members should complete their pre-registration form and send with remittance, payable to Asheville Chapter, NRHS, and mail to: Asheville Chapter, NRHS Convention Center, P. O. Box 16854, Asheville, NC 28816. "Trains to Match the Mountains" is the theme of this year's convention, to be held July 18-23, 1989. A special, steam-powered train will be operated from Alexandria, VA to Asheville and return for the convenience of conventioners.



PENN'S LANDING TROLLEY GETS ONE-YEAR REPRIEVE

The City last month informed Buckingham Valley Trolley Association that the Penn's Landing trolleys may continue to roll on Delaware Avenue for another season. Earlier, BVTA had been notified that it must vacate the car storage facility on Pier 9 North by this March.



Primary reason for the extension was the January announcement by Philadelphia Developer Willard G. Rouse III that he was abandoning his grandiose plan to build a new hotel-tourist complex in the Penn's Landing area along the Delaware River. The plan seemingly had no provision for retaining the popular trolley operation.

One condition of the City's offer, however, is causing concern among BVTA officers. That is a demand to remove BVTA's 20-plus pieces of equipment now in dead storage on the apron of Pier 38 South, in order to allow further development of that structure. Finding a new location to store all of this equipment and moving it within the next few months may prove to be an enormous task.

BVTA, which owns a total of 31 items of rail equipment, intends to continue running its ex-Red Arrow cars 76 and 80 and ex-P&W wooden interurban 46, with the 1989 season to begin around Easter. BVTA last fall acquired from SEPTA a second center-door car, #75, two flatcars and a differential dump car.

PHILADELPHIA CHAPTER MEMBERS TO RECEIVE 25-YEAR PINS

Four Chapter members will receive their 25-year membership pins from NRHS National this year. They are James A. Gillin, Albert E. Meier, Kenneth Paton and John Pawson, all of whom joined the Society in 1964.

Last year, 25-year pins were awarded to Members Richard Avy, J. Raymond Fitzpatrick, Jr., and Robert Mandeville.

To date the following Chapter members have been awarded the coveted gold pins signifying 50 years of continuous membership in NRHS: Harry P. Albrecht, Richard S. Clover, David H. Cope, Earle P. Finkbiner, Hugh R. Gibb, Willard H. Hart, Joseph M. Mannix and Homer J. Stineman.

CHAPTER TO HAVE TABLE AT GREENBERG'S FEBRUARY 18-19

Philadelphia Chapter will be represented with a table at Greenberg's Great Train, Dollhouse & Toy Show scheduled for the grandstand building at Philadelphia Park on Saturday and Sunday, February 18-19. The park is located on Street Road (State Route 132) in Lower Bucks County, and there will be plenty of free parking.

The Chapter will offer items of railroadiana for sale, as well as dispensing membership applications and information for those interested in joining NRHS. The hours will be 11 AM to 5 PM both days, and adult admission is \$4 (children under 12 admitted free with paying adult).

This is the first time that Greenberg's has ventured into the Greater Northeast, the usual location for its three-times-a-year shows being the Civic Center downtown.

NEWCOMEN LIBRARY & MUSEUM IN EXTON IS OPEN WEEKDAYS

The Newcomen Society of the United States, named after Englishman Thomas Newcomen who in 1712 built the first commercially successful steam engine, operates the Thomas Newcomen Library & Museum in Steam Technology and Industrial History. Residents of the Philadelphia area are fortunate that this institution is located nearby, at 412 Newcomen Road in Exton, PA. Though it is not served by public transportation, the museum is just off Ship Road, east of State Route 100. The Ship Road exit from 100 is one mile north of Route 30 and two miles south of the Pennsylvania Turnpike Downingtown exit.

The museum is dedicated to the memory of Newcomen, James Watt, Richard Trevithick, George Stephenson and other pioneers who helped develop steam power for industry and transportation. Its collection includes more than 50 electrically-operated model and full-scale steam engines, including a model of the Civil War-era locomotive General. It also houses a 2,700-volume research library on the history and technology of steam as well as 2,000 19th-Century trade catalogues and other pamphlets.

Admission is free and regular museum hours are 9 AM to 5 PM Monday through Friday. Weekend and evening visits may be arranged by appointment. The telephone number is 215-363-6600.

OFF-CATENARY LEATHERSTOCKING CHAPTER BUYS 2 GG1'S

Leatherstocking Chapter NRHS of Oneonta, NY has purchased two of the remaining ex-Pennsylvania Railroad, ex-Amtrak GG1 electric locomotives for restoration at its museum in Cooperstown Junction, NY, located on the Delaware & Hudson mainline. GG1 #4934 (originally #4917) was acquired from the Wilmington & Western at Marshallton, DE, passed through Philadelphia on CSX December 13 and arrived Cooperstown Junction December 29. The Leatherstocking group also purchased #4932 (ex-4909) from Steamtown last fall.

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