



CINDERS



September 1990

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Volume 51 Newsletter of the Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

FRIDAY, SEPTEMBER 21, 1990

Eakins Lounge, Alumni Hall, Thomas Jefferson University,
10th & Locust Streets, Philadelphia, PA

Dinner at 6:15 PM (\$18 per person); Meeting at 7:45 PM.
Parking in Wills Eye Hospital garage, 9th Street above
Locust (\$3.00 after 6 PM) or Parkway Garage, also 9th
above Locust (\$5.75 after 6 PM).

Philadelphia Chapter will begin its 1990-91 meeting season at a new location and with a special program sure to be of interest to all rail historians.

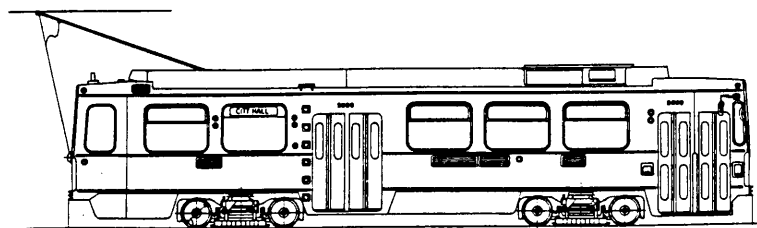
We are privileged to have as our speaker Edwin C. Bearss, Chief Historian, National Park Service, Washington, DC, who will speak on "The Civil War and Herman Haupt", a program detailing railroading's role in this conflict. This promises to be a most entertaining and educational program.

Our usual sit-down dinner will be served in the Eakins Lounge, Alumni Hall, Jefferson University, at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, SEPTEMBER 18, 1990, to President Tatnall at 215-828-0706. This is a strict reservation deadline, and we ask that you specify if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM. We invite you to come out and get acquainted with our new meeting location on the campus of Thomas Jefferson University.

Looking ahead, our October 19 meeting will feature a program on the SEPTA Kawasaki LRV's presented by Chapter Member Russ Jackson, November 16 will feature our annual railroading auction, and our December 14 meeting will find Bennett Levin describing the painstaking restoration of Pennsylvania 120 for our members.

FIRST DECADE OF KAWASAKI TROLLEYS TO BE OBSERVED SEPTEMBER 30

A special tenth-anniversary excursion on Sunday, September 30, will feature an unusual two-car train of SEPTA's Kawasaki-built trolleys, sponsored by Philadelphia Chapter.



The routing too will be somewhat unusual, including the entire "diversion route" which allows West Philadelphia riders to interchange with the subway at 40th & Market Streets during emergencies. The special will also operate over most of Route 15-Girard Avenue, normally equipped with PCC cars. Sections of the five subway-surface routes will also be covered, the regular operating territory for the Kawasakis.

The excursion train will leave Elmwood depot, Elmwood & Island Avenues in Southwest Philadelphia, at 12 Noon, returning about 6 PM. Elmwood may be reached via Route 36-Elmwood Avenue from subway stations in center city. A runthrough of Callowhill depot, the operating base for Routes 10-Lancaster Avenue and Route 15, is also scheduled.

Tickets are priced at \$20 per person and may be ordered from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302 (please enclose a stamped, self-addressed envelope). They will also be for sale at the September 21 meeting of the Chapter.

The 112 Kawasaki cars for SEPTA's City Transit Division were built in Japan in 1980, with final assembly performed at the Boeing Vertol plant in Eddystone, PA. Most of them were delivered that same year, with revenue service beginning in October. They are numbered 9000-9111 and have a record of high availability. The Kawasakis replaced PCC's on the five subway-surface routes, the PCC's in turn having supplanted Peter Witt cars nearly 30 years earlier.

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

CHAPTER OFFICERS:

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Historian.....Larry DeYoung
Editor.....R. L. Eastwood, Jr.

MEETINGS: 7:45 PM, third Friday of each month (except second Friday in December) at Eakins Lounge, Thomas Jefferson University Alumni Hall, 10th & Locust Streets (south side), Philadelphia, PA. Dinner at 6:15 PM (\$18 per person), cash bar 5:30 PM, meeting 7:45 PM.

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.

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

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

E. RUSSELL SNYDER

August 25, 1990

It is with deep regret that we inform you of the passing of long-time Society and Chapter Member E. Russell Snyder, of New York, NY, on August 25, 1990, following a short illness. A member of the Society for forty years, Mr. Snyder held membership in the Philadelphia, West Jersey and New York Chapters. Additionally, he served on the Bulletin staff from 1948 through 1955, and was an avid traction enthusiast.

Funeral services were held in Collingswood, NJ on August 29, and the Society was represented by Chairman Emeritus E. Lewis Pardee and Chapter Member Walter Zackon. He is survived by his mother, Mrs. Elsie Snyder Tracy.

"FAREWELL TO THE BULLETS" EXCURSION DRAWS LARGE CROWD

One hundred and fifty traction enthusiasts shoehorned themselves aboard SEPTA's last two operable Brill Bullet cars for a "farewell" excursion on Sunday, August 19. Jointly sponsored by Philadelphia Chapter and the Buckingham Valley Trolley Association, the special two-car train made two nearly-complete round-trips over the former Philadelphia & Western Railway, now known as the Norristown High Speed Line.

Because the historic Bullets are not usually operated in multiple, SEPTA forces at 72nd Street shop coupled cars 206 and 209 on Friday the 17th for a test run around the yard. No problems were found that day or on the excursion itself.



Trip Chairman George Metz had prepared a 28-page brochure detailing the history of the ten Bullet cars, which were first placed in service during November of 1931. An all-time roster of P&W-NHSL equipment was also included. The special train departed 69th Street Terminal slightly behind the scheduled time of 1:01 PM, proceeding to Bridgeport with photo stops enroute at Parkview and Villanova. Anotehr stop at Hughes Park had to be scrubbed in order to make up time and allow more flexibility at the later photo locations. The large crowd required more time to unload, get in position and reboard at each stop, but in general everyone was cooperative.

Despite predictions of an oncoming storm, hazy sun prevailed during the return trip to 69th Street, with photo opportunities at Conshohocken Road, Radnor, Bryn Mawr and Beechwood. On a couple of occasions, meets with the regular trains--made up of ex-Chicago cars--provided additional action. After a brief layover at the Terminal, the special set out again northward, stopping at Garrett Hill and King Manor before unloading passengers at Bridgeport and allowing a regular train to pass enroute to Norristown and return. The only rain of the day, a brief but hard shower, disrupted activity at King Manor, but a few minutes later all was dry at Bridgeport.

Finally the two red, white and blue Bullets trundled over the nearly mile-long trestle across the Schuylkill River and parked briefly at the upper level platform of SEPTA's new Norristown Transportation Center. Many passengers took advantage of the 45-minute period between arrival and departure at Bridgeport to shoot photos of the Bullet train crossing the bridge or posing at either end. After everyone had reboarded at Bridgeport the special left town for the 12-mile nonstop run to 69th Street during which a top speed of 73 mph was attained. Arrival at the Terminal was on schedule at 4:52 PM, closing out another successful "farewell" excursion on SEPTA.

The Chapter and BVTA extend their thanks to SEPTA management, especially Thomas N. Cain, assistant general manager Suburban Division, and his staff. Ian Pirie, superintendent of 72nd Street shop, and NHSL maintenance personnel also contributed to the successful outing by making certain that cars 206 and 209 were available and operating flawlessly. George Metz, who almost single-handedly organized the trip, was assisted on board by Senior VP Mike Burshtin of Philadelphia Chapter and First VP Gary Pfeiffer of BVTA. The capable SEPTA crew consisted of Operator Allan Ricketts and Conductor John Cowan, assisted by Supervisor Ted Mills.

PHILADELPHIA



FRANK G. TATNALL, JR.

Preparations continue for the shutdown of SEPTA's Mainline through North Philadelphia in 1992, when work begins to replace or rebuild the 25 "critical" bridges between Wayne Junction and Brown Street. While the April-October closure is in effect, passengers riding the R2, R3 and R5 lines to and from the northern suburbs will be forced to transfer at the Fern Rock Transportation Center, now under construction adjacent to the Broad Street subway terminal. Riders of the R6 Norristown, R7 Chestnut Hill East and R8 Fox Chase lines will be bused to nearby rail stations.

In a related move, SEPTA last month issued a four-page slick-paper brochure entitled "Work cannot wait," which describes the looming crisis of deteriorated bridges throughout the railroad and transit systems. Nearly 100 of the 546 existing bridges must be replaced within the next five years, and some 200 others need to be rebuilt. Any bridge will be shut down "the minute (it) is beyond repair. SEPTA will not jeopardize the safety of its riders and employees." The brochure identifies 19 of the worst structures (in addition to those in the section between Wayne Junction and Brown Street), detailing the condition of each, the cost to correct the problem and the impact on service if nothing is done. The North Philadelphia project, known officially as the "Mainline Bridge, Station & Systems Improvement Program," is estimated to cost

\$354.1 million over two years, but no figures are available for the overall cost of bringing the other bridges up to current standards.



SEPTA is negotiating with CONRAIL to lease the 5.7-mile double-track segment of the Trenton Line between "Neshaminy" and "Wood" interlockings, now used exclusively by SEPTA's R3 West Trenton trains. Conrail uses only the paralleling single track (formerly #4) but is responsible for maintaining the #1 and #2 SEPTA tracks and signals as well.....A downed catenary wire at Neshaminy station on August 10 disrupted SEPTA R3 service and on August 14 loss of signal power on the #1 Mainline track between Oreland and Lansdale caused R5 delays as single-track operation was required.....Single-tracking on weekends and at night continues in the Oreland-Ambler section while installation of welded rail on the #1 southbound track progresses.....A work train dropped six carloads of new ties along the #2 northbound track of the Neshaminy Line August 26 between Jenkintown and Bethayres.

The Environmental Protection Agency has added SEPTA's Paoli yard and shop to its Superfund list of the nation's most serious hazardous waste sites. Long contaminated with PCB chemicals, a suspected carcinogen, Paoli yard is now assured of cleanup, but much of the cost could be billed back to SEPTA, former operator CONRAIL and AMTRAK which owns the property. PCB's were long used as coolants in electrical transformers until they were banned in the 1970's, but still saturate the ground at many older rail facilities. SEPTA plans to eventually close the Paoli shop, which was built by the Pennsylvania Railroad in 1915 prior to the startup of its first electrified commuter service in the Philadelphia area (see item elsewhere this issue). Already, SEPTA has spent more than \$2 million on preliminary cleanup work in the yard and in surrounding areas.

SEPTA is still pressing AMTRAK to either reactivate "Park" interlocking at Parkesburg or to install hand-thrown switches there, to eliminate the long deadhead movements of its Parkesburg trains to Leaman Place or Lancaster. Currently, SEPTA schedules two push-pull trains from Parkesburg to Philadelphia in the morning and two westbound in the evening, with a round-trip MU in midday. All must run beyond Parkesburg to cross over.

SEPTA restored normal midday service on its R6 Norristown Line August 20, after completion of a re-surfacing project. Some welded rail has been laid in the Norristown area.....The second phase of the project to replace the electric catenary on the Chestnut Hill West Line between North Philadelphia and "Cresheim," near Allen Lane station, began July 29. A new R8 timetable, labeled "Construction Schedule Edition No. 2," became effective on that date. There will be no weekend service until completion of the project next spring.

SEPTA is making another stab at installing a centralized public address system at its outlying passenger stations. Previous PA systems were short-lived, but by mid-August SEPTA said that 44 stations on the former Reading side of the system would be voice-connected to the Regional Rail Operations Center at Suburban Station, where an employee will dispense information on train delays and service changes. By next year SEPTA expects to have 110 of its 165 stations hooked into the system, which previously served only the three center city stations.....Work is progressing on the new Claymont commuter station just across the state line in Delaware, but no opening date for R2 service has been announced.

SEPTA began operating its R1 Airport trains with two cars, effective August 20, because of an occasional signal-shunting problem with the single-car trains.....One of Philadelphia's oldest and largest displays of graffiti continues to grace the walls along SEPTA's main tracks between Suburban and 30th Street Stations.....An article in July Railway Age describes SEPTA's plan for a "Cross County Metro" rail line

PHILADELPHIA EXPRESS (Continued from Page 3)

between Morrisville and Downingtown (see June Cinders), but the accompanying photo shows two trains of ex-Chicago transit cars running on the Norristown High Speed Line (P&W). The caption adds a touch of unintended humor by describing the CTA cars as "Blueliners".....Delaware Valley Rail Passenger reports that a group known as the Newtown Greenway Coalition has been formed to advocate a linear park to replace SEPTA's currently-idle Newtown rail line.....All Railroad Division conductors are now required to carry a copy of SEPTA's 1990-91 "Ambassador Reference Guide," which contains information useful in answering passengers' questions.



SEPTA has proposed a capital budget for the current fiscal year (FY 1991) of \$381 million, but officials at a public hearing in July made it clear that only about \$125 million is anticipated in actual funding. Shortly after, General Manager Louis Gambaccini was quoted as saying that he may have to begin shutting down large segments of the system within a year if more capital money is not forthcoming. He specifically mentioned the Market-Frankford subway-elevated, SEPTA's busiest line.....Thomas E. Margro, assistant general manager for engineering & construction, has resigned from SEPTA to join the BAY AREA RAPID TRANSIT DISTRICT.....SEPTA's assistant general manager-finance and former treasurer, James A. Archibald, is also leaving.

SEPTA issued its long-awaited Philadelphia Street & Transit map in July, a major revision of the previous edition. The orange-cover city map sells for \$3 at SEPTA sales locations, or may be purchased with the companion suburban map (blue cover) for a bargain \$5.....The Inquirer reported last month that the much-heralded cooperative spirit between SEPTA management and the leadership of Transport Workers Union Local 234 is now crumbling. The union recently pulled out of New Route, an unusual cooperative venture in which special labor-management committees have been dealing with workplace problems.....President Bush last month signed the Americans with Disabilities Act, which will require many expensive changes on U.S. transit systems (see August Cinders).

The first of a projected 20 SEPTA PCC cars to be sold to SAN FRANCISCO MUNICIPAL RAILWAY has arrived in the West Coast city. Car #2133, a 1948 product of St. Louis Car, will be modified to standard gauge.....A pre-bid meeting was scheduled by SEPTA for August 29 to discuss the sale of surplus P&W equipment, including certain Bullet and 160-series cars.....Work is progressing on the five Market-Frankford cars which have been retrucked for operation on the P&W. Almost daily test runs are being made but substantial work still remains before the cars can enter revenue service. Meanwhile, all seven CTA carsets are operational and, following the Bullet car "farewell" trip of August 19, car #206 returned to weekend service and occasional rush-hour use. A special two-car train of #206 and 209 was run during the afternoon of August 30.....Arrival of the first new ABB car from AMTRAK's Beech Grove shop is still anticipated for November, but could slip further. An additional complication beyond late delivery is the weight of the car, reported to be 11 percent heavier than the lightweight of 65,000 pounds specified in the contract.

Trolley Route 23-Germantown Avenue-11th-12th continues to operate with buses while convention center work proceeds along 12th Street as well as Vine Street Expressway construction.....Route 13-Chester Avenue was diverted for a week in mid-August while trackwork was performed at 42nd & Chester.....Another broken bolt was discovered beneath a Market-Frankford car last month, part of the assembly which holds the traction motors in place. Such bolt failures have been noted on several occasions during regular inspections and were the focus of investigation after the March 7 derailment at 30th Street in which four passengers were killed. SEPTA has been running test trains in late-night hours attempting to duplicate the failure of the motor supports which apparently triggered the March 7 accident, the worst in SEPTA's history.....A woman passenger was killed on August 22 when she tried to jump from between the cars of a westbound Market-Frankford train to the platform of the 60th Street station. Instead, she fell under the moving train, and the accident disrupted service for an hour west of 52nd Street.

Charles H. Rogovin, a Temple University law professor who has served as a SEPTA board member from Montgomery County for the past two years, resigned in July. He was replaced by Republican County Commissioner Floriana M. Bloss. Frank W. Jenkins is the other Montgomery County member of the 11-person board.....A Federal judge last month dismissed a suit brought by the Committee for a Better North Philadelphia against SEPTA, which claimed SEPTA discriminates against City riders by charging them artificially high fares while suburban rail commuters pay less than their share. The judge said that SEPTA's distribution of its financial resources is based on "business judgment".....In another Federal court case, a jury found no systematic discrimination by SEPTA against its black employees, thus rejecting the class-action claims of eight City Transit Division employees who said that blacks were treated unfairly in disciplinary procedures and were dismissed more often than white employees. SEPTA responded that any difference in rates of dismissal was due entirely to employee performance.

SEPTA's subway system has become much safer since the rash of crime earlier this year, the Inquirer has reported. SEPTA's police force has increased its subway patrols by 57 percent since January and City police have also beefed up their patrols. As a result, violent transit crime--mainly robbery and theft--has dropped by nearly 35 percent from the last six months of 1989 and 52 percent from the first six months of 1989. Last year, however, subway crime jumped 74 percent over 1988.....The EPA said that it would require that diesel fuel be reduced by 80 percent in sulfur content by 1993, but SEPTA has been using low-sulfur fuel in its buses for the past two years and should be little affected.....SEPTA's new "Visitor Key" package is now available at SEPTA sales locations and at certain hotels, museums and other tourist attractions. Costing \$7, the package includes five tokens and a pocket guide with maps and discount coupons.

PHILADELPHIA EXPRESS (Continued from Page 4)

AMTRAK's Atlantic City service was in the news again last month. On the plus side, NARP reports that average daily Amtrak ridership has risen to about 1,500 per day, triple the figure of a year ago and 80 percent of breakeven. Though the bonus program with Harrah's Casino expired on June 30, the Trump Plaza and Sands Casinos have now signed up to offer Amtrak passengers food and coin bonuses, special room rates and free shuttle bus service to and from the Atlantic City station.....AMTRAK also got some publicity when it operated a special train for the 50 Miss America contestants from Philadelphia to A.C. on August 27, the first time in about 60 years that the hopefuls had gathered in Philadelphia and then ridden by train to the shore resort. The pageant is set for September 8.....AMTRAK has published a schedule card for its service between Philadelphia International Airport and Atlantic City, which began June 1. It is Form SC90-3. In addition to the three revenue round-trips listed in June Cinders, Amtrak also runs two daily-except-Saturday deadhead equipment trains to and from 30th Street, one leaving the Airport at 3:20 PM while the other arrives at the Airport at 3:35 PM.



On the negative side, train 680 enroute from Atlantic City to 30th Street derailed at 2:40 PM August 19 in "North Wins" interlocking, Winslow Township. Four of the 170 passengers on board suffered minor injuries. Cab car #9642, which was leading, and coaches 44270-43025-44235 went on the ground, while the last two coaches and F40 locomotive #361 remained on the rails. The train was traveling at low speed at the time of the accident, which occurred as it was leaving the north end of the controlled siding after southbound NJ TRANSIT train #4515 had passed. Cause of the derailment was found to be wide gauge due to deteriorated ties on the siding, and AMTRAK later suspended a track inspector who had checked the track three days before without taking exceptions. His supervisor was also suspended. Subsequent inspections of all six controlled sidings on the 60-mile line turned up no other defects.....Donald Trump's hard-pressed Trump Shuttle airline said it will begin direct jet service between Boston and Atlantic City.

A 16-car train chartered by American European Express for a group of Japanese businessmen passed through Philadelphia on the morning of August 23 enroute from Chicago to New York. The consist seen here was AMTRAK E60 electric #602, an Amtrak baggage and two 10-6 sleepers, private sleeper Cimarron River (painted in Frisco colors), AEE cars Zurich, St. Moritz, Paris, Berlin, Washington, Monte Carlo, leased Rail Ventures sleeper-lounge Bella Vista, AEE Chicago, Bay Point, Istanbul and leased Rail Ventures open-platform sleeper-lounge Yerba Buena. AEE suspended its regular New York-Chicago and Washington-Chicago service to devote all equipment to this special train.....We just learned through Private Varnish that AMTRAK operated a special Washington-Philadelphia round-trip last March, using six cars from Atlanta's NEW GEORGIA RAILROAD which were on tour. One of the cars was Watauga Valley Chapter's diner Tennessean.

While the House in July approved an AMTRAK appropriation of \$632 million for the upcoming Fiscal Year 1991 and the Senate passed a bill in early August calling for about \$12 million less, the railroad is at risk of a huge funding cut this fall. This could happen if the Administration and Congress cannot soon agree on a program of tax increases and spending reductions to pare the ballooning Federal budget deficit, which will trigger automatic "sequestration" of funds as mandated by the Gramm-Rudman-Hollings deficit reduction law. This job has not been made easier by the Middle East crisis which began August 2 and resulted in a vast military buildup in that area. Rising fuel prices caused by the loss of crude oil shipments from Iraq and Kuwait have not yet seriously affected Amtrak, but have caused most airlines and Greyhound to immediately raise their fares.

In June AMTRAK revenues of \$118 million were 2.6 percent ahead of the same month of 1989 and its revenue-to-cost ratio was 77 percent. Amtrak's goal for FY 1990 ending September 30 is 75 percent (Amtrak News-break).....Both houses of Congress, in voting AMTRAK appropriations for next year, have separated the \$150 million in annual employee retirement costs from the basic Amtrak budget, because much of this funding goes toward Amtrak's share of retirement payments to freight railroaders. This action will tend to increase Amtrak's own revenue-to-cost ratio.....Rail Travel News reports that the chairman of the 110,000-member Airline Passengers Association regularly uses AMTRAK between his Arlington, VA home and New York.....Have you noticed that PennDOT this summer has at last replaced that highway sign at 29th & Market Streets which pointed to the "PRR Station"? The new sign reads "30th Street Station".....Two of four main tracks have been relocated to the new AMTRAK bridge over the Blue Route (I-476) east of Radnor station. The other two should be swung over soon.....That new restaurant in the former PRR freight station at Bryn Mawr opens this month. Its name: Central Bar & Grill.

AMTRAK's new Metroliner conference car will enter New York-Washington service this month. It was previewed at New York's Penn Station last month and received a big writeup in the business section of the August 17 Inquirer, complete with photo of a meeting at the oak conference table seating eight persons. The car, a former Budd-built Capitoliner, also contains an operating cab.....AMTRAK's new Metropolitan Lounge in Penn Station, for the exclusive use of first class and club car patrons, was scheduled to open in August. Complete with fax machines, credit card phones, a conference room and kitchenette, the lounge is the \$400,000 prototype for similar facilities to be built at Philadelphia's 30th Street Station and the Union Stations in Washington, Chicago and Los Angeles (Bull Sheet)..... Passengers can now use their AT&T cards for long-distance calls placed from Railfones aboard AMTRAK Metroliner trains. Railfone now averages 4,500 calls per week (News-break).

AMTRAK train #41 Broadway Limited departed 30th Street 56 minutes late on August 19 because of a brake problem. This was not all that unusual, but truly unusual was the presence of E60 locomotive #600 on the rear of the train (F40's #295, 262 and 337 were on the point). The E60 was cut off at Harrisburg to power eastbound train #618.....SEPTA MU's #308-309 moving west on AMTRAK's Harrisburg line at 6 AM August 18

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struck a Toyota truck stalled on the track west of Whitford station. The lead car derailed and buses had to be ordered to cover several Downingtown trains.....AMTRAK will equip 2,200 ARROW computer workstations with AT&T Intel-PC units at a cost of \$14 million. ARROW terminals are used to make reservations, issue tickets and check train schedules and fares (Newsbreak).



CONRAIL in July opted out of two sections of Pennsylvania's new anti-takeover law, prompting a bitter response from a legislative sponsor who accused Conrail of a "political double-cross" in reversing its support of the measure. After a generally negative reaction to the law by the financial community, the railroad decided to retain only the provision which allows a board of directors to consider all factors--such as employee and community impact--in weighing an outside offer for a company.

The legislator, Rep. Michael Veon of Beaver Falls, threatened reprisals against Conrail and other Pennsylvania-based companies that have exempted themselves from the law (Traffic World).....The State took formal control of Philadelphia's port facilities in July, after purchasing the piers from the City for \$49 million and creating a new port authority to manage them.

When CONRAIL's 50 new widenose C40-8 locomotives were delivered by General Electric in May and June, CR decided to change the model designation to C40-8W to distinguish them from the earlier units with regular nose configuration. Numbered 6050-6099, the widenoses are frequently spotted in the Philadelphia area because they are based at Conway yard near Pittsburgh. Most still carry "C40-8" markings on their cab sides..... The reflective white frame stripe introduced on the C40-8W's is now being applied to older CR units as they cycle through the paint booth.....CSX has ended the runthrough operation of its "Orange Blossom Special" between Florida and North Jersey. Southbound the train ran as CONRAIL TV-171 from Kearny to Philadelphia, where CSX took over for the trip to Jacksonville and Tampa. Effective August 2 the train was redesignated TV-191 and now operates through to Atlanta as CSX 191. Northbound, TV-172 has become TV-170 which originates as CSX 170 at Potomac Yard, VA.

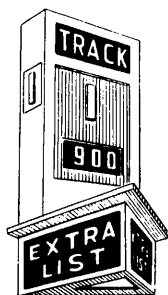
CONRAIL operated an office car special from Philadelphia to Newport News, VA on August 9 via AMTRAK-RF&P-CSX, returning on August 12. The train was chartered by the Association of American Railroads to ferry guests enroute from Washington to a conference at Virginia Beach. Included in the otherwise all-CR consist were an Amtrak baggage car and ILLINOIS CENTRAL's freshly-painted office car #1, picked up at Washington.....The Michigan Artrain, a five-car exhibit train which normally tours the Midwest, will be coming to Pennsylvania this month via CONRAIL. From September 19 through 23 the train will be on display at Steamtown in Scranton, and September 26-30 on the STRASBURG RAIL ROAD in Strasburg.....The James E. Strates carnival train made its annual move from Harrington, DE to Elmira, NY on July 30 via CONRAIL, but via a new route. The 58-car train operated via Perryville, Harrisburg and Allentown, thence over the Lehigh Line via Pittston (much of the distance at night).

Only four models of CONRAIL's locomotives are now prohibited on AMTRAK's Northeast Corridor. They are: C39-8 #6000-6021, C30-7A #6550-6599, C36-7 #6620-6644 and SD50 #6700-6834, which have wide snowplows. Most other road units are now permitted a maximum speed of 70 mph on the Corridor (including the new C40-8's), but a unit equipped with the new Locomotive Speed Limiter control system must be in the lead. E8A's #4020-4022 are allowed 90 mph.....Approval of a new three-year contract last month by 140,000 Teamsters Union members at United Parcel Service means a continued flow of intermodal traffic on CONRAIL and other rail carriers. UPS nationally is one of the railroads' largest piggyback customers.....CONRAIL has abandoned the former Reading Woodlane yard along the Schuylkill River west of Manayunk, and pulled out the connections to the Harrisburg Line. For many years Woodlane was used to store coal shipments bound for the piers at Port Richmond and later South Philadelphia. Today the coal is held in the ex-PRR Greenwich yard near the Pier 124 dumper in South Philadelphia.



NJ TRANSIT has named Shirley A. DeLiberio as its new executive director, replacing S. Thomas Gagliano. Formerly deputy executive director of Dallas Area Rapid Transit, DiLiberio had previously held management positions with the transit systems in Washington, DC and Boston. NJT is the fourth largest U.S. transit agency, carrying more than 175 million passengers a year (RTN).....NJT approved a \$638.1 million operating budget for FY 1991 which began July 1, a 3.5-percent increase over the previous year. On the same date NJT increased fares by an average of nine percent to close a budget shortfall of \$47.8 million for this year. Rail riders will pay an average of 10.9 percent more while bus fares go up 8.3 percent. Little or no increase in passenger volume is expected.

Because of expected flat ridership levels, NJ TRANSIT has dropped its option to purchase 25 Comet III coaches from Bombardier, which would have supplemented the 50 Comets to be delivered in the next year at a cost of \$45 million (Jersey Central Chapter News).....ABB Sumirail of Elmira Heights, NY has stripped a dozen Arrow III MU cars to their shells for overhaul and upgrading with AC propulsion (Mike Burshtin).....NJT placed its first two ALP-44 electric locomotives in revenue service on July 10, #4400 on the Morris & Essex Line and #4401 on the North Jersey Coast Line. The fleet of 15 new Swedish-built ABB units are similar to AMTRAK's AEM-7's. Meanwhile, only eight E60's remain in service (Jersey Central News).....Fire-damaged E60's #971 and 972 have been scrapped at Naparano in Newark (Baltimore Chapter Interchange).....NJT hold diesel fuel contracts at 57 to 62 cents per gallon. With the escalation of fuel costs resulting from the Persian Gulf crisis, NJT expects that these fixed-price contracts will save it up to \$3 million through the end of 1990.



SEPTEMBER 15, 1990: 6th annual railfan special on Bellefonte Historical Railroad, using ex-New Haven Budd RDC #9167. Train leaves passenger station, Bellefonte, PA, at 9:30 AM via ex-Pennsylvania Lewisburg & Tyrone branch to Lemont, then over Pleasant Gap spur and remaining portion of old Bellefonte Central to Colesville. Afternoon trip leaves Bellefonte at 1:30 PM for journey over ex-PRR Bald Eagle branch to Vail (west end) and Mill Hall (east end), returning to Bellefonte via Milesburg about 5:30 PM. Fares: \$15 per person for morning or afternoon trip, \$25 for combination. Order tickets from: Bellefonte Historical Railroad, Train Station, Bellefonte, PA 16823, enclosing stamped, self-addressed envelope. For further information, telephone 814-355-2392.

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 16: Special excursion over entire 52-mile South Branch Valley Railroad from Petersburg to Green Spring, WV, sponsored by Chesapeake Division RRE. Buses depart Green Spring 8 AM for Petersburg, diesel-powered train leaves Petersburg 10 AM with arrival in Green Spring about 5:30 PM. Numerous photo stops along South Branch of Potomac River. Fare: \$40 per person, box lunch \$5. Order tickets from: RRE-SBV Special, c/o Wes Vernon, 1605 Billman Lane, Silver Spring, MD 20902, making checks payable to "Chesapeake Division RRE" and enclosing stamped, self-addressed envelope.

SEPTEMBER 22: 10th annual Hoboken Terminal Festival at former Lackawanna terminal, Hoboken, NJ, 11 AM to 5 PM, sponsored by NJ Transit. Locomotive and equipment displays, possibly including E8 diesels repainted in Erie Railroad colors, plus railroadiana sales and a wide variety of foods will be featured. Admission free.

SEPTEMBER 23: Special excursions on Maryland & Delaware Railroad from Berlin to Snow Hill, MD and return, operated as part of Maryland Main Street Special program. Train #3A departs Berlin 9 AM, returns 1 PM; Train #3B departs Berlin 1:30 PM, returns 5:30 PM. Snow Hill Heritage Weekend events featured during two-hour layover. Fares: \$12 adults, \$8 children (4-12). Order tickets from: Maryland Main Street Special, P. O. Box 2084, MDDA, Annapolis, MD 21404. For further information, telephone 800-933-8725.

SEPTEMBER 30: Tenth anniversary excursion with SEPTA Kawasaki trolleys in two-car train, sponsored by Philadelphia Chapter NRHS. Special leaves Elmwood depot, Elmwood & Island Avenues in Southwest Philadelphia, at 12 Noon, returning about 6 PM. Fare: \$20 per person. For details, see article elsewhere in this issue. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

SEPTEMBER 30: Railroadiana and model railroad show at Dieruff Senior High School, Irving Street, Allentown, PA, 10 AM to 4 PM, sponsored by Lehigh Valley Chapter NRHS. Admission: \$2.50 per person (\$4 for entire family). For information, contact Paul A. Kuehner, P. O. Box 300, Laurys Station, PA 18059.

SEPTEMBER 30: Photographers' steam special via Norfolk Southern using Norfolk & Western Class A 2-6-6-4 #1218, sponsored by Potomac and Washington, DC Chapters NRHS and Chesapeake Division RRE. Numerous photo opportunities will be offered on Southern Manassas Gap branch. Train leaves Amtrak station, Alexandria, VA at 7:30 AM for Front Royal, VA, returning about 7:30 PM. Fares: \$48 adults, \$40 children (5-11), \$110 luxury parlor car, \$135 first class in Washington Chapter's restored Pullman car Dover Harbor. Coach passengers should specify open-window or air-conditioned car. Order tickets from: Steam Train, P. O. Box 11172, Arlington, VA 22210, enclosing stamped, self-addressed envelope.

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: "Lynchburg Limited" steam special via Norfolk Southern from Alexandria to Lynchburg, VA and return behind N&W 1218. Train leaves Amtrak station, Alexandria, at 7:30 AM, returning about 8:45 PM. Stop enroute at Charlottesville will allow optional tour of historic downtown area. Fares: \$65 adults, \$55 children (5-11), \$125 luxury parlor, \$150 first class in Dover Harbor. Coach passengers should specify open-window or air-conditioned car. Order tickets as shown in September 30 item above.

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: "Governor's Maryland Memory" excursion from Baltimore to Brunswick, MD and return via CSX, using MARC RDC equipment. Special train departs from B&O Museum, Baltimore, at 8:45 AM, returns 4:45 PM. Ticket price includes admission to Museum, souvenir and photo runby. During layover passengers may participate in Brunswick Centennial & Railroad Renaissance Festival marking city's 100 years as a B&O town. Fares: \$42 adults, \$37 children (4-12). Order tickets from: Maryland Main Street Special, P. O. Box 2084, MDDA, Annapolis, MD 21404. For further information, telephone 800-933-8725. (Continued on Page 8)

EXTRA LIST (Continued from Page 7)

OCTOBER 6-7: Fall spectacular at East Broad Top Railroad, Route 522, Rockhill Furnace, PA, with narrow-gauge passenger and freight train operations each day. Station and roundhouse will be open. For information, contact: East Broad Top Railroad, Rockhill Furnace, PA 17249 (telephone 814-447-3011).

OCTOBER 6-28: 4th annual Railroad Art & Photography Show at the Art Gallery of Hanover, 32 Carlisle Street, Hanover, PA, sponsored by Hanover Area Arts Guild, Inc. Show is open Fridays, Saturdays and Sundays only, 10 AM to 5 PM. Admission free. In addition to rail art, displays of railroad hardware will be featured. For information on exhibiting and selling paintings or photos at the show, contact: John R. Mowrer, 112 Fulton Street, Hanover, PA 17331 (telephone 717-632-0982 between 9 AM and 3 PM daily).

OCTOBER 7: 11th Annual Train Meet sponsored by Reading Company Technical & Historical Society at Leesport Farmers Market, off Route 61, Leesport, PA, 9 AM to 3 PM. Railroadiana and model railroad sales, outdoor non-rail flea market, chicken barbeque, RCT&HS equipment yard displays, Blue Mountain & Reading Railroad train rides. Admission \$2 adults, \$1 children. Further information telephone 215-777-4555 evenings.

OCTOBER 7: "Skyline Limited" steam special via Norfolk Southern from Alexandria to Front Royal, VA and return behind N&W #1218. Train leaves Amtrak station, Alexandria, at 8 AM, returning about 7:30 PM. Fares: \$57 adults, \$47 children (5-11), \$120 luxury parlor, \$140 first class in Dover Harbor. Coach passengers should specify open-window or air-conditioned car. Order tickets as shown in September 30 item above.

OCTOBER 13: Special excursions from Parksley, VA to Pocomoke City, MD and return via Eastern Shore Railroad, using diesel power and museum-owned coaches. Train #6A departs Parksley Railroad Museum at 10:30 AM, returns 2:30 PM. Train #6B departs Parksley 3 PM, returns 6:30 PM. Parksley Fall Festival and Pocomoke City Riverfest events are featured. Fares: \$12 adults, \$8 children (4-12). Order tickets as shown in October 6 "Maryland Memory" item.

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 19-21: National Railway Preservation Symposium at Railroad Museum of Pennsylvania, Strasburg, PA, sponsored by Friends of the Railroad Museum in cooperation with Pacific Coast Chapter R&LHS and California State Railroad Museum. Four sessions start with William L. Withuhn of Smithsonian Institution, Washington, DC, speaking on "Increasing professionalism in railroad museums." Program begins with 8 PM reception at the Museum on Friday, October 19. Workshops, ride on Strasburg Rail Road and Saturday dinner in Rolling Stock Hall are included in \$150 per person fee. Reservations should be made with check for \$150 to: Symposium, Railroad Museum of Pennsylvania, P. O. Box 15, Strasburg, PA 17579-0015 (telephone 717-687-8628).

OCTOBER 20: Special Amtrak train from Lancaster and Harrisburg to Johnstown and Pittsburgh, PA, sponsored by Lancaster Chapter NRHS. Bus tour of Johnstown historic areas will be included, or passengers may remain on board for trip over Conrail freight-only trackage in Pittsburgh area, including Ohio Connecting bridge, Mon Line and Port Perry branch. Fare: \$83 per person. For information, write: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566 (telephone 717-786-4932).

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).

OCTOBER 27: Special excursion using Long Island Rail Road diesel-powered train from Jamaica station, New York, to Waterbury and Danbury, CT and return via Amtrak Hell Gate line and Metro-North Shore Line. Train departs Jamaica 8 AM, returns about 6 PM. Fares: Adults \$45, senior citizens and children (5-11) \$40, parlor car \$90, box lunch \$7.50 (ham and cheese or turkey breast). Order tickets from: Long Island-Sunrise Trail Chapter NRHS, P. O. Box 507T, Babylon, NY 11702, making checks payable to "LIST-NRHS" and enclosing stamped, self-addressed envelope.

NOVEMBER 17: "Hockessin Mixed Train" via Wilmington & Western Railroad, sponsored by Wilmington Chapter NRHS. Powered by 2-8-2 steam locomotive #37, train with freight cars and combine will depart Greenbank station, Marshallton, DE, at 10 AM for the end of the line at Hockessin, returning about 4 PM. Many photo runs are scheduled. Bringing a lunch is recommended. Fares: \$30 per person if ordered before October 1 (\$35 after that date). Order tickets from: Wilmington Chapter NRHS, P. O. Box 1261, Wilmington, DE 19899, enclosing stamped, self-addressed envelope. For further information, telephone 609-358-8351.

NOVEMBER 17: Abington Township Police Association presents "4th Annual Holiday Railroad Extravaganza" at Abington Junior High School Gymnasium, Susquehanna Road, Abington, PA, 9 AM to 3 PM. Railroadiana and model railroad displays; food available. Admission: \$2 per person, children under 12 free. For further information, telephone 215-887-1460.



A Federal appeals court on August 10 invalidated the controversial 1988 transfer of a disputed section of Boston & Maine Railroad track to the Central Vermont Railway. The United States Court of Appeals for the District of Columbia ruled the Interstate Commerce Commission was wrong when it approved Amtrak's condemnation of 48.9 miles of track running from East Northfield, MA to Windsor, VT. Originally at issue was who was to pay for repairs to the line to enable Amtrak's Montrealer to operate over the segment in a timely manner. The ruling was not expected to hamper Amtrak operations on the line, however.

Amtrak is finalizing plans for the rerouting of the Broadway Limited and Capitol Limited west of Pittsburgh. At the time of this writing, the cutover date had been postponed to November 11, but the new stations will likely be served by trailers until permanent facilities can be completed.

The Capitol will leave Pittsburgh over the "Pennsy" line via Alliance to Cleveland and connect with the "New York Central" just east of Cleveland station. The only stop between Pittsburgh and Cleveland will be at Alliance. The Broadway, meanwhile, will operate via the former Baltimore & Ohio (CSX) line between Pittsburgh and Pine Junction, west of Gary, IN. Present plans, subject to change, would have the westbound train back out of Pittsburgh for a mile to "CP-Bloom", the connection used by the Capitol now. It would then proceed west on the B&O "freight" line, bypassing the P&LE and its unsatisfactory track. Stops are scheduled for Youngstown, Akron, Fostoria, Garrett and Napanee on the "B&O" and Hammond-Whiting on Conrail.

An advantage of the new routing is to provide much improved connections to the south from points along the old New York Central route from Cleveland to the west. The old Pittsburgh, Fort Wayne & Chicago line of the Pennsy will apparently be allowed to go to seed -- presently, only Amtrak's two trains are operating in through service. Lima would appear to be the biggest loser, since it is furthest from any stop on the new route.

Running time for the Broadway Limited is about an hour longer, with a 35-minute bus connection linking Garrett with Fort Wayne. Tentative schedule for the Broadway west of Pittsburgh will be:

Read Down	#41	Station	#40	Read Up
2:39 AM		Youngstown, OH	4:40 AM	
3:49		Akron, OH	3:30	
5:49		Fostoria, OH	1:25	
7:29		Garrett, IN	11:59 PM	
8:14		Napanee, IN	11:07	
8:39		Hammond-Whiting, IN	8:42	
9:25 AM		Chicago, IL	8:15 PM	

The October 28 time change will see the introduction of new Corridor schedules. In general, many trains have been speeded up slightly, including some Metroliners, as trackwork slacks off in winter months and recovery allowances can be reduced.

Advance word on schedule changes at presstime includes these items in the Northeast: Between Boston and New York, two limited-stop trains will be added each way making the run in just under four hours, by stopping only at New Haven, Providence and points east. They'll leave Boston at 6:15 AM (except Sunday) and 11:15 AM (as Trains 151 and 153) and run from Penn Station in New York at 1:05 PM and 4:58 PM (except Saturday), carded as Trains 154 and 156.

Also on the Shore Line we'll see Train 171 being replaced by an extension of Train 85 from New York to even out frequencies and balance Train 86 which already operates through from Richmond to Boston. Train 175 is discontinued, with its schedule being maintained below New Haven by Train 447 operating via Springfield. Metroliner Service Train 227, Sundays from Boston, has been discontinued, but Train 231, still a Metroliner, will now be numbered Train 157 and speeded up a bit. Train 193 will operate daily, with Train 197 discontinued (weekend operation). Train 230, still a Metroliner, has been renumbered to 152 and slightly speeded up. Train 180, the Mayflower has been renumbered to Train 160, the Narragansett. Train 12 will add stops at Mystic and Kingston, dropped by following Trains 190 or 198. Train 170, meanwhile, will swap slots with Train 182 south of New York, running about an hour earlier to smooth out headways east of New York. Train 216, the Friday-only Metroliner to Boston, has been discontinued in favor of new Train 156, leaving Penn Station 17 minutes earlier. Train 176 will drop its Westerly, RI stop, while Train 178 will add a Mystic, CT stop.

ON THE SCENE (Continued from Page 9)

On the inland route via Springfield, we'll see Train 205, the Metroliner originating at New Haven, operating on Saturdays in addition to weekdays. Train 141 from Springfield will operate Sundays in addition to its current frequency. Trains 143 and 145 are replaced by Train 683 to Atlantic City, extended beyond its former terminus at New Haven. Train 471 runs 30 minutes later from Boston as Train 441, adding stops at Windsor Locks and Bridgeport and running as a through train to Washington. This train used to be added to Train 171 at New Haven, but the latter has been discontinued. Through Train 447 will be discontinued, but Train 475 will serve the Springfield-New Haven segment and Train 175 will be rescheduled to cover its "slot" west of New Haven. Train 467, meanwhile will now operate Saturdays and Train 493 will become a daily run. Train 480 will be renumbered 460 to conform to its renumbered Shore Line route connection. A rescheduled Train 470 will leave New Haven at 1:28 PM and arrive Springfield at 2:39. Train 486, meanwhile, will be 15 minutes faster east of Worcester, as is Train 442. Train 148 is discontinued to Springfield but Train 654 from Atlantic City has been extended to Springfield and arrives there at 1:57 AM.

South of New York, Metroliner Service adjustments will find Train 115 adding New Carrollton, Train 121 adding Metropark, Train 223 adding Baltimore, Train 125 adding BWI Airport and Trains 129 and 131 will stop at Metropark. Train 123 will delete its BWI Airport stop, and in the other direction, Trains 108 and 112 will both add New Carrollton. Train 222, meanwhile, will be replaced by Train 218, running about an hour earlier. Train 122 is renumbered to 222 and runs through to New Haven, about a hour later than before.

In conventional New York-Washington service, we make special note that Train 185, the 4:20 PM out of Penn Station in New York, will be known as the Wall Street, bringing back memories of the Reading service. Train 89, the Palmetto, will discontinue its Metropark stop. Train 187 is discontinued, since Train 141 will now be running Sundays. It will add a stop at Princeton Junction. Since Train 145 has been replaced by a through train to Atlantic City, its place between New York and Washington will be covered by a new Train 183, the Independence. Train 175's slot between New York and Washington has been taken over by Train 187, the Jeffersonian, adding Newark, NJ as a stop. Train 175 will operate about a hour later on former Train 467's schedule. Train 186, the Sunday morning Washington-Philadelphia equipment move, will be discontinued. Trains 182 and 170 will swap slots, with the Boston train stopping at Metropark while the New York train does not. Train 176, meanwhile, will discontinue its Aberdeen, MD stop, Train 178 will add Princeton Junction and Train 60, the Montrealer, drops it. Train 90, the Palmetto, discontinues its Metropark stop.

In Clocker service, Train 633 will operate Sundays instead of the discontinued Train 631. On the Harrisburg route, Train 617 will add Paoli, 641 will add Elizabethtown and 621 will add Malvern at the time change. Train 619 will operate 20 minutes later and will operate Saturdays in place of Train 621. Train 600 will discontinue its stop at Ardmore, as will Train 606, which will also operate 15 minutes later. Train 640, meanwhile, will add Elizabethtown.

On the Atlantic City line, Lindenwold will be discontinued as a stop for Trains 673, 661, 683 and 667 eastbound and 678 and 684 westbound. Train 661 will drop BWI Airport and Wilmington, while 667 will also drop Wilmington. Trains 660 and 666 will also discontinue their Wilmington stop. The equipment consists will now show cafe service in lieu of dinette service.

While long distance service changes on the Corridor have not solidified, we do know that Train 51, the Cardinal, will operate westbound on Sunday, Wednesday and Friday now. Eastbound dates of operation remain the same.

In the Empire Service corridor, Train 280, the eastbound Mohawk, will run on a slightly faster schedule, leaving Syracuse 20 minutes later than at present. Train 68 will be replaced, as usual, by Train 70 on Sundays, running about four fours later to accommodate skiers. All Adirondacks discontinue the seasonal stop at Port Kent, NY. The slot below Albany will be filled on Sunday by a rescheduled Albany-New York train.

Other changes anticipated outside our area will find the westbound California Zephyr leaving Chicago 90 minutes earlier and its eastbound counterpart leaving Ogden, UT the same. Schedules over the Rio Grande have been lengthened up to an hour to provide more realistic operation. The eastbound Empire Builder will leave Seattle 45 minutes later and arrive Chicago 27 minutes later.

Between Chicago and St. Louis, the Texas Eagle will leave Chicago several hours later, essentially trading places with Train 307, which now leaves Chicago daily about 45 minutes before #21's old schedule. Schedules on the Chicago-New Orleans route will be lengthened by almost an hour below Carbondale to improve timekeeping.

In a few equipment notes, I observed club-dinette 48153 on a Corridor train on August 25, properly labeled "dinette" at one end and "club service" on the other. If the cars are being released in numeric order, this would be the fourth car completed. For the record, a half club is modified by placing six tables in the short end. One table seats two (or three if the handicapped seat is swung around).

On weekends, Amtrak has been operating Caltrain gallery cars in the middle of an Amfleet San Diegan consist. Typically, the cars are used to carry Marines enroute to or from the big base at Oceanside. They are from the group of cars borrowed from San Francisco service to equip the Orange County commuter train which runs weekdays down to San Juan Capistrano. Caltrans is considering the purchase of its own fleet of Superliner cars as an add-on to the widely-anticipated Amtrak order expected this fall. The cars would be used to operate an overnight service between Oakland and Los Angeles by extending a pair of San Joaquin trains to operate south of Bakersfield -- possibly even beyond to San Diego.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS - PART I
(Corrected to July 1, 1990)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER AND NUMBER
<u>ASHLAND RAILWAY (ASRY), Whiting, NJ</u>						
32-33	B-B	GP9	D/E	GMD	1957	Conrail 7432, 7433
<u>BALTIMORE & ANNAPOLIS RAILROAD (BLA), Ferndale, MD</u>						
87	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5092
<u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ</u>						
1	0-4-0	15-ton	G/E	Mack	1941	Crucible Steel 1
41	B-B	CF7	D/E	EMD	1950	Santa Fe 2419 (F7A 326L)
42	B-B	CF7	D/E	EMD	1951	Santa Fe 2421 (F7A 252C)
50	0-4-0	20-ton	D/M	Davenport	1941	Kingston Trap Rock
56	B-B	T6	D/E	Alco	1958	Conrail 9847
57	B-B	RS1	D/E	Alco	1948	Washington Terminal 57
60	2-8-0		Steam	Alco	1937	Great Western 60
4666	Railcar	OEG415	D/E	Brill	1930	Pennsylvania 4666
<u>BLUE MOUNTAIN & READING RAILROAD (BMRG), Hamburg, PA (Note 1)</u>						
103	B-B	NW2	D/E	EMD	1947	Reading 103 (Note 2)
425	4-6-2		Steam	BLW	1928	Gulf, Mobile & Northern 425
600	B-B	SW1	D/E	EMD	1953	Warner Company 15
600-601	B-B	CF7	D/E	EMD	1951	Santa Fe 2424 (F7A 335L), 2446 (F7A 261C)
730	B-B	DS44-750	D/E	BLW	1950	Warner Company 14 (Note 2)
1000	B-B	NW2	D/E	EMD	1948	Conrail 9220
1032	B-B	NW2	D/E	EMD	1946	Port Jersey 1032
1200	B-B	SW7	D/E	EMD	1950	Conrail 8905
1201	B-B	SW7	D/E	EMD	1951	Sugar Loaf & Hazleton 183
2102	4-8-4	T-1	Steam	Reading	1945	Reading 2102
5308	C-C	C630	D/E	Alco	1967	Conrail 6761 (Note 2)
5513	B-B	GP30	D/E	EMD	1962	Conrail 2181 (Note 2)
5706	A1A-A1A	E8A	D/E	EMD	1952	Amtrak 495 (284)
5898	A1A-A1A	E8A	D/E	EMD	1951	Amtrak 497 (305)
9166	Railcar	RDC-1B	D/M	Budd	1958	SEPTA 9166
9168	Railcar	RDC-1	D/M	Budd	1951	PennDOT 9168
<u>Note 1:</u> Locomotives also based at Auburn, Boyertown, East Greenville, Kutztown, Leesport and Temple, PA						
<u>Note 2:</u> Owned by Reading Company Technical & Historical Society						
<u>BRANDYWINE VALLEY RAILROAD (BVRY), South Coatesville, PA</u>						
8201	B-B	NW2	D/E	EMD	1945	Conrail 9236
8202	B-B	NW2	D/E	EMD	1949	Conrail 9228
8203	B-B	NW2	D/E	EMD	1948	Conrail 9259
8204	B-B	SW1200	D/E	EMD	1964	Missouri Pacific 1184
8205	B-B	SW1200	D/E	EMD	1957	Southern Pacific 2315
8206	B-B	SW9	D/E	GMD	1950	Toronto, Hamilton & Buffalo 58
<u>CANTON RAILROAD (CTN), Baltimore, MD</u>						
1201	B-B	SW1200	D/E	EMD	1954	Milwaukee 625
1501	B-B	SW1500	D/E	EMD	1967	Southern Pacific 2455
<u>CARBON & SCHUYLKILL RAILROAD (CSRC)/RAIL TOURS, INC.,* Jim Thorpe, PA</u>						
56	B-B	F3A	D/E	EMD	1948	Bangor & Aroostook 46 (Note 1)
972	4-6-0	D10j	Steam	Montreal	1912	Canadian Pacific 972 (Note 2)
1098	4-6-0	D10h	Steam	Canadian	1913	CP 1098
1554	B-B	RS3	D/E	Alco	1953	Central of New Jersey 1554 (Note 3)
2895-2896	B-B	U33B	D/E	GE	1968	Conrail 2895, 2896
2930	B-B	U33B	D/E	GE	1968	Conrail 2930
<u>Note 1:</u> Owned by Anthracite Railroads Historical Society						
<u>Note 2:</u> At Strasburg, PA for repairs						
<u>Note 3:</u> Owned by Hawk Mountain Chapter NRHS. At New Hope, PA for repairs						
<u>CHESTNUT RIDGE RAILWAY (CHR), Palmerton, PA</u>						
20	B-B	S2	D/E	Alco	1945	
21	B-B	S2	D/E	Alco	1946	
1055	B-B	S4	D/E	Alco	1949	Missouri Pacific 1055 (Note 1)
<u>Note 1:</u> Leased from RELCO						

(Continued on Page 12)

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS - PART I

(Continued from Page 11)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER AND NUMBER
<u>DELAWARE COAST LINE RAILROAD (DCLR), Georgetown, DE (Note)</u>						
2	B-B	RS36	D/E	Alco	1962	Norfolk, Franklin & Danville 2
17	B-B	T6	D/E	Alco	1958	Eastern Shore 17
23	B-B	RS1	D/E	Alco	1954	Soo Line 351
200	B-B	C420	D/E	Alco	1963	Eastern Shore 200
Note: Locomotive also based at Milton, DE						
<u>EAST BROAD TOP RAILROAD, * Rockhill Furnace, PA (3-foot-gauge)</u>						
M-1	Railcar		G/E	EBT/Brill	1926	
M-4	0-4-0	JCD	D/M	Plymouth	1947	Warner Company
M-5A	0-4-0		D/M	Plymouth	1956	Bethlehem Steel 28A
M-5B	0-4-0		D/M	Plymouth	1956	Bethlehem Steel 28B (Note)
12	2-8-2		Steam	BLW	1911	
14	2-8-2		Steam	BLW	1912	
15	2-8-2		Steam	BLW	1914	
16	2-8-2		Steam	BLW	1916	
17	2-8-2		Steam	BLW	1918	
18	2-8-2		Steam	BLW	1920	
Note: Cabless unit						
<u>EAST JERSEY RAILROAD & TERMINAL (EJR), Bayonne, NJ</u>						
18	B-B	65-ton	D/E	GE	1950	
19	B-B	80-ton	D/E	GE	1948	U. S. Steel (Fairfield, AL)
<u>EASTERN SHORE RAILROAD (ESHR), Cape Charles, VA (Note)</u>						
1600	B-B	GP8	D/E	EMD	1950	Norfolk & Western 3450
1603	B-B	GP8	D/E	EMD	1952	N&W 3468
8066	B-B	GP10	D/E	EMD	1954	Illinois Central Gulf 8066
8096	B-B	GP10	D/E	EMD	1955	ICG 8096
Note: Locomotive also based at Little Creek, VA						
<u>EVERETT RAILROAD (EV), Claysburg, PA</u>						
4	B-B	80-ton	D/E	GE	1943	U. S. Army 7893
8933	B-B	SW9	D/E	EMD	1951	Conrail 8933
8990	B-B	SW9	D/E	EMD	1953	Conrail 8990
9118	B-B	SW9	D/E	EMD	1952	Conrail 9118
<u>GETTYSBURG RAILROAD (GETY), Gettysburg, PA</u>						
28	B-B	U30B	D/E	GE	1967	Conrail 2882
70	B-B	RS36	D/E	Alco	1962	Norfolk & Western 2870
76	2-8-0		Steam	BLW	1920	Mississippian 76
1278	4-6-2	G5d	Steam	Canadian	1946	Canadian Pacific 1278
<u>LACKAWANNA VALLEY RAILROAD (LVAL), Scranton, PA</u>						
901	B-B	U30B	D/E	GE	1967	Conrail 2888
902	B-B	U33B	D/E	GE	1968	Conrail 2914
903	B-B	U33B	D/E	GE	1968	Conrail 2925
5019	B-B	RS36	D/E	Alco	1963	Delaware & Hudson 5019 (Note)
Note: Owned by private individuals						
<u>LANDISVILLE RAILROAD (AMHR), Landisville, PA</u>						
92	0-4-0	HLB	D/E	Plymouth	1928	Delaware Valley
8526	B-B	45-ton	D/E	GE	1944	U. S. Army 8526
8651	B-B	SW900M	D/E	EMC	1938	Conrail 8651
<u>MARYLAND & DELAWARE RAILROAD (MDDE), Federalsburg, MD (Note)</u>						
100	B-B	RS3M	D/E	Alco	1952	Conrail 9999
101	B-B	RS3M	D/E	Alco	1950	Conrail 9926
102	B-B	RS3M	D/E	Alco	1952	Conrail 9942
2628	B-B	CF7	D/E	EMD	1946	Santa Fe 2628 (F3A 20C)
Note: Locomotives also based at Selbyville, DE and Massey, MD						
<u>MARYLAND & PENNSYLVANIA RAILROAD (MPA), York, PA</u>						
82	B-B	SW9	D/E	EMD	1951	
86	B-B	GP7	D/E	EMD	1953	Reading 621

(Continued on Page 13)

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS - PART I

(Continued from Page 12)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER AND NUMBER
<u>MARYLAND MIDLAND RAILWAY (MMID), Union Bridge, MD</u>						
100-101	B-B	F7A	D/E	EMD	1949	Chicago & North Western 409, 413
200	B-B	GP9	D/E	EMD	1957	Norfolk & Western 793
794	B-B	GP9	D/E	EMD	1957	N&W 794
812	B-B	GP9	D/E	EMD	1957	N&W 812
6045	B-B	GP9	D/E	EMD	1956	Chesapeake & Ohio 6045
6454	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6454
<u>MARYLAND STATE RAILROAD ADMINISTRATION (MARC), Baltimore, MD</u>						
1	Railcar	RDC-2	D/M	Budd	1956	Baltimore & Ohio 9940
3	Railcar	RDC-2	D/M	Budd	1953	B&O 1951
8	Railcar	RDC-1	D/M	Budd	1950	B&O 9911
9	Railcar	RDC-1	D/M	Budd	1953	B&O 9912
10	Railcar	RDC-B	D/M	Budd	1957	Amtrak 29
11-13	Railcar	RDC-1	D/M	Budd	1952	B&O 9915, 9916, 9917
18	Railcar	RDC-1	D/M	Budd	1952	B&O 1913
20	Railcar	RDC-1	D/M	Budd	1956	B&O 9920
21	Railcar	RDC-2	D/M	Budd	1955	B&O 1972
22	Railcar	RDC-1	D/M	Budd	1956	B&O 9922
23	Railcar	RDC-1	D/M	Budd	1953	B&O 9913 (Note 1)
24-25	Railcar	RDC-1	D/M	Budd	1952	Amtrak 17, 16
26-29	Railcar	RDC-1	D/M	Budd	1951	Pennsylvania-Reading Seashore Lines M-409, M-410, M-411, M-413
70-71	B-B	GP39-H2	D/E	EMD	1967	Conrail 3062, 3066 (GP40)
72	B-B	GP39-H2	D/E	EMD	1968	Conrail 3243 (GP40)
73-74	B-B	GP39-H2	D/E	EMD	1966	B&O 3703, 3710 (GP40)
75	B-B	GP39-H2	D/E	EMD	1968	Milwaukee 2050 (GP40)
81-82	B-B	F9PH	D/E	EMD	1952	B&O 4580, 4582 (F7A)
83	B-B	F9PH	D/E	EMD	1951	B&O 4566 (F7A)
84	B-B	F9PH	D/E	EMD	1948	B&O 4472 (F7A)
85	B-B	F9PH	D/E	EMD	1951	B&O 4557 (F7A)
4900-4903	B-B	AEM-7	Elec	EMD	1986	
7100	B-B	ACPU	D/E	EMD	1951	B&O 4553 (F7A)(Note 2)

Note 1: Owned by CSX Transportation

Note 2: Rebuilt to auxiliary power control unit 1980 (head-end power only)

<u>MIDDLETOWN & HUMMELSTOWN RAILROAD (MIDH), Middletown, PA (Note)</u>						
1	B-B	65-ton	D/E	GE	1941	U. S. Army 7272
2	B-B	65-ton	D/E	GE	1955	Standard Slag & Stone 46
91	2-6-0		Steam	Canadian	1910	Canadian National 91

Note: Locomotive also based at Columbia, PA

<u>MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ</u>						
16-17	B-B	C430	D/E	Alco	1967	Conrail 2054, 2053
18	B-B	C424	D/E	Alco	1964	Toledo, Peoria & Western 800

<u>NDC RAILROAD (NDCR), Northampton, PA</u>						
51	B-B	S6/VO660	D/E	BLW	1941	Upper Merion & Plymouth 51 (Note)
99	B-B	RS3M	D/E	Alco	1950	Conrail 9938
101	B-B	S6	D/E	Alco	1956	UM&P 101 (Note)

Note: Owned by private individuals

<u>NEW HOPE & IVYLAND RR (NHIR)/NEW HOPE STEAM RAILWAY,* New Hope, PA</u>						
9	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 9
11	B-B	VO660	D/E	BLW	1945	Warner Company 11
19	B-B	C424	D/E	Alco	1964	Toledo, Peoria & Western 801 (Note 1)
40	2-8-0		Steam	BLW	1925	Cliffside 40
1102	A1A-A1A	RSC2	D/E	Alco	1947	Seaboard Coast Line 1102 (Note 2)
9423	B-B	SW1	D/E	EMD	1950	Amtrak 739 (Note 2)

Note 1: Assigned to NH&I by Morristown & Erie

Note 2: Owned by private individual

ABBREVIATIONS:

D/E - Diesel-electric
D/M - Diesel-mechanical
G/E - Gas-electric
G/M - Gas-mechanical
Elec - Electric
* - Non-common carrier

Alco - American Locomotive Company/Alco Products, Inc.
BLH - Baldwin-Lima-Hamilton Corp.
BLW - Baldwin Locomotive Works
EMC - Electro-Motive Corp.
EMD - Electro-Motive Division, General Motors Corp.
GE - General Electric Company
GMD - General Motors Diesel, Ltd. (Canada)

PHILADELPHIA CHAPTER AGAIN RANKED SECOND IN NRHS MEMBERSHIP

Official figures released last month by National show that Philadelphia Chapter, with 438 full NRHS members, again ranks second among the 160 chapters in the Society in membership.

Here is a breakdown of the top ten chapters and the number of members who pay national dues through each chapter:

1. Bluewater Michigan (Royal Oak, MI).....	566
2. Philadelphia.....	438
3. Washington, DC.....	382
4. Intermountain (Denver, CO).....	362
5. Pacific Northwest (Portland, OR).....	353
6. Ontario & Western (Middletown, NY).....	320
7. Atlanta.....	304
8. Mohawk & Hudson (Albany, NY).....	302
9. Baltimore.....	294
10. St. Louis.....	271

Total membership of the Society at last report was 15,333, with an additional 3,047 family members.

ADDITIONAL CHAPTER MEMBERS ATTENDED ST. LOUIS CONVENTION

After the August issue of Cinders was distributed, several additional Chapter members wrote in to report that they too attended the NRHS St. Louis convention in June. They are: Howard Bender, John Francis, Ed Graham, Don Kehl, Bill Rhodes and George Wiedersum.

This brings to 38 the known total of Philadelphia members who attended this very successful gathering.

FP7 WORK SESSIONS CONTINUE; LOCOMOTIVES READY FOR NEW SIDE PANELS

Several work sessions were held during July and August at which a number of Philadelphia and Lancaster Chapter members assisted in restoring former Reading FP7 diesel locomotives 902 and 903. The sessions were held at Amherst Industries, Landisville, PA, where the two historic locomotives are based.

After much effort in removing the rotted plymetal side panels and cleaning the interior of the units, specifications were given to Amherst for cutting new steel side panels which will be installed by Chapter forces. The 902, owned by Lancaster Chapter, and Philadelphia Chapter's 903 then will be placed in the Amherst shop for repainting in the original Reading passenger paint scheme. Both units were delivered to the Reading by Electro-Motive in 1950, later becoming the property of SEPTA before their purchase by NRHS.

The Chapter thanks all of those who have volunteered their time in this effort (most are listed in the August issue of Cinders). Those wishing to assist in the side panel installation are urged to contact Project Manager Mike Burshtin at 609-697-3829 (home) or 215-580-4239 (work).

PHILADELPHIA EXPRESS (Continued from Page 6)

Like AMTRAK, NJ TRANSIT has been experiencing ridership increases on the Atlantic City line. After the number of trains was nearly doubled in April, average daily ridership jumped to more than 1,500 and now covers 20 percent of direct costs. The free bus service recently begun between A.C. station and the casinos has also contributed.....NJ Transit has issued a new promotional brochure showing both train and shuttle bus schedulesComet cars assigned to the Atlantic City trains are now marked with "AC" next to their numbers..... NJT's Sunday baseball specials from Atlantic City to South Philadelphia were successful in their first runs August 5 and September 2. Round-trip fares of \$15 adults and \$12 children include a seat at the Phillies game.

Regional & Shortline News: On August 1 the Interstate Commerce Commission issued an emergency order allowing CANADIAN PACIFIC to temporarily operate the DELAWARE & HUDSON, while the ICC considers CP's proposed purchase of the D&H. The decision followed an order by a U.S. bankruptcy court judge that D&H Trustee Francis P. Dicello cease operation of the road on July 31. CP has set up the subsidiary Delaware & Hudson Corp. to run the property.....Increasingly, red-and-white CP RAIL SD40-2 locomotives are being seen on D&H trains, sometimes in gaudy lathups on RPPY and PYPY which run through Philadelphia in connection with CSX. Their first appearance here was on a 35-car acid train enroute to Baltimore July 27.....Previous D&H operator NEW YORK, SUSQUEHANNA & WESTERN will be turning over 20 of its 24 GE B40-8 locomotives to CSX, which financed their acquisition in 1989 (Bull Sheet).....NYS&W reportedly will purchase a steam locomotive from China, the fourth such import (Jersey Central News).....NEW HOPE & IVYLAND is again up for sale. Owner Bucks County Industrial Development Corp. expects to close a deal this month.....Gary Fairbanks shipped his rare Alco RSC2 #1102 last month from NH&I to the LACKAWANNA VALLEY RAILROAD at Scranton.....WILMINGTON & WESTERN is celebrating its 25th season of tourist operations.....SHORE FAST LINE ran a two-car freight from Tuckahoe to Cape May Court House, NJ July 20 powered by SW1200 #1145, the first train over the line in ten years (Jersey Central News).

EASTWOOD TO RUN FOR NATIONAL VP

Chapter Member and Editor Larry Eastwood, who has served as vice president-Eastern Region for the past six years, has announced that he will run for national vice president of NRHS. That position is currently held by Carol Jensen of the Roanoke Chapter, but she intends to step down at the end of her term in November.

Larry previously served as president of Philadelphia Chapter for a record-setting 12 years (1972-84). Several potential candidates for the Eastern Region vice presidency have already expressed interest in that position. The election will take place at the national directors meeting in Owensboro, KY in November.

CONRAIL FREIGHT SCHEDULE CHANGES

Further changes have been made in certain Conrail freight train schedules, as shown in previous issues of Cinders, affecting service in the Philadelphia Division:

- o MTEN, PGEN, PIML and PLOI are withdrawn.
- o T001 (Toledo, OH to Oak Island, NJ) is established, departing Harrisburg 0730, passing Alburdis 1159, arriving Oak Island 1655 daily.
- o Symbols of interline piggyback tracks TV-171/TV-172, operating between Kearny, NJ and the CSX connection at Park Junction, Philadelphia, are changed to TV-191/TV-170 respectively, with no change in schedule.
- o PGAL (South Philadelphia to Allentown) continues to operate. Previous Cinders report of its withdrawal was incorrect.

SEPTA PUSH-PULL TRAIN ASSIGNMENTS LISTED

Here is a current listing of trains to which SEPTA's Bombardier push-pull cars are assigned. Each five-car train is powered by an AEM-7 electric locomotive on the west (south) end. Operations are Monday through Friday only and all but the West Trenton trains spend the night at Frazer shop.

MORNING TO CENTER CITY

7524 from Parkesburg
9528 from Downingtown
9530 from Paoli
7532 from Downingtown
7538 from Parkesburg
6321 from West Trenton

AFTERNOON FROM CENTER CITY

6754 to Chestnut Hill East (deadheads to center city for 4571)
6372 to West Trenton
7555 to Parkesburg
9559 to Downingtown
7563 to Parkesburg
9565 to Paoli
4571 to Downingtown

THIS MONTH MARKS 75TH ANNIVERSARY OF PRR ELECTRIFICATION

On September 12, 1915 the Pennsylvania Railroad began electrified passenger service between Philadelphia and Paoli, its first use of 11,000-volt AC power in regular service. The original steel poles installed in 1915 still support the catenary on this 19.9-mile section of four-track mainline, most of it now owned by Amtrak.

The Paoli-electrification also introduced the commuting public to the MP54 class of multiple-unit "red" cars, the first group converted from P54 steam coaches. Later conversions and newly-built cars brought the PRR MP54 fleet to well over 400, and many survived until the introduction of the stainless steel Silverliners in 1963. The last MP54's were retired in 1981.

SUMMER DINNER AT PHILMONT PROVIDES ENJOYABLE EVENING FOR 35

Thirty-five members and guests turned out for Philadelphia Chapter's annual summer dinner, held August 16 at the Puffin' Billy Restaurant housed in the former Reading Philmont station.

Once again, Bill Wagner made all arrangements for the dinner, a task he has been performing for many years. The Chapter joins in thanking Bill for his continuing efforts to provide an enjoyable summer event for the membership.

TWO MORE CHAPTER MEMBERS RECEIVE NRHS 50-YEAR PINS

William D. Hooker, now of Silverton, CO, and Milton E. Pricskett of Mays Landing, NJ have become the tenth and 11th members of Philadelphia Chapter to receive NRHS gold pins signifying 50 years of continuous service to the Society. The membership joins in congratulating Bill and Milt on this significant milestone in their lives.

THREE 1990 "FAREWELL" TRIPS FOR CHAPTER



This year Philadelphia Chapter has operated three excursions to bid farewell to three types of historic SEPTA passenger equipment which have long been fixtures in the Philadelphia rail scene. Above, left, on March 25 the final railfan special using the famed ex-Reading Blues, dating from 1931-32, pauses for a photo stop at Bethayres. Chapter Member Larry Ryan is at the controls. Above, right, the 1958-vintage ex-Pennsy Pioneer III's, built by Budd, pay an unaccustomed visit to Amtrak's Lancaster station on June 3, less than a month before the cars' retirement. Right, the last two Brill-built Bullet cars, also dating from 1931, appear at Bridgeport August 19 on a joint NRHS-Buckingham Valley Trolley Association excursion. SEPTA Supervisor Ted Mills stands in the door. --PHOTOS BY FRANK TATNALL

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