

GNNDERS

August 1990



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Volume 51

Newsletter of the

Number 7

PHILADELPHIA CHAPTER

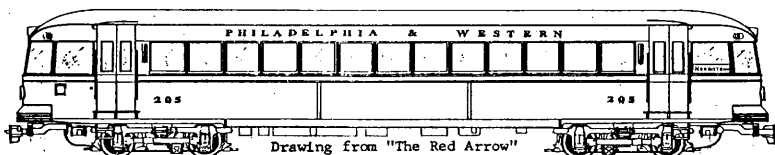
National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

SEATS GOING FAST ON BULLETS' "FAREWELL" EXCURSION AUGUST 19

Only a few seats are left for the two-car "Farewell to the Bullets" excursion on Sunday, August 19, co-sponsored by Philadelphia Chapter NRHS and the Buckingham Valley Trolley Association. Tickets are \$20 per person for the special train, which leaves 69th Street Terminal at 1 PM and returns about 4 PM.



The 13-mile Philadelphia & Western route, now SEPTA's Norristown High Speed Line, will be covered in its entirety--most of it more than once--with numerous photo stops and runbys scheduled. The P&W built the line between 1907 and 1912, with SEPTA assuming ownership in 1970. A total of 26 new state-of-the-art AC-drive cars have been ordered from Asea as part of a multi-million-dollar rebuilding of the line by SEPTA, with the first of those cars now expected on the property late this year.

Only two of the original ten Bullet cars remain in service, and their demise is imminent. Cars 206 and 209 will be retired as soon as the first of five converted Market-Frankford subway-elevated cars is ready for operation. Work is currently going forward on these cars at the 72nd Street P&W shop. Meanwhile, seven sets of former Chicago Transit Authority PCC-type cars continue to provide most of the service on the Norristown High Speed Line, the two Bullets filling in on certain rush-hour and weekend runs.

Bullets 206 and 209 are the last Brill-built cars regularly operating on any U.S. transit system, out of thousands of trolleys and interurban cars constructed by the once-mighty J. G. Brill Company of Philadelphia. The Bullets were officially placed in service by P&W on November 15, 1931.

Tickets may be ordered from Trip Chairman George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "BVTA" or "Philadelphia Chapter NRHS" and enclosing a stamped, self-addressed envelope. To check on availability, telephone George Metz at 215-565-0528.

TAKE THE TRAIN TO SUMMER DINNER ON AUGUST 16

The annual summer dinner gathering of Philadelphia Chapter will be held this year on Thursday, August 16, at the Puffin' Billy Restaurant, located in SEPTA's Philmont station on the West Trenton line. Dinner will be served in the second floor banquet room at 6:15 PM but cash bar service will be available downstairs when guests arrive.

This event follows the alternate-year "Reading side" tradition which Dinner Chairman Bill Wagner has been observing since the dawn of history. Convenient rail service is available to and from Philmont via SEPTA's Route R3. Trains leave Suburban Station in center city at 4:55 and 5:14 PM, arriving Philmont at 5:34 and 5:47, respectively. The latter train is an express to Bethayres, using the Bombardier push-pull equipment. Return trains leave Philmont at 8:02 and 9:02 PM, arriving Suburban Station 8:42 and 9:42, respectively. For those driving, the Puffin' Billy is located on Tomlinson Road just off Philmont Avenue (PA Route 63) east of Bethayres. Ample free parking is available.

The menu will consist of two entrees: beef en brochette and grilled swordfish. Soup, salad, vegetables, rolls, beverage and chocolate mousse for dessert are included. All-inclusive price is \$22 per person, with tax and gratuity factored in.

Please use the order coupon at the bottom of page 13 to reserve your place for this sure-to-be-enjoyable event. You should indicate choice of entree, include check or money order in the appropriate amount made payable to "William C. Wagner" and mail to: William C. Wagner, 271 Norfolk Rd., Warminster, PA 18974-3725. The deadline for reservations is Saturday, August 11, meaning that your reservation and money should reach Bill Wagner by that date so that he can provide an accurate count to the restaurant by Monday morning.

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

CHAPTER OFFICERS:

President.....	F. G. Tatnall, Jr.
Senior Vice President.....	Michael L. Burshtin
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Secretary.....	Sheila A. Dorr
National Director.....	Peter M. Senin
Historian.....	Larry DeYoung
Editor.....	R. L. Eastwood, Jr.

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Down Town Club, 11th Floor, Public Ledger Building, 6th Street below Chestnut, Philadelphia, PA Dinner at Club 6 PM (\$18 per person)

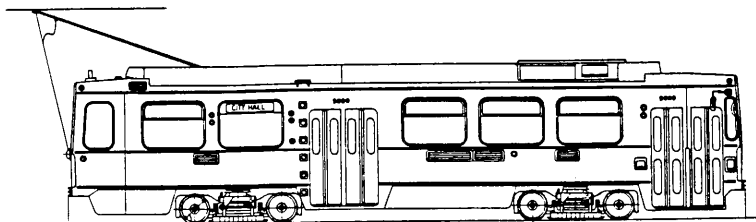
ANNUAL MEMBERSHIP DUES: \$22 per person, which includes Chapter and National dues. Chapter-only dues \$11.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent Society is a requirement to hold Chapter membership.

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

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

SEPTEMBER 30 EXCURSION TO MARK DECADE OF KAWASAKI TROLLEYS



Philadelphia Chapter will sponsor an excursion with SEPTA's Kawasaki-built trolleys on Sunday, September 30, marking the tenth anniversary of these highly-reliable cars on the streets of Philadelphia.

The unusual two-car excursion special will leave Elmwood depot at Elmwood & Island Avenues in Southwest Philadelphia at 12 Noon, then cover much of the trackage of the five subway-surface routes as well as a portion of Route 15-

Girard Avenue. (The latter is normally operated with PCC cars.) A runthrough at Callowhill depot will be included and return to Elmwood will be about 6 PM via the "diversion route" from 40th & Market Streets.

Tickets may be ordered for \$20 per person from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Please enclose a stamped, self-addressed envelope.

CHAPTER MEMBERS TURN OUT TO WORK ON FP7 DIESELS



Chapter members lend a hand on the restoration of ex-Reading FP7's 903 (left) and 902 during the rainy May 26 work session at Amherst Industries, Landisville, PA. The 903 is owned by Philadelphia Chapter and 902 by Lancaster Chapter.

-PHOTO BY FRANK TATNALL



A total of 12 Philadelphia Chapter members turned out for work sessions May 26-27 at Amherst Industries, Landisville, PA, during which the two former FP7 diesel locomotives were further prepared for painting and operation. In addition, several members of Lancaster Chapter were on hand to work on the two units, #902 and 903, owned respectively by the Lancaster and Philadelphia Chapters.

Despite rain on Saturday, considerable progress was made in removing rotted side panels, scraping of steel surfaces and detaching of unneeded pipes related to the now-obsolete steam system. The shop forces of Amherst will be contracted to fabricate new steel panels to replace the deteriorated "plymetal" panels which were removed.

Those on hand one or both days were: Mike Burshtin, John Burke, John Cassidy, Elliot Engels, Joe Flagler, Harry Garforth, Mike Hopkins, Bruce Irvin, Dan Knouse, Paul Kutta, Bob Morris and Frank Tatnall. Mike Burshtin is serving as project manager for the restoration project. Joe Flagler furnished a much-needed impact wrench operated from the air compressor on his truck. A Lancaster member provided a cutting torch which was useful in removing a number of stubborn bolts.

Some of the volunteers journeyed to Landisville on two subsequent weekends, as the day approaches when the two 1950-vintage locomotives will again be resplendent in their original green, yellow and black passenger paint scheme. The diesel prime movers are already in good operating condition.

Future work sessions on the units are being scheduled now, and anyone wishing to assist in this effort is asked to call Mike Burshtin at 609-697-3829 (home) or 215-580-4239 (work) to coordinate schedules.

PIONEERS RUN "FAREWELL" SPECIAL TO LANCASTER



Philadelphia Chapter's June 3 "Farewell to the Pioneers" excursion pauses for a photo stop at Wynnefield Avenue station, on SEPTA's now-single-tracked Ivy Ridge line in Philadelphia. The 1958 Budd-built cars were retired at the end of June.

-PHOTO BY FRANK TATNALL

MOVEMENT PERMIT FORM D			
FORM D NO. <u>S401</u>	FORM D NO. (S): _____	DATE <u>6-3</u> , 19 <u>90</u>	
DELIVERED TO _____		TO <u>C & E EXTRA 248 WEST AT JEFF</u>	
		VIA <u>A TOWER</u>	
DO NOT EXCEED			
1. _____ LINE	TRK _____	BETWEEN _____	SPEED SIGNS DISPLAYED PSIG/FT/YES NO
2. OPERATE IN BOTH DIRECTIONS ON <u>SINGLE</u> TRK BETWEEN <u>JEFF</u> AND <u>CYNWYD</u> TO PROCEED PAST STOP SIGNALS AT _____ ACCORDING TO CLEAR BLOCK INDICATIONS RECEIVED.			
3. TRAINS ON TRACK CARS AHEAD _____			
4. _____ TRK OUT OF SERVICE BETWEEN _____ AND _____ BUT MAY BE USED WITH AUTHORITY OF _____			
5. _____ LINE _____ TRK OBSTRUCTED FOR MAINTENANCE BETWEEN _____ AND _____			
6. HRS RULES IN EFFECT ON _____ TRKS BETWEEN _____ AND _____			
7. INT. AND OF SIGNALS OUT OF SERVICE ON _____ TRKS AT _____			
8. REMAIN AT _____ ON _____ TRK UNTIL ENGINE ARRIVES TO ASSIST.			
9. OPERATE AT RESTRICTED SPEED ON _____ TRK TO _____ WHERE TRAIN IS DISABLED.			
10. TBS IN SERVICE AT _____			
11. CSS RULES OUT OF SERVICE ON _____ TRKS BETWEEN _____ AND _____			
12. FORM D NO. _____ DATED _____ 19 _____ IS CANCELLED.			
13. OTHER INSTRUCTIONS / INFORMATION _____			
TIME EFFECTIVE <u>1046 A.M.</u>		TRAIN DISPATCHER <u>WINDER</u>	

Budd Company's unique Pioneer III MU cars--often unrecognized by railfans and commuters alike--enjoyed a final day in the limelight on Sunday, June 3, when Philadelphia Chapter operated its "Farewell to the Pioneers" excursion over SEPTA and Amtrak lines. At the end of June, SEPTA permanently removed the 32-year-old cars from service because they lack the automatic train control equipment which became mandatory on July 1.

The four-car special, made up of #248-247-244-246, departed from track 1 Lower Level of 30th Street Station on schedule at 10:30 AM. The SEPTA crew consisted of two Chapter members--Engineer Larry Ryan and Conductor John Ciavatta. Proceeding through "Zoo" interlocking the train diverged onto SEPTA's lightly-used Ivy Ridge Line, a stub of the Pennsylvania Railroad's abandoned Schuylkill Branch to Pottsville and beyond. Ryan then received the "Form D" movement permit by radio before the train entered single-track territory to Cynwyd station.

Once there, most of the 150 passengers got off to photograph the special as it moved north to the barricade which marks the end of operable track. The sun even made an appearance, as it did from time to time during this hazy, warm day. Next, a runby was executed at nearby Bala station, after which the passengers re-boarded for the short run to Wynnefield Avenue where another photo stop was made. The train then began its trip to International Airport, but a problem arose during the reversing procedure at "Schuylkill" interlocking on the grade between 30th Street and Suburban Stations. A tree branch had become lodged in the pantograph of car #246 on the Ivy Ridge Line, and when the pan depressed under low wire at "Schuylkill" a short circuit "shot the line" and cut off traction power. But quick action by Jim Behrle, the SEPTA electrician assigned to the train, had the special moving again in a few minutes and arrival at the Airport was virtually on time at 12:20 PM. This was the first time the Pioneers had ever ventured onto the Airport Line.

After the passengers had eaten lunch at the various pricey emporiums in Terminals D and E, the Pioneers got underway again at 1:35. A SEPTA switchman, stationed at 60th Street because of the newly-inaugurated Amtrak airport service, opened the hand-thrown switch to the escape track leading to Amtrak's Corridor and the train entered the mainline at "Phil" interlocking. The special ran through the Lower Level of 30th Street and on to "Zoo," where it turned west on the Harrisburg line. A 15-minute stop was made at Overbrook while riders photographed Amtrak train 609, powered by AEM-7 #939, passing the Pioneers at the City Avenue overpass. Another photo opportunity was staged at Downingtown station before the special regained speed for the run to Lancaster.

The 3:47 PM arrival at the former PRR station in Lancaster capped SEPTA's first revenue excursion beyond its operating territory, but was "deja vu" for the Pioneers which in PRR days often operated through Lancaster enroute to Harrisburg. Within minutes of the special's arrival, the three-hour-late Broadway Limited, train #40 from Chicago, pulled in behind F40PH #395 and a sister unit.

After a flurry of shutter snapping by alert excursionists, the Pioneers proceeded west a half mile to "Cork" interlocking, crossed over and returned to the eastward platform. Everyone climbed on board and the special set out for Philadelphia at a brisk pace, passing the Strasburg Rail Road steam train at Leaman Place with 2-10-0 #90 on the point. Gliding along the welded rail east of Parkesburg, the elderly Pioneers had no trouble in maintaining their maximum authorized speed of 75 mph. Then, as the train arrived at Paoli to discharge passengers, the westbound Broadway Limited was spotted on the opposite side with five American European Express luxury cars bringing up the rear.

(Continued on Page 10)



FRANK G. TATNALL, JR.

SEPTA's four active Pioneer III cars have rolled into the sunset as advertised, the victims of new automatic train control regulations which took effect July 1. The 1958-vintage Budd-built MU's performed well on Philadelphia Chapter's June 3 "farewell" trip (see page 2), having emerged from Paoli shop just three days earlier following treatment for various ailments. After the excursion the cars--#244, 246, 247 and 248--again visited Paoli shop, then returned to a favorite assignment as Doylestown expresses 6595 and 6596. During the last two weeks of June they did not miss a trip, making their final run from Doylestown to center city on Friday morning, June 29. For a curtain call they operated as Paoli local #9557 leaving Suburban Station at 4:56 that afternoon. A number of fans rode the head car, #246, which sported the Chapter's FAREWELL sign above the customary blue "R5 Paoli" sign in the front cab window. As noted in Gerry Williams' column appearing in July Railpace, a touch of nostalgia was added by the PENNSYLVANIA legend still visible on the letterboards of the cars.



Unforeseen was the massive power outage which struck the same evening (see below), disabling a number of Silverliners. The Pioneers were deadheaded back to Wayne shop where their lightning arresters were stripped off for use as replacements. They were still parked at Wayne on Sunday morning, July 1, when the requirement for automatic train control equipment took effect. The main reason for retiring the cars at this time was SEPTA's decision not to outfit them with ATC, thus they were stranded 26 miles from their home base. SW1200 diesel #52 towed the four back to Paoli on July 3. Now, along with sister #245, the cars are stored awaiting removal of their transformers and possible conversion into non-powered coaches for push-pull service.

The train control apparatus installed by SEPTA is the Harmon Electronics Ultra-Cab system with audible alerter. All Silverliners are also being modified with white indicator lights mounted on the sides of the carbody, which when illuminated show the crew that the ATC system is operating properly. This will occur only in ATC-equipped cab signal territory, which includes all Northeast Corridor trackage and SEPTA's lines between Secane, 30th Street and Wayne Junction. Locomotives running in this territory must also be equipped with the side indicator lights. At the July 1 deadline, all but 12 of SEPTA's active Silverliner II, III and IV MU's had received the ATC equipment. These changes were mandated by a Federal Railroad Administration ruling, which in turn was the result of Federal safety legislation enacted in the wake of the collision of three CONRAIL locomotives with an AMTRAK passenger train near Chase, MD on January 4, 1987, in which 16 persons died.

June 29 was a very bad day for SEPTA, AMTRAK and NJ TRANSIT. The 1:22 PM derailment of the Montrealer at "Zoo" interlocking was followed at 6:23 that evening by a power failure on the Northeast Corridor between Bristol, PA and New York. The derailment caused delays to SEPTA R7 and R8 trains averaging 15 minutes, and the power problem halted service on the R7 Trenton line for nearly two hours. Then, an apparently unrelated outage at 9:20 PM knocked out all SEPTA service between "Zoo" and the phase break just north of the center city tunnel, with more than 30 trains delayed or annulled. A power surge of unusual intensity blew out the lightning arresters on 31 Silverliners, devices which normally are not replaced during the life of the car. An emergency shipment of arresters was needed to get the cars back in service (along with those stripped from the Pioneer III's).

Track and catenary work is going forward on several SEPTA lines this summer. Welded rail is to be laid by a contractor on the Mainline #1 track from Fort Washington to Gwynedd Valley, after delivery of the rail in two DELAWARE & HUDSON trains June 3 and 17. Originating at the D&H welding plant at Oneonta, NY, the first train consisted of 35 specially-equipped flatcars hauled by GP30-2 #7408 and SUSQUEHANNA B40-8 #4004. A total of five miles of rail will be installed this year, starting July 14, with single-tracking in effect on weekends between Oreland and Ambler. Work is also being carried out on weeknights.

Meanwhile, over on the Chestnut Hill West Line replacement of the aged catenary between North Philadelphia and "Cresheim" began June 2. A temporary R8 timetable was issued effective June 10 restructuring weekday service for single-track operation in the Midvale area, and eliminating all Saturday and Sunday trains to the Hill until next April. There is no substitute bus service provided..... Surfacing work is in progress on the Norristown Line. Starting May 24 four midday R6 roundtrips were annulled between North Broad and the Norristown Transportation Center. All midday service was eliminated to Elm Street station, with buses substituted only between Elm Street and NTC. This will continue through the middle of August.

"Manayunk bridge is falling down." So said the Daily News in reporting that SEPTA's massive concrete-arch bridge across the Schuylkill is crumbling, which has forced SEPTA to install safety netting above Main Street, Green Lane and the Expressway to catch errant chunks of concrete. The 72-year-old viaduct is on an unused section of the R6 Ivy Ridge Line, but was originally part of the Pennsy's 100-mile-long Schuylkill branch now mostly abandoned. SEPTA says it would cost at least \$15 million to repair the bridge for rail use.

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

.....Work continues on installing full-length high-level platforms at the new Fern Rock Transportation Center, adjacent to Fern Rock yard of the Broad Street subway. Beginning in 1992, this station will be the transfer point for R2, R3 and R5 passengers enroute to and from center city while the Mainline is closed for replacement of deteriorated bridges in North Philadelphia. Chestnut Hill East passengers will be bused to the West Line and Fox Chase riders will likewise be bused to the high-speed transit lines, though no decision has been made regarding the Norristown Line. SEPTA issued a flyer in May explaining the Fern Rock project..... The Federal government has awarded SEPTA \$52 million toward the total \$350-million cost of the Mainline renewal project between Brown Street and Wayne Junction, according to an announcement from the office of Congressman William H. Gray III of Philadelphia.

The last two of 58 SEPTA Silverliners overhauled at Morrison-Knudsen's Hornell (NY) shop returned on May 29.....Blueliner 9125 has been sent to Frazer shop to be converted to a cab car for wire train service....."Twilight time for the Blues" was the title of a short article in SEPTA Lines for June, in which Engineer and Chapter Member Vince Jakubowski is interviewed about the end of the historic Blueliners. "I'm just sorry to see them go," said Vince.....METROPOLITAN TRANSPORTATION AUTHORITY track geometry car TC-80 was working the SEPTA Mainline in Philadelphia during the week of May 21.....General Electric 65-ton diesel #55 has been transferred from Frazer to Wayne Electric shop, but will be assigned to Fern Rock as shop switcher..... Paoli shop workers and their families enjoyed a picnic near Reading June 30 at which 18 retirees were honored (Wayne Bode).

SEPTA is now referring to its proposed commuter rail service between Morrisville and Downingtown (see April Cinders) as the "Cross County Metro." Eugene Skoropowski, SEPTA's assistant general manager for planning & development who conceived the plan, told the press that SEPTA is also looking at the idea of a light rail line in the median of the new Interstate 476 (Blue Route) in Delaware County. "We're sitting on what I consider a potential gold mine," Skoropowski told the Norristown Times Herald, though he admitted that SEPTA has no funds for either project.....Philadelphia Electric now owns the unused catenary structures and transmission wires along CONRAIL's Morrisville Line between Morrisville and Norristown, and may remove them. This is the route of the proposed Cross County Metro.....Skoropowski has taken strong exception to an article in the May issue of Delaware Valley Rail Passenger, published by DVARP of which he's a member. The article suggested that SEPTA does not need to invest in more push-pull trains (it proposes to double the present fleet of 35 coaches and seven locomotives), but Skoropowski defended the plan in an unsigned "op-ed" piece in the July DVRP.

SEPTA did not get its Claymont (DE) station reopened in June as expected, but Delaware DOT plans to complete the \$187,000 facility sometime this summer (DVRRP).....The City has announced that it will build a \$250-million terminal at the east end of International Airport, to be known as Terminal F. (Such a designation has long been shown in SEPTA's Airport Line operating timetable.) US Air will lease the new facility..... Planning for the \$500-million convention center in Philadelphia has bogged down because of a dispute with the Reading Company over use of the Reading Terminal trainshed, as well as a lawsuit filed by contractors challenging the Convention Center Authority's minority contracting program. The agency's executive director said that he hopes most of the center can be opened in early 1993--six months behind schedule--but that opening of the grand entrance through the trainshed will be delayed even further.....Rodney Fisk, the Princeton (NJ) entrepreneur who wants to build a network of privately-operated commuter trains, has cut back his proposed Jenkintown-North Jersey service to originate at West Trenton instead. DVRRP reports that SEPTA is not interested in the scheme but that NJ TRANSIT supports it.

SEPTA is carrying out its plan to remove the trucks from five PATH "K" cars and place them beneath single-unit Market-Frankford cars for interim use on the Norristown High Speed Line. Delivery of the prototype AC-drive cars from AMTRAK's Beech Grove (IN) shop has now been pushed back to November--nearly a year behind schedule. MSFE cars 601 and 602 were moved to the 72nd Street P&W shop on May 31 to await arrival of the first PATH trucks, and #601 made a test run to check clearances on June 30. It is not nearly ready for service, however, because all of the trucks must be reconditioned at the Delaware Car shop in Wilmington before their permanent application to the cars. The 1960-vintage Budd-built cars to be diverted to the P&W, in addition to #601 and 602, are 605, 609 and 619 (with 631 to be used for parts). The "K" cars to be purchased from PATH are #1200, 1202, 1230, 1231 and 1233, all built by St. Louis Car in 1958. (The first two were originally owned by the Pennsylvania Railroad as its class MP51.) With two of the new carbodies already at Beech Grove, manufacturer SOREFAME of Portugal will soon begin shipping the other 24 bodies to the U.S. for assembly and projected delivery during 1991. Meanwhile, the two surviving Bullets remain in regular operation, the only one-man cars still available for service. The new timetable issued June 18 lengthens Saturday headways from 20 to 30 minutes, the same as on Sundays.

In recent weeks SEPTA's financial outlook has grown even worse (if that's possible). A massive effort to amend the State Constitution to allow a portion of gasoline tax receipts, registration and operators' fees to be used for mass transit never got off the ground in Harrisburg. On June 27 the House narrowly defeated a proposal to begin the amendment process, as six Republicans from Philadelphia and four from the suburban counties voted against it. Thus, one of SEPTA's brightest hopes for a predictable funding base came to naught, with little prospect now that it can be implemented before 1993 at the earliest. Another plan by Philadelphia legislators to help SEPTA, giving the City permission to levy up to a one-percent sales tax for transit purposes, never reached a vote.

PHILADELPHIA EXPRESS (Continued from Page 5)

While the State has substantially increased its subsidies to SEPTA over the past few years (to \$299.7 million in the \$12.3-billion general fund budget for Fiscal Year 1991), Governor Casey has been taking considerable heat for not doing more. While in Philadelphia on June 22, U.S. Transportation Secretary Samuel K. Skinner called Casey a "crybaby" for trying to shift the blame for SEPTA's predicament to Washington. Skinner, in town to announce a \$52-million Federal grant to SEPTA for the Railroad Division bridge project, was reacting to Casey's well-publicized refusal to support any new taxes in this election year, or to use gasoline taxes to fund mass transit.

Then, on July 12, Casey's Republican gubernatorial opponent, Barbara Hafer, held a news conference in Suburban Station to lend her support to a six-cents-per-gallon increase in the State gas tax, two cents of which would be dedicated to mass transit. The same week Congressman William H. Gray, Democrat of Philadelphia, and Curt Weldon, Republican of Delaware County, gained House approval of their bill to withhold 25 percent of Federal highway funding to large states that do not provide a "dedicated tax-based source of funding for mass transit" (see April Cinders). Pennsylvania is the only state which fits this description, and the legislation has set off a howl in Harrisburg.

SEPTA's board voted 7-3 on May 23 to again raise fares, effective Sunday, May 27. Though generally lower than those first proposed in February, the increases included a boost in the nation's highest cash transit fare from \$1.25 to \$1.50, tokens from \$1 each in lots of five to \$1.05 each in lots of two, a 25-cent hike in rail zone fares and higher prices for TransPasses and TrailPasses. A concession by SEPTA allowed riders to pay a cash fare of \$1.05 when tokens were not available at subway-elevated stations, a partial response to widespread complaints of token shortages. The routine legal challenge by consumer groups was denied by a Common Pleas Court judge, who allowed the new fares to take effect as scheduled and later upheld them in a decision released on July 3. This was much faster action than the nine-month court hassle over the fare increase announced in April 1989 but not made effective on the City Transit Division until January 1990. The new fares, together with service cuts still to come, are intended to balance SEPTA's FY 1991 operating budget of \$667.3 million.

Last April the SEPTA staff drew up a possible hit list of routes which could be eliminated to help balance the budget, in lieu of higher fares. Now, distilled out of that list are five minor bus routes to be cut, together with the discontinuance of Sunday service on the R8 Fox Chase rail line. Taken together, the cuts would save about \$414,000 per year. They will be the subject of public hearings August 7-9. More draconian service reductions may be expected if the City follows through with a threat to withhold its annual \$45-million subsidy to SEPTA unless the State approves additional taxing authority (see above).

SEPTA held a hearing July 20 to consider its badly-underfunded FY 91 capital budget of \$381.7 million, and the ten-year "Action Plan" capital program which SEPTA now estimates will cost \$4.5 billion (a billion-dollar increase over the figure announced last year). The two largest items in the ten-year plan are the ongoing \$613.5-million reconstruction of the Frankford el and the \$354.1-million replacement of rail bridges and facilities in North Philadelphia. Both of these projects will be fully funded but most other items in the 1991 "wish list" will not. Last year SEPTA proposed about \$400 million in capital spending but actually received only \$132 million; for the new budget it anticipates only \$125 million. SEPTA said the \$4.5-billion long-range program breaks down as follows: \$1.9 billion for rail transit, \$1.4 billion for commuter rail, \$900 million for bus and \$300 million for multimodal projects.

Of further concern to SEPTA and other transit agencies is the Americans with Disabilities Act, approved by Congress last month. In addition to prohibiting employers from discriminating in the hiring and treatment of disabled persons, the new law requires that "public accommodations"--including transit--be made accessible to the handicapped. All new transit vehicles must be wheelchair-accessible and key transit stations must be made accessible within three years (all AMTRAK stations within 20 years). ADA is being called the most sweeping civil rights measure in a quarter-century.

SEPTA revealed in June that extensive repair work will be needed to correct the heavy water damage to the Market Street el west of 44th Street. Together with structural improvements needed in the Market Street and Broad Street subway tunnels, SEPTA is estimating the project cost at \$55 million.....Buses are substituting for trolleys on Route 23 until September because of construction work along Germantown Avenue and in center city. Route 56 will continue to be bused until at least November, due to the huge washout on Erie Avenue east of Kensington caused by a water main break. SEPTA is building a transitway on Erie Avenue east of Broad Street, with the Route 56 tracks encased in a concrete median.....SEPTA's ten-year capital plan calls for \$115 million to be spent on infrastructure improvements to the three North Philadelphia surface rail lines and \$105 million for the purchase of light rail vehicles for those lines.....A power outage east of 30th Street halted subway trolley service at 9 AM on June 4. After power was restored a westbound Route 36 car rear-ended a Route 10 trolley at the 22nd Street station, slightly injuring two passengers.

A private plane crashed alongside the Norristown High Speed Line on June 16 near the Blue Route overpass in Radnor Township. Construction workers pulled the injured pilot and two passengers from the wrecked craft just before it exploded in flames. On its descent the plane snapped electric transmission wires, knocking out the rail line and the surrounding area from 3 to 5:15 PM.....SEPTA held its annual Rodeo bus driving contest July 28 at the Veterans Stadium parking lot.....Delaware Valley Regional Planning Commission has received a \$200,000 grant from Uncle Sam to study SEPTA's importance to the Delaware Valley economy.....The Montgomery County Planning Commission has issued a transit map of the county. The map, which folds out to 24x36 inches, is available free from the Commission in Norristown.....In June police arrested a North

PHILADELPHIA EXPRESS (Continued from Page 6)

Philadelphia shopkeeper and charged her with encouraging young hoodlums to steal jewelry from subway passengers--and paying their fares to get on the trains.....A West Philadelphia woman was charged with filing a fraudulent claim for injuries she said were sustained in an April 1988 trolley accident, but witnesses told investigators she was nowhere near the scene. If convicted, she faces an eight-year prison term.....Until August 1 SEPTA was redeeming old tokens, those made obsolete with introduction of the new silver tokens in May.



At 1:22 PM on a sweltering June 29, the AEM-7 locomotive and first three cars of AMTRAK's Montrealer derailed as they emerged from a duckunder at "Zoo" interlocking in Philadelphia. Running more than three hours late because of equipment failure at Montreal, the eight-car train carried 52 passengers and ten crew members. The engineer, who was trapped in his cab, an attendant and one passenger were slightly injured. They were removed by rescue workers and taken to University of Pennsylvania Hospital. Investigators blamed the derailment on a lock rod jammed into the #173 switch on #4 track directly beneath "Zoo" tower, presumably by vandals. AEM-7 #915 left the rails at 30 mph and scraped along a retaining wall, but was not seriously damaged. Derailed baggage car 1236 and sleepers 2989 and 2886 also remained upright. GP9 #764 pulled the five rear cars with the remaining passengers on board to 30th Street Station a mile away, arriving about 3 PM. Delays were experienced by numerous other Amtrak and SEPTA trains which had to operate at restricted speed via the "Berry" track directly in front of "Zoo" tower, and traffic through the interlocking did not return to normal until the following afternoon.

A few hours later, at 6:23 PM, even more serious delays began as a power outage affected signals and catenary between Bristol and New York. AMTRAK attributed this to a failure at a Philadelphia Electric facility but PE denied this, saying that the breakdown actually occurred in Amtrak electrical equipment. More than 25 Amtrak, SEPTA and NJ TRANSIT trains along the Corridor were halted for up to three hours on this busy Friday evening. SEPTA turned its R7 Trenton trains at Holmesburg Junction.

Since its startup on June 1, AMTRAK's Philadelphia Airport service has not exactly been greeted with marching bands. But Midway Airlines, which has through ticketing arrangements with Amtrak to and from Atlantic City, is vigorously promoting the service with travel agents and passengers. Midway's June 1 system timetable contains arrival and departure times at the shore resort, together with a back-page ad headlined "We'll train you to have fun in Atlantic City." Amtrak, however, has done no national advertising of this first-of-a-kind rail-air service. Instead, it hopes that in time the new connection will catch on, much as its year-old all-rail service to the shore seems to be doing. Local Airport-A.C. fares are \$19 one-way and \$29 round-trip which must be paid on the train (unless you have a Midway ticket). Now the question is, will Midway offer FlyersFirst (frequent flyer) credits for those rail miles?

The AMTRAK reauthorization bill sent to President Bush in late May was indeed vetoed because of objections to an unrelated provision covering the takeover of major freight railroads by non-rail firms. The House overrode the veto but it was narrowly sustained in the Senate. New legislation was quickly introduced without the offending provision, passed by both houses of Congress and signed by the President on July 6. The new law sets maximum funding levels for Amtrak through FY 92 but the actual money must be appropriated in a separate action.....The House passed a Transportation Department appropriations bill on July 12 earmarking \$632 million for AMTRAK in FY 91, which begins October 1. According to NARP, another \$16 million was included for dual-power locomotives (Boston-New York) as well as \$3.2 billion for mass transit.

Two interesting special trains passed through Philadelphia last month. The first was a rail-sponsored trip for the Eastern General Managers Association Cooperstown Conference, which traveled from Washington to White River Junction, VT and return via the route of the Montrealer. Southbound, the train arrived in 30th Street July 10 at 7:30 PM with AMTRAK E60 #605, Amtrak office car #10000, CSX office car North Carolina, CONRAIL office cars 3 and 1, CR sleepers 8 and 11, Amtrak sleepers 2890-Pacific Union and 2893-Pacific Northwest, private car Garden State, CSX lounge Greenbrier, private cars Leonard J. Buxton, Jersey Devil and Morris County and CSX theater observation car 318.....On July 13 the "Patriarch Special" ran from Washington to New York carrying Patriarch Dimitrios, the spiritual leader of 250 million Orthodox Christians around the world who is on a pastoral visit to the U.S. The mostly Amfleet train, decorated with special signs, included private car Lehigh Valley 353 at the rear. A commemorative poster of the train was painted for the church by Artist James Kranefeld, a member of West Jersey Chapter.

AMTRAK has announced that it will reroute its Broadway Limited and Capitol Limited off CONRAIL's Fort Wayne Line, effective October 1. The Broadway will operate between New Castle, PA and Chicago via CSX (the ex-Baltimore & Ohio mainline) through Garrett, IN, and the Capitol via Conrail through Cleveland. Amtrak was to operate an inspection train over both routes leaving Chicago July 31.....For the first time ever, AMTRAK won the second-place silver medal in the 1989 E. H. Harriman Awards for railroad employee safety. NORFOLK SOUTHERN won the top gold medal among large railroads.....AMTRAK's summer All Aboard America fares are now in effect (higher than off-season AAA fares): \$189 within one region, \$269 within two regions and \$339 coast-to-coast.....AMTRAK lounge car 3120 (ex-PRR 7134) is incorrectly lettered John Hopkins.

Chapter Member Richard Bernhardt, an AMTRAK conductor, has received a Transportation Department incentive award for his performance in 1989, one of 77 winners nationwide out of 2,000 eligible. As previously reported, Amtrak's Employee of the Year award went to James Grace, a machinist at Wilmington and member of the Lancaster Chapter. Jim has logged 51 years of railroad service with PRR, Penn Central and Amtrak.....

PHILADELPHIA EXPRESS (Continued from Page 7)

AMTRAK employees are beginning to move into new offices at 30th Street Station as more of the building is rehabilitated. Through next winter more than 1,100 employees now located at 2000 Market Street will relocate to new space on four floors of the station (Amtrak Newsbreak).....AMTRAK's 100-year-old ex-PRR freight station at Bryn Mawr is being rebuilt into a restaurant--its north wall is just ten feet from the Harrisburg mainline tracks!

No date has been set for completing the extension of CETC control from Wilmington to "Phil" interlocking in Philadelphia. Eventually the CETC center at 30th Street will control Corridor operations all the way from Washington, DC to Morrisville, with only "Zoo" tower remaining active. SEPTA is contributing \$12.9 million to the Wilmington-Morrisville project.....The relay case at "Ragan" interlocking south of Wilmington was torched by vandals on June 26, forcing AMTRAK to straight-rail the #2 and 3 main tracks and spike #1 for CONRAIL's Shellpot secondary track.....James Wood, AMTRAK's stationmaster at Wilmington, retired in June after 46 years of service starting with the New Haven Railroad (News Journal/Roy Soukup).

AMTRAK and the U.S. Postal Service will soon acquire five RoadRailer bogie units for hauling the hybrid vehicles at the rear of passenger trains. Testing is to begin by the end of 1990 (Railway Age)..... The "Nickelodeon Express"--six specially-decorated Heritage cars--stopped at 30th Street on June 5 enroute from New York to Orlando, FL in the Silver Star. The train hauled a large group of youngsters to the opening of the Nickelodeon cable network's new headquarters.....AMTRAK continues to install color position lights along the Northeast Corridor. They are now in service near Baltimore station and at "Lane" interlocking, Newark, NJ, as well as at "Prince" interlocking in Maryland and on the Atlantic City line at "Shore" in Philadelphia..... Hard-pressed Developer Donald Trump is trying to sell his Trump Shuttle airline, which competes with AMTRAK's Northeast Corridor. Trump bought the operation from Eastern Air Lines in 1989 for \$365 million.....Greyhound Lines filed for bankruptcy on June 4 as its drivers' strike drags on.

After the big power failure on June 29 (see above) AMTRAK was plagued with a series of other outages. On July 9 train 148 was halted at 6:30 PM near Edgewood, MD when the pantograph of AEM-7 #943 pulled down the catenary, delaying many trains. Some were terminated at Philadelphia or Baltimore while diesels moved others past the scene until power was restored the next morning.....Power failures also shut down the Harrisburg line west of Thorndale on July 5, 9 and 10.....Philadelphia and the military academies have signed a contract guaranteeing that the Army-Navy football game will be played here at least ten out of the next 13 years, starting in 1990.



NJ TRANSIT has scheduled three Phillies baseball specials from Atlantic City for Sunday, August 5, September 2 and 23. Leaving A.C. at 10 AM, the all-reserved seat trains will consist of two locomotives and six Comet cars, operating via AMTRAK and CONRAIL to South Philadelphia yard, a few blocks from Veterans Stadium.....In late May CONRAIL began operating the thrice-weekly "Big Orange" Tropicana train (OJT) via CSX from Washington to Philadelphia, instead of over the delay-prone Northeast Corridor.....CONRAIL ran the 48-car Ringling Bros. Blue Unit circus train into South Philadelphia at 10:30 PM May 28 for a two-week stand at the Spectrum. Next morning the 58-car Strates carnival train departed CSX's East Side yard for New Haven via CR.

CONRAIL reported second quarter earnings of \$74 million on revenues of \$861 million, a ten-percent decline from the \$82 million in second quarter 1989. Year-ago revenues were \$881 million.....CONRAIL last month held groundbreaking ceremonies for its Commerce Square headquarters building at 20th & Market Streets, expected to open in 1992.....CONRAIL is converting "CP-Norris" interlocking near Norristown to remote operation from the Philadelphia Division dispatchers office, but in mid-July "Norris" tower was still manned..... CONRAIL has resumed interchange with the UPPER MERION & PLYMOUTH at Swedeland, PA.....CONRAIL is offering for sale eight retired ex-AMTRAK coaches stored at Reading. Some railfans had believed they were intended for a CR excursion train.....DELAWARE & HUDSON, about to be acquired by CANADIAN PACIFIC, is pushing an anti-trust suit against CONRAIL. A U.S. Court of Appeals panel this spring overturned a lower court decision and ordered the case to trial. D&H is accusing CR of setting rates to freeze it out of joint newsprint movements.

PATCO EXAMINING FARE INCREASE, TWO-WAY SIGNALING

PATCO last month submitted a proposal to its parent, the Delaware River Port Authority, seeking an 18-percent increase in fares to be spread over three years. The one-way fare between Philadelphia and Lindenwold would rise from \$1.60 today to \$1.90 in July 1992. At its July meeting the DRPA board postponed action on the proposal pending further study. This would be the first fare hike on PATCO since 1983.

PATCO is also seeking bids for the design of a new signal and control system between Ferry Avenue in Camden and Lindenwold, to permit automatic train operation in either direction on either track. Bi-directional operation is already in effect to Philadelphia.

NRHS FEATURED IN TRAINS MAGAZINE ARTICLE

"Come ride the train" is the title of a feature article on the history and growth of the National Railway Historical Society, which appears in the July issue of Trains Magazine. Written by Ralph Cooper of Kansas City Chapter, the ten-page article (plus color cover) is studded with photos including two involving Philadelphia Chapter.



The era of the short baggage cars in regular Amtrak service has just about ended. At last report, only six of these former Army kitchen cars remained in service, and four of these were assigned to Los Angeles-San Diego service.

The first two Amclub/dinettes under conversion for Atlantic City service are cars 20118 and 20121, which will become 48150 and 48151, respectively. These are the first of a group of six cars intended for service in New England as well as to Atlantic City. The coach sections are being converted to dinette tables.

Conference/control car #9800 is nearing completion, but its specific assignment has not been announced. Since it's to be a one-of-a-kind (at least initially) car, only one or two Metroliner couplets could be used, since most of these "couplets" spend successive nights in different cities, generally making one-and-a-half round trips each day. Additional Metroliner Service Amfleet cars are being converted upon release from Bear shop. Latest examples are Amcoach 44972 (ex-21872) and Amdinette 48914 (ex-20914).

"Lane" interlocking in North Jersey has been reconfigured and a new westbound signal bridge has been equipped with all-color position-light signals similar to B&O style position lights. While the signals are not identical, the clear aspect is still represented by two vertical green lights and stop by two horizontal red lights.

Amtrak borrowed Caltrans F40 #119 to operate in San Joaquin service, freeing up an Amtrak unit to operate with Caltrans gallery coaches 3844, 3845, 3847 and 3848 on the Orange County commuter train between Los Angeles and San Juan Capistrano. Subsequently, the 119 was involved in a grade crossing accident.

VIA has finally gotten its first set of rebuilt HEP cars into test service, on an 8,000-km testing program before entering revenue service. Cars rebuilt so far are sleepers Elgin Manor, Chateau Levis, diner Frontenac and observation Tremblant Park.

Also in Canada, The Rocky Mountaineer, now operated by private interests, began service in June with its cars still in VIA livery but with the new owner's logo added. Power was two leased ex-Santa Fe GE B36-7's, #7488 and 7498, still painted blue and yellow. Cars include two baggage-dorms and 12 Dayneters. VIA's equipment dispositions are stepping up, with three Budd RDC's (RDC-1's 6102 and 6128 plus RDC-2 6211) reportedly going to BC Rail to supplement its fleet.

The Royal Canadian luxury service, meanwhile, has been postponed about a year and a more realistic startup date of April, 1991 has been set. Present plans indicate eight round-trips per month between Banff and Vancouver, and two round-trips between Toronto and Vancouver. The transcontinentals will arrive in Toronto at 9:45 PM and leave at 1:00 PM, westbound, the following afternoon. Eight former Southern Pacific gallery cars are being rebuilt for this service in Denver. Six of the cars are the former 3704, 3735, 3736, 3738, 3739 and 3742.

Maryland's MARC service out of Washington continues to expand both schedules and equipment. On a recent visit, 27 of 28 Sumitomo cars were noted in service and 19 of 22 ex-Pennsy coaches. One set of Budd RDC's was missed during the observation. Three sets of four cars each operate. Current schedules call for ten locomotive-hauled trainsets and the three RDC sets mentioned above. The latter sets spend the night in Baltimore (one set) and either Brunswick or Martinsburg (two sets). Four trainsets operate on the Penn Line (Amtrak) between Washington and Baltimore. When one of MARC's four AEM-7's is unavailable, a diesel fills in under the wires. The Sumitomo cars equip the trains on the Amtrak line and otherwise serve as cab cars on push-pull consists. Budd RDC-1 #9913, not owned by MARC, is still lettered BALTIMORE & OHIO.

The recent Trains article detailing the history of NRHS shows a photo of an early Philadelphia Chapter banquet which took place on "Reading's last wooden diner". This leads me to discuss the meal cars which the Reading operated.

The first cafe service was apparently provided by Pullman Company on parlor-buffet or parlor-dining cars. However, around 1907, Reading acquired six cafe cars (1194-1199) and Jersey Central two (80-81). They were built with arch windows and wood sides. At the same time, Pullman's Buffalo shops built a group of new

ON THE SCENE (Continued from Page 9)

parlor-buffet cars named for exclusive suburban stations (such as Rydal and Somerton), which lasted until about 1933. As business continued to expand, the Reading and Jersey Central each acquired two steel cafe cars around 1917. Reading's were numbered 1190-1191 and CNJ's 82-83. Finally, Reading received four additional cafes in 1927, numbered 1186-1189.

The Reading was an early advocate of air-conditioned equipment on its principal trains and some of the early wood cafe cars were air-conditioned and equipped with steel sheathing on the sides. The upper portion of the arch windows was plated over, but the cars still retained their truss rods which were characteristic of most wooden cars. A few of these early cars survived World War II but were retired about 1948, when rebuilt cars for the King Coal and Wall Street emerged from Reading shop. The year 1948 also saw the end of dining service on the Bethlehem Branch, with the removal of cars from the Scranton Flyer. The early steel cars lasted only a few years more.

Our younger members should remember the last four cafe cars (1186-1189) in operation. The 1188, never heavily rebuilt, seems to have been placed in storage in the early 1950's in almost "as-built" condition. The 1187, meanwhile, was streamlined for the Wall Street in 1948, and the car's capacity increased. It officially became a "dining car with cocktail lounge" similar to the Crusader's stainless steel car #3.

The 1189 was converted to a diner-parlor in the early 1930's and was streamlined ("streamstyled" was RDG's official term) in 1949 for service on the King Coal to Shamokin. Meal service on this train ended in 1958 and eventually the 1189, converted to a snack car, replaced the 1937 Budd-built equipment on the Crusader. Dining service to Jersey City ended in early 1961, as I recall.

The 1186, meanwhile, received its modernization as well, and became the backup car. Most members will remember it for its service on the Iron Horse Rambles and today it still serves as a stationary restaurant on North Broad Street across from the Inquirer building.

The Schuylkill's grill-coach, car 2060, was converted from standard coach 1337 in November, 1948 in the Reading shops. It replaced the 1187 in snack service on the Wall Street, and was ultimately retired in October, 1966, with the advent of RDC service to Jersey City. This car operates as a roadside diner today along PA Route 25 in Atlas, PA, located about 15 miles west of Pottsville.

My recollections tell me that the last Class I railroad to employ steam power in scheduled passenger service was the Grand Trunk Western in the spring of 1960 on the Detroit suburban services (these steamers lasted long enough to be replaced by GP18's!). However, seven Canadian Pacific 4-6-2's were apparently reinstated for several weeks in June, 1960 to free up Montreal-based FP7's for a traffic surge on the CP.

PIONEERS RUN "FAREWELL" SPECIAL TO LANCASTER (Continued from Page 3)

After a quick passenger stop at Bryn Mawr, the "farewell" train continued eastward, meeting a Conrail office car special at "Zoo" (it was returning from an excursion on the Delmarva peninsula). The Pioneers rolled into the Upper Level of 30th Street Station at 5:25 PM, 15 minutes ahead of schedule, for the final stop of the day.

The Six Pioneer III's were delivered to the Pennsylvania Railroad in early 1958, entering revenue service July 7 of that year on the Paoli route. Originally 150-155, they were renumbered twice after one car was destroyed in a fire in the late 1960's, finally emerging as #244-248. These were the first post-World War II stainless steel electric railway cars, contrasting with the sea of aged MP54 "red" MU cars which in 1958 provided most of PRR's local passenger service in this area. But no further orders were placed and the delivery of a new generation of Budd-built electric cars in 1963 made orphans of the Pioneers. Though classified by SEPTA as "Silverliner I," the Pioneers with their knuckle couplers, diamond pantographs and non-interchangeable parts are totally incompatible with the newer Silverliner II, III and IV cars. The 244 and sisters now lie in dead storage at Paoli, awaiting possible conversion to non-powered push-pull cars.

* * * * *

The Chapter wishes to thank SEPTA for arranging the June 3 "farewell" excursion, and the train crew for a job well done: John Ciavatta, conductor; Larry Ryan, engineer; and Jim Behrle, technician. In addition, John Tucker and Hank Habersett of SEPTA were on board, as was John Fulton, the retired PRR and Conrail mechanical officer who was in charge of bringing the Pioneer III's on line back in 1958. Mr. Fulton provided valuable advice on the operation during the excursion.

Larry Eastwood served as train director for Philadelphia Chapter, assisted by Mike Burshtin and Frank Tatnall. Car host duties were capably performed by Wayne Bode, Lynn Burshtin, Dan Knouse and Doug Watts.

TWO CHAPTER MEMBERS AUTHOR RAIL ARTICLES

Two Philadelphia Chapter members recently received bylines for articles published in railfan magazines.

El Simon, who writes the respected "On the Scene" column in Cinders, authored "Amtrak's summer consists" in the June issue of Passenger Train Journal, where he now holds the title of contributing editor. Steve Barry, a frequent contributor to Railpace, wrote a fine article on the demise of SEPTA's Blueliners in the May issue of that newsmagazine.

OUR TOURIST RAILROADS: LET'S GO FOR A RIDE THIS SUMMER!

We in the Philadelphia area have a valuable vacation and weekend resource close at hand. It is the tourist rail industry, with a variety of steam, diesel and electrically-operated shortlines located within easy driving (or railing) distance. All run on weekends and many during the week through the summer. Here is a listing of some of these roads, together with location, telephone number, days of operation, first and last trips, type of power. (Some lines adjust schedules after Labor Day).

- BALTIMORE STREETCAR MUSEUM, Baltimore, MD (301-547-0264). Saturdays, Sundays, Holidays
12 Noon - 5 PM. Electric.
- BELLEFONTE HISTORICAL RAILROAD, Bellefonte, PA (814-355-0311). Saturdays, Sundays, Holidays,
1-4 PM. Diesel (RDC).
- BLACK RIVER & WESTERN RAILROAD, Flemington/Ringoes, NJ (201-782-9600). Weekdays 12:30-4 PM;
Saturdays, Sundays, Holidays 10:45 AM-5:30 PM. Diesel.
- BLUE MOUNTAIN & READING RAILROAD, Hamburg/ Temple, PA (215-562-4083 - Office; 215-921-1442 - Temple
station). Daily 10 AM-4 PM. Steam/diesel.
- EAST BROAD TOP RAILROAD (narrow gauge), Rockhill Furnace (Orbisonia), PA (814-447-3011). Saturdays,
Sundays, Holidays 11 AM-4 PM. Steam.
- ENTERTAINMENT LINE (MARYLAND MIDLAND RAILWAY), Union Bridge, MD (301-775-8724). Saturdays,
Sundays 1 PM. Diesel.
- GETTYSBURG RAILROAD, Gettysburg, PA (717-334-6932). Weekdays 11 AM-1 PM; Saturdays, Sundays,
11 AM-3 PM. Steam/diesel.
- MIDDLETOWN & HUMMELSTOWN RAILROAD, Middletown, PA (717-944-4435). Saturdays, Sundays 1-4 PM.
Diesel.
- NATIONAL CAPITAL TROLLEY MUSEUM, Wheaton, MD (301-384-6088). Wednesdays, Saturdays, Sundays,
Holidays 12 Noon-5 PM. Electric.
- NEW HOPE STEAM RAILWAY, New Hope/Buckingham, PA (215-862-2707). Saturdays 1:30-3:30 PM, Sundays,
Holidays 11:30 AM-3:30 PM. Diesel.
- PENN'S LANDING TROLLEY, Philadelphia, PA (215-627-0807). Thursdays through Sundays and Holidays
11 AM-dusk. Electric.
- PINE CREEK RAILROAD (narrow gauge), Allaire State Park, Farmingdale, NJ (201-938-5524). Daily
12 Noon-5 PM. Steam/diesel.
- RAIL TOURS (CARBON & SCHUYLKILL RAILROAD), Jim Thorpe, PA (717-325-4606). Saturdays, Sundays,
Holidays 12 Noon-4 PM. Diesel.
- ROCKHILL TROLLEY MUSEUM, Rockhill Furnace (Orbisonia), PA (814-447-9576). Saturdays, Sundays,
Holidays 11:30 AM-4:30 PM. Electric.
- STEWARTSTOWN RAILROAD, Stewartstown, PA (717-993-2936). Sundays, Holidays 1-3 PM. Diesel.
- STOURBRIDGE LINE (STOURBRIDGE RAILROAD), Honesdale, PA (717-253-1960). August 11, 19, October 6-7,
13-14, 20-21, 27, various times. Diesel.
- STEAMTOWN NATIONAL HISTORIC SITE, Scranton, PA (717-961-2033). Daily (yard tour) 9 AM-6 PM.
Fridays through Sundays, Holidays (road train) 1 PM. Steam.
- STRASBURG RAIL ROAD, Strasburg, PA (717-687-7522). Mondays through Saturdays 10 AM-7 PM;
Sundays 12 Noon-7 PM. Steam.
- TIOGA CENTRAL RAILROAD, Owego/Flemingville, NY (607-687-0990). Saturdays 9 AM-7 PM; Sundays,
Holidays 1-4 PM. Diesel.
- WANAMAKER, KEMPTON & SOUTHERN RAILROAD, Kempton, PA (215-756-6469). Saturdays 1-4 PM; Sundays,
Holidays 1-5 PM. Steam/diesel.
- WESTERN MARYLAND SCENIC RAILROAD, Cumberland, MD (800-872-4650). Tuesdays through Sundays,
Holidays 11:30 AM-3:30 PM. Steam/diesel.
- WEST SHORE RAILROAD, Lewisburg (Delta Place), PA (717-966-9390). Weekdays 11:30 AM-2 PM,
Saturdays 1-3 PM, Sundays 1-4 PM. Diesel.
- WILMINGTON & WESTERN RAILROAD, Marshallton (Greenbank), DE (302-998-1930). Sundays, Holidays
12:30-3:30 PM. Steam/diesel.

32 CHAPTER MEMBERS ATTEND ST. LOUIS CONVENTION

Philadelphia Chapter was well represented at the NRHS national convention in St. Louis June 14-17. A total of 32 members were spotted at one or more events of the convention, which featured a joint appearance by four mainline steam locomotives at St. Louis Union Station.

Members spotted during the convention were Bob Abrams, Dick Adams, Jerry Angier, Dick Avey, Dick Barben, Bob Brewster, John Burke, Mike Burshtin, Rich Copeland, Bill Crawford, Les Dean, Eric Dervinnis, Sheila Dorr, John Dziobko, Larry and Marie Eastwood, Kermit Geary, Jr., Lew Hoy, Jim Knox, Dennis Linsky, Dave McWhorter, Harry Myers, Milt Pricskett, Doug Rowland, Phil Sammis, Walt Schopp, Frank Tatnall, Bill Wagner, Fred Weisenbach, George Weiss, Mike Yugas and Roy Zeiher.

Cinders Editor Larry Eastwood presented two seminars on the subject "Improving Chapter Newsletters," as part of the June 15 series of convention seminars.

The 1991 convention will be held at Huntington, WV August 7-10, hosted by the Collis P. Huntington Chapter. San Jose, CA will be the site of the 1992 convention July 22-26, with the Central Coast Chapter as sponsor.

CHAPTER TO SHIFT LOCATION OF MONTHLY MEETINGS

Because of escalating dinner prices at the Down Town Club, Philadelphia Chapter officers have tentatively decided to relocate the monthly membership meetings beginning in September. The new location most likely will be the Eakins Lounge in Jefferson Alumni Hall 10th & Locust Streets in center city. This is just a four-block walk from Market East Station and reasonably-priced parking is available nearby.

The program for September will be a special one, with the appearance of Edwin C. Bearss, chief historian of the National Park Service, as guest speaker. A noted authority on the Civil War, Mr. Bearss will discuss the role of railroads in that war with special emphasis on the part played by the Union Army's railroad strategist, Henry Haupt of the Pennsylvania Railroad. The dinner is planned for 6:15 PM and the meeting and program for 7:45.

Watch the September issue of Cinders for details.

STEAMTOWN RESTARTS STEAM EXCURSIONS, OFFERS YARD TOURS

After a delay caused by the uncertain future of the Delaware & Hudson Railway, the National Park Service on July 13 resumed its three-hour steam excursions which proved so popular last season. Operating Fridays through Sundays until the end of October, plus Labor Day, the steam-powered trains leave Scranton at 1 PM for the 28-mile run to Kingsley, PA, via the D&H (formerly Conrail, Erie Lackawanna and Delaware, Lackawanna & Western) mainline. The trains, hauled by either ex-Canadian National 2-8-2 #3254 or ex-Canadian Pacific 4-6-2 #2317, feature open-window coaches and a stop on the towering Tunkhannock Viaduct at Nicholson, PA. Last year over 25,000 passengers rode the excursion train behind #2317, which performed flawlessly.

Fares for the Kingsley special are \$10 for adults and \$6 for children. Reservations are necessary and may be obtained by telephoning NPS at 717-961-2033.

In addition, a free yard shuttle at the Steamtown location in downtown Scranton is operated daily with Baldwin-built 0-6-0 #3. Work has begun on the \$40-million rebuilding of the Lackawanna shop area, just west of the Lackawanna Station (now a hotel), which will form the nucleus of the NPS-operated Steamtown National Historic Site. Key to this project are restoration of the 13-stall roundhouse and replacement of the 90-foot turntable and other steam-era facilities. NPS has accepted the deed to the shop property from the City of Scranton and taken title to the entire collection of 35 locomotives and 78 cars from the Steamtown Foundation and Lackawanna County.

STUDY RECOMMENDS EXTENSION FOR PENN'S LANDING TROLLEY

The Penn's Landing Trolley line should be extended southward along Delaware Avenue to Reed Street and northward to Front & Spring Garden Streets, concludes a study done for the City by the engineering firm of Parsons Brinckerhoff. This would result in a line more than two miles long. The study also suggests that the popular service be expanded to seven days a week and taken over by a professional operator. At present, the trolleys are run by volunteer members of the Buckingham Valley Trolley Association on a schedule that varies from weekends only to four days per week.

No decision has been made on the construction of a permanent car shop and storage yard, as requested by BVTA. For the time being, the operations base for the three active cars will continue to be at Pier 9 North, and BVTA's large collection of idle cars will remain on the apron of Pier 38 South.

HUGH JENKINS RAILROADIANA SOLD AT AUCTIONS

Two auctions were held in June to sell off the model train and railroadiana collections of Hugh Jenkins, a longtime Philadelphia Chapter member who died earlier this year. A bachelor, Hugh had nearly 40 years of railroad service with the Pennsylvania, Reading, Conrail and SEPTA, accumulating a large volume of rail-related material during that time.

Both auctions were conducted by Professional Auctioneer Ted Maurer at the Ridge Fire Company near Phoenixville. The first session on June 23 resulted in the sale of nearly \$15,000 worth of models and the second, on June 30, included 610 lots of hardware and paper goods which brought more than \$30,000.

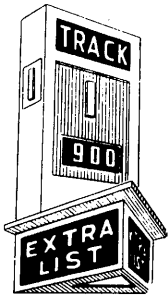
COPIES OF 1965 READING ANNUAL REPORT AVAILABLE

Philadelphia Chapter has secured a supply of Reading Company annual reports for the year 1965, featuring a watercolor painting of a Blueliner train on the cover by well-known Rail Artist Ranulph Bye. A number of copies were given out at the June Chapter meeting but some are still available to members only.

Those wishing a copy should send 45 cents in stamps to Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

NEW NRHS MEMBERSHIP BROCHURE AVAILABLE

The national organization has produced a new brochure for distribution to persons interested in joining the Society. A supply will be available at the September 21 Chapter meeting.



AUGUST 4-5, 1990: 175th anniversary passenger excursions from Kutztown to Topton, PA and return using Blue Mountain & Reading equipment, sponsored by 175th Anniversary Committee of Kutztown and Hawk Mountain Chapter NRHS. Railfan special leaves Kutztown 9 AM both days. Fares: \$8 adults, \$4 children (12 and under). Other Saturday trains leave at 1, 2:30, 4, 5:30, 7 PM; Sunday at 12 Noon, 1:30, 3, 4:30, 6 PM. Fares: \$6 adults, \$3 children (12 and under). Order tickets from: John Schmoyer, 227 Chestnut Street, Kutztown, PA 19530, making checks payable to "175th Anniversary Committee" and enclosing stamped, self-addressed envelope. Depending upon availability, tickets may also be purchased at the Kutztown station on day of trip.

AUGUST 16: Philadelphia Chapter's annual summer dinner at Puffin' Bill Restaurant in Philmont station on SEPTA's West Trenton line. Dinner served at 6:15 PM but bar will be open earlier. For information, see page 1.

AUGUST 18: Turnpike Memorabilia Fair, celebrating the 50th anniversary of the opening of the Pennsylvania Turnpike, at Turnpike Administration Building, Harrisburg East interchange #19, 10 AM-3 PM. Souvenirs, old maps, vintage postcards, model autos and trains, food will be available. Official book of Turnpike history written by Railfan Dan Cupper will be for sale. Admission free. For information, telephone Turnpike Commission at 717-939-9551, ext. 2850.

AUGUST 18-19: Rare mileage excursions on former New Haven Old Colony routes in metropolitan Boston area, sponsored by Mass Bay Division RRE. Saturday trips will be operated between South Braintree and Plymouth, MA leaving 9 AM and 1 PM. Sunday trips will be on Mansfield-Framingham line between West Concord and North Acton, MA, leaving 9 AM, 11 AM, 1 PM, 3 PM, 5 PM. Trains will be operated by Bay Colony Railroad. Fares range from \$19 per person to \$33. For further information and reservations, write Mass Bay RRE, P. O. Box 1393, East Arlington, MA 02174.

AUGUST 19: "Farewell to the Bullets" excursion featuring train of last two operable Brill Bullet cars on SEPTA Norristown High Speed Line, jointly sponsored by Philadelphia Chapter NRHS and Buckingham Valley Trolley Association. Train leaves 69th Street Terminal at 1 PM, returns about 4 PM. Multiple photo stops and runbys will be scheduled. Fare: \$20 per person. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "Philadelphia Chapter NRHS" or "BVRTA" and enclosing stamped, self-addressed envelope. For further information, telephone 215-565-0528.

AUGUST 25: Diesel-powered excursion over entire 16.7-mile New Hope & Ivyland Railroad, sponsored by Tri-State Chapter NRHS. Special train will feature ex-Reading open-window coaches pulled by Morristown & Erie Alco #19. Train will leave Buckingham Valley station on State Route 413 at 10:30 AM, returning about 4:30 PM with numerous photo stops and runbys planned. Food and beverages will be sold on board. Fare: \$17 per person. Order tickets from: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962-1217, making checks payable to "Tri-State Railway Historical Society." VISA and MasterCard orders can also be handled by phoning 201-488-5429.

AUGUST 25: "Railfanning by boat" on Hudson River aboard chartered cruise vessel, sponsored by New York Division RRE. Boat sails from Peekskill, NY at 10:15 AM, with Metro-North rail connection leaving Grand Central Terminal, New York at 8:55 AM. Returning train arrives Grand Central 5:02 PM. Fares: Train-boat combination \$57 per person, boat only \$45, optional box lunch \$7. Boat will have open cash bar serving drinks and snacks. Order tickets from: RRE New York Division, Inc., c/o Frank Bollwage, 1759 Bay Isle Drive, Point Pleasant, NJ 08742, enclosing stamped, self-addressed envelope and check payable to "RRE NY Division Trip Fund."

AUGUST 26: 15th annual Central Pennsylvania Chapter train meet at West Shore Rail Excursions station, Mifflinburg, PA, 9 AM-4 PM. For information and tickets write: Jack Hazlinsky, 105 Pawling Lane, Lewisburg, PA 17837 (telephone 717-524-9154).

(Continued on Page 14)

DINNER RESERVATION COUPON FOR THURSDAY, AUGUST 16, 1990 DINNER TRIP

(Please clip and mail with your check)

William C. Wagner
271 Norfolk Road
Warminster, PA 18974-3725

Dear Bill:

Enclosed please find my check in the amount of \$____.____, payable to WILLIAM C, WAGNER, to cover ____ dinners for the August 16, 1990 dinner excursion at the Puffin' Billy Restaurant at Philmont Station. I desire to have _____ BEEF EN BROCHETTE and/or _____ GRILLED SWORDFISH dinners. Dinner will be served at 6:15 PM.

Name _____ Telephone: Area Code _____ - _____ - _____

Address _____

City _____ State _____ ZIP Code _____

EXTRA LIST (Continued from Page 13)

SEPTEMBER 15: One-day excursion to Valley Railroad, Essex, CT, to ride behind new Chinese-built Mikado steam locomotive and connect with riverboat trip on the Connecticut River, sponsored by Delaware Valley Chapter NRHS. Chartered bus departs from Yardley, PA park-and-ride lot off I-95 at 7:30 AM, returning about 7:30 PM. Fares: \$28 adults, \$19 children. Passengers may bring lunch or purchase food at the railroad or on the boat. Order tickets from: Tom Hychalk, 337 Stoneham Avenue, Morrisville, PA 19067, making checks payable to "Delaware Valley Chapter NRHS" and enclosing stamped, self-addressed envelope.

SEPTEMBER 30: Norfolk Southern steam excursion using 2-6-6-4 #1218 from Alexandria to Front Royal, VA and return, sponsored by Potomac and Washington, DC Chapters NRHS and Chesapeake Division RRE. For information and reservations, write: Steam Train, P. O. Box 456, Laurel, MD 20725-0456.

OCTOBER 5-7: 75th anniversary celebration for Tunkhannock Viaduct, Nicholson, PA, constructed by Lackawanna Railroad and still in service on Delaware & Hudson. NRHS will dedicate plaque recognizing structure as the largest reinforced concrete railroad bridge in the world. For information, write: Nicholson Historical Society, P. O. Box 496, Nicholson, PA 18446, enclosing stamped, self-addressed envelope.

OCTOBER 6: Night photo session on Blue Mountain & Reading Railroad, sponsored by Reading Company Technical & Historical Society. Train leaves Temple, PA station at 6:30 PM. Fares: \$7 adults, \$2 children (under 12), families \$15. Order tickets from: RCT&HS, P. O. Box 15143, Reading, PA 19612-5143, enclosing stamped, self-addressed envelope.

OCTOBER 6: Norfolk Southern steam excursion using 2-6-6-4 #1218 from Alexandria to Lynchburg, VA and return, sponsored by Potomac and Washington, DC Chapters NRHS and Chesapeake Division RRE. For information, see September 30 item above.

OCTOBER 13: Norfolk Southern steam excursion using 2-6-6-4 #1218 from Alexandria to Front Royal, VA and return. For information, see September 30 item above.

OCTOBER 13: "New England States Limited" excursion train from Boston, MA to Albany, NY and return, sponsored by Mass Bay Division RRE. Special Amtrak train will operate via Conrail's Boston Line through fall foliage in the Berkshires and special sidetrips will be available. Train leaves Boston (South Station) at 8 AM. Special reduced fares available before October 1: \$50 adults, \$25 children (12 and under). Reservations and information from: Mass Bay RRE, P. O. Box 525, Bedford, MA 01730 (telephone 617-489-5277).

OCTOBER 21: "Susquehanna Fall Foliage Ramble" via New York, Susquehanna & Western from Ridgefield Park, NJ to Warwick, NY and return, sponsored by Jersey Central Chapter NRHS. Train will be powered by unique diesel locomotives (NYS&W C430's if available), departing Ridgefield Park at 9:30 AM, returning about 5:30 PM. Multiple photo stops and runbys will be provided during 144-mile excursion. Fares: \$40 adults, \$34 children (under 12), picnic lunch \$6, first-class accommodations \$140 per person. Order tickets from: Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066-0700, making checks payable to "Jersey Central Chapter NRHS" and enclosing stamped, self-addressed envelope. For further information, telephone 201-454-4848 (day only).

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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PHILADELPHIA, PA 19101-7302

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