



# CINDERS

JUNE

1992



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Volume 53

Newsletter of the

Number 6

## PHILADELPHIA CHAPTER

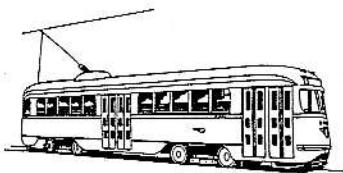
National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## CHAPTER TO SPONSOR "PCC FAREWELL" TRIP JUNE 13 ON ROUTE 56

As matters stood at presstime, SEPTA plans to discontinue rail operations on Route 56-Erie and Torresdale Avenues effective Sunday, June 14. Saturday, June 13 may therefore be the last day of PCC service on this long route, and Philadelphia Chapter will sponsor a "Farewell to the PCC's" excursion on that afternoon.



Our special car will leave Luzerne depot, Luzerne Street & Old York Road, at 1 PM, picking up passengers at Broad & Erie five minutes later. All of Route 56 will be covered, with numerous photo stops and, if it is possible to journey down part of the out-of-service Route 23 on Germantown Avenue, we will do so.

The fare for this three-hour excursion is \$20 per person, payable on the day of the trip. For information, telephone Michael Burshtin evenings at 609-697-3829 or Frank Tatnall at 215-828-0706.

SEPTA's operating budget for Fiscal Year 1993 beginning July 1 calls for the complete elimination of all remaining PCC's in Philadelphia, because of the reputed high cost of maintaining these 44 and 45-year-old cars. SEPTA promises to restore rail service on Route 56 and parts of Route 23 using modern light rail vehicles, but not before 1996 at the earliest. Just 89 PCC's remain on SEPTA's roster, although only a handful of these cars are actually in service today on Route 15-Girard Avenue and Route 56. Route 23 has been bused over its entire length since February.

Members are urged to take advantage of this final salute to the faithful PCC's on Route 56.

### FRIDAY EVENING, JUNE 19, 1992

Eakins Lounge, Alumni Hall, Thomas Jefferson University,  
1020 Locust Street, Philadelphia, PA (three blocks south  
of Market East station)

Dinner at 6:15 PM (\$18 per person); Meeting at 7:45 PM  
Parking in Wills Eye Hospital garage, 9th Street above  
Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th  
above Locust (\$5.75 after 6 PM), Downtown Garage,  
Walnut Street east of 10th (\$5.00 after 5 PM)

Our June 19 meeting will feature a look into the future at Amtrak. Chapter Member Edward Lombardi, Amtrak's manager-performance and tests, will discuss the RoadRailer testing program currently in progress on Amtrak, and how this concept will enhance Amtrak's mail-handling capability. A portion of Mr. Lombardi's program will cover the Swedish-built X-2000 tilt train, scheduled to begin test runs between New York and Boston in 1993. Plan to be on hand for this most interesting program.

The usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, JUNE 16, 1992 to National Director Frank Tatnall at 215-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM.

## PHILADELPHIA CHAPTER THIRD IN NATIONAL MEMBERSHIP

According to the latest official figures released by National on May 27, Philadelphia Chapter retains its third-place ranking in membership among the 160 chapters of NRHS. The Chapter had 441 paid-up members (not including spouses or chapter-only), trailing Central Coast Chapter with 497 and Bluewater Michigan's 456.

As of the report date, Philadelphia Chapter had 13 persons who had not renewed their memberships from last year (which has since been reduced to ten). This is an excellent record, and the officers wish to thank all current members for their support of the Chapter and its objectives.

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

## CHAPTER OFFICERS

President..... Michael L. Burshtin  
Senior Vice President..... Douglas W. Watts  
Vice President & Treasurer..... David L. Kopena  
Secretary..... Marie K. Eastwood  
National Director..... Frank G. Tatnall, Jr.  
Historian..... Larry A. DeYoung  
Editor..... R. L. Eastwood, Jr.

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Membership..... Sheila A. Dorr  
Newsletter..... R. L. Eastwood, Jr.  
Program..... Douglas W. Watts  
Publications..... Harrison Garforth, Jr.  
Publicity..... Thomas F. Moran  
Trip..... Frank G. Tatnall, Jr.

MEETINGS: 7:45 PM, third Friday of each month (except second Friday in December) at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$18.00 per person), cash bar 5:30 PM, Meeting 7:45 PM.

ANNUAL MEMBERSHIP DUES: \$25.00 per person, which includes Chapter and National dues. Chapter-only dues \$12.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required 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

## CHAPTER SUMMER DINNER SCHEDULED FOR AUGUST 21

Philadelphia Chapter's traditional summer dinner is scheduled for Friday evening, August 21, tentatively at the St. David's Inn in St. Davids. Located at Lancaster Pike & Radnor-Chester Road, the restaurant is within walking distance of SEPTA's R5 Radnor station.

Normally, 1992 would be a "Reading-side" year for the affair, but Dinner Chairman Bill Wagner was forced to change plans because of the RailWorks project which eliminated direct access to points on the former Reading lines.

Details on price and reservations will appear in the August issue of Cinders. Mark your calendar now for this always enjoyable evening, which is purely a social event with NO business meeting!

## MEETING DATES LISTED FOR CHAPTER'S UPCOMING SEASON

Following are the meeting dates of Philadelphia Chapter for the 1992-1993 season at Jefferson Alumni Hall:

September 25	February 19
October 16	March 19
November 13	April 16
December 18	May 21
January 15	June 18

As in the past, all occur on Fridays, but it should be noted that not all are on the customary third Friday of the month. For example, the September date was moved back one week because of a scheduling problem at Jefferson, and to avoid a conflict with Steamtown Railphoto Weekend.

At the May 1992 meeting, the members decided to continue the practice of providing dinners next season, but to eliminate the bar service because of high cost and lack of demand.

Chapter officers will also consider a suggestion that door prizes be chanced off at each meeting as an additional fundraising measure.

## CHAPTER PROPOSES NEW BUDGET, \$1 DUES INCREASE

During a meeting of Chapter officers and committee chairpersons on May 4, a revised budget for 1992 was drafted. President Michael Burshtin noted that the budget is a very tight one, with the largest expenses being for production of Cinders (\$5,670) and insurance (\$3,000). Total anticipated expenses of \$12,035 do not include the cost of painting our FP7 locomotive, which is scheduled for this year. Total income for the year is expected to be \$7,574, in addition to cash on hand.

To meet this situation, the Chapter board has proposed a modest dues increase of \$1 for 1993 and another \$1 for 1994, bringing total Chapter dues to \$13 for full members and \$14 for Chapter-only members. These are in addition to the present national dues of \$14 per person, but if the latter are raised during the next two years the Chapter increase will be deferred.

The membership will be asked to approve the Chapter dues increase at the June 19 monthly meeting.

## READING NINTH STREET BRANCH FEATURED IN "NORTHEAST RAILROADING"

The complete history of the Reading Company's Ninth Street Branch, now being rebuilt in SEPTA's RailWorks project, is contained in the April 1992 issue of Northeast Railroading. The story covers the period from the chartering of the Philadelphia, Germantown & Norristown in 1831 through Reading, Conrail and SEPTA ownership to the present date.

The issue may be obtained postpaid by sending \$3 to: Northeast Railroading, P. O. Box 432-S, New Holland, PA 17557-0432, making checks payable to "Josh Musser." Subscriptions to the magazine are available at the same address for \$32 (12 issues) or \$16 (six issues).

# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR.

SEPTA contractors are swarming over the four miles of Mainline in North Philadelphia, as the \$354-million RailWorks projects enters its third month. Bridge replacement work has begun, with the new span at Allegheny Avenue taking shape and the closely-spaced bridges south of North Broad station humming with activity. North Broad station itself is now mostly a memory, with its sheds completely removed and much old track in the area lifted. This includes the malfunctioning "Diamond" interlocking plant a half-mile south, which will not be replaced.



A new Temple University station will be built next year at 10th & Norris Streets, replacing both North Broad and the present Temple station at Cecil B. Moore Blvd. This means that some sort of temporary station at North Broad will be needed for this winter. New track is already being laid south of "16th Street Junction" and the welded rail program on the Norristown Line is advancing rapidly.

Meanwhile, passengers on the three northern routes seem to have adjusted to the daily subway transfer at the new Fern Rock station, although

the Delaware Valley Association of Railroad Passengers reports that ridership on these lines is down 35 percent since the start of RailWorks. Still, there has been overcrowding on some Broad Street subway expresses. SEPTA reissued its R2, R3 and R5 north timetables on May 10, correcting some of the center city subway times. Overall, DVARP says that ridership on the six former Reading lines curtailed by RailWorks is off about 27 percent. The R8 Chestnut Hill West Line, however, has picked up many new passengers, some from the Lansdale route and some from the shut-down Chestnut Hill East Line. Six-car rush-hour trains are in use, something not seen on Chestnut Hill since the days of the Pennsy "red cars."

SEPTA continues its public relations effort to mitigate the disruptions of RailWorks. Last month a RailWorks survey form was distributed, in which current (and former) riders are asked to grade SEPTA on the alternate services and information it provides. SEPTA even arranged a "RailWorks Night" at Veterans Stadium on May 19 for the Phillies-Houston Astros game. General Manager Louis Gambaccini and his wife were spotted in the V.I.P. box by longtime Phillies Fans Larry and Marie Eastwood. And SEPTA is offering a weekly drawing for free TrailPasses in a joint promotion with retailers in the Gallery at Market East, where reduced passenger volume has cut into sales.

SEPTA is still fine-tuning its scheme to sharply reduce weekend service on its commuter rail lines. The plan first surfaced in late April as a cost-cutting measure, but was roundly denounced during the operating budget hearings last month (see below). Since then, SEPTA has been working on a series of scenarios and hopes to bring the final program to a public hearing this month, and to the SEPTA board for approval in July.

SEPTA has completed the sale of its last 19 Blue cars, now stored at Frazer shop. The full list (including those previously reported in Cinders) is as follows: 9101, 9102 to Rail Tours, Inc.; 9103, 9104 to Reading Company Technical & Historical Society; 9105 to Stewartstown Railroad; 9107 to Rail Tours; 9108 to Stewartstown; 9110 donated for display in Reading Terminal trainshed as part of the new Convention Center; 9114 to Valley Forge Railway; 9115 to Reading-Berks Historic Transportation Association; 9116 to RCT&HS; 9117 to Valley Forge Railway; 9119 to Reading-Berks; 9120 to Stewartstown; 9123 to Reading-Berks; 9124 to Valley Forge Railway; 9127, 9128, 9129 to the Historical Society of Berks County. Some of the cars went for more than \$7,000 apiece but others were sold for much less. Most of the cars are to be moved to Reading in a special CONRAIL train early in June, with nine of them passing into the custody of the RCT&HS. Earlier, SEPTA had sold four cars stored at Fern Rock shop to that group (#9111, 9113, 9118, 9131), while 9109, 9121, 9125 and 9135 have been retained by SEPTA for work service. Of the total of 38 Blues, 11 have been scrapped.

SEPTA's two recently-delivered RL1 diesel locomotives (see May Cinders) have been experiencing mechanical problems. Both #60 and 61 have spent much time out of service during their first two months on the property, with 61 suffering several road failures on training trains. On at least two occasions during the week of May 18, the 1,000-hp unit had to be pushed or pulled back to Wayne shop by the very Silverliners it had been hauling. Meanwhile, the 60's have been sharing duty with the 50-series SW1200's on the daily runs via CONRAIL between Wayne and Powelton yards, transferring MU's between the two sides of the system isolated by RailWorks.....SEPTA will renumber its Silverliner IV's to the 400 series as they receive PCB-free transformers.

SEPTA has received a lone bid for the private operation of the Newtown rail line, but when or if a contract will be awarded is not yet known.....Is Radnor station, with its collapsing shed roof, the most dilapidated-looking station on SEPTA's system?.....Some Radnor Township officials and civic leaders are opposing plans advanced by PennDOT to create a new parking area adjacent to the Blue Route for use by SEPTA commuters. One proposal would locate a new transit and rail station at the point where AMTRAK's mainline passes above the Norristown High Speed Line just east of the present Radnor R5 station.....AMTRAK has been taken to task in the Chester County press for advancing the times of Harrisburg trains 600, 601 and 602 in April, which now occasionally delay SEPTA's rush-hour trains from Parkesburg and Downingtown. (Continued on Page 4)

## PHILADELPHIA EXPRESS (Continued from Page 3)

The Reading Company, which still owns the Reading Terminal headhouse, is considering demolition of the historic structure, according to a Daily News report last month. The building is listed on the National Register of Historic Places, which means that Reading would have to prove severe economic hardship before obtaining a demolition permit. Meanwhile, the Convention Center Authority received a \$54-million bid for renovation of the adjacent trainshed, which is to become an integral part of the huge convention complex scheduled to open in 1994. The new bid shaves some \$15 million from a previous estimate which the Authority considered too high. A grand hall and ballroom beneath the shed are to be completed in 22 months, the Inquirer reported.

The Sharon Hill Historical Society has rallied around the ex-Pennsy station in that borough, which dates from 1871 when the Philadelphia, Wilmington & Baltimore Railroad relocated its mainline through Sharon Hill. Now threatened with demolition, the historic stone building has served the once-fashionable suburb for well over the century. Donations for its renovation may be made to the Historical Society at P. O. Box 1191, Sharon Hill, PA 19079 (Vince Reynolds).....Meanwhile, the Overbrook Farms Club, 6376 City Avenue, Philadelphia, PA 19151, is continuing its petition drive to save the 1858-vintage Overbrook station (Shelia Dorr).....SEPTA has agreed to contribute \$3,000 in materials for restoring the fire-damaged Quakertown station, an effort spearheaded by a local committee (P&R Chapter Colebrookdale Local).

The U.S. Transportation Department plans to scale back mandatory random drug testing from 50 percent of all safety-related employees each year to 25 percent, the Kiplinger Washington Letter reports. This would cut costs for railroads and transit systems.....A trespasser trying to steal copper wire from a SEPTA substation on May 5 didn't realize that it was alive with 12,000 volts of electricity. The 35-year-old vagrant touched the wire on the old Reading elevated mainline near 11th & Callowhill Streets and burst into flame. He was later reported in critical condition at a local hospital.....Two former Railroad Division supervisors have sued SEPTA to regain their jobs, after being demoted for making racially demeaning remarks over the SEPTA radio system. They claim that SEPTA violated wiretapping laws by recording their conversation after a defective radio switch led to the inadvertent broadcast.....SEPTA is rebuilding the crumbling concrete platforms at Chelten Avenue station on the Chestnut Hill West Line.



Desperately trying to close a \$65-million gap in its proposed \$665-million operating budget for Fiscal Year 1993 starting July 1, SEPTA has devised a number of strategies which were the subject of public hearings last month. SEPTA intends to reduce the budget to \$600 million--\$28 million less than expected outlays in FY 1992--to meet a revenue projection of only \$333 million and subsidies of \$267 million. To do this, SEPTA will cut 300 administrative jobs and try to reduce its claims expense for a saving of \$37 million, streamline fleet management and facilities for \$8 million, achieve "operating efficiencies" worth \$5 million, and save \$15 million through service level "adjustments" and "mode changes." It was the last proposal that generated most of the heat at the hearings before Examiner Barbara Mather, a former City solicitor.

With overall ridership down by six percent during the first nine months of FY 1992 versus the same year-ago period because of reduced economic activity in the area, SEPTA contends that it must take some painful actions. General Manager Louis Gambaccini has called them necessary. These include an average five-percent reduction in transit service and heavy cuts in weekend runs on the Regional Rail system. But perhaps the most controversial proposal is to retire all of the 89 remaining PCC cars because of their "high maintenance costs" and riders' alleged preference for air-conditioned buses. Along with this change would come the closure of ancient Luzerne depot in North Philadelphia and the transfer of Route 10 Kawasaki cars from Callowhill depot to Elmwood depot, thus converting Callowhill to an all-bus facility. Until new or relocated light rail vehicles can be installed on Route 23-Germantown Avenue and Route 56-Erie-Torresdale Avenues, SEPTA said that it would wire these lines for trackless trolley operation. In the case of Route 23, the TC's would run between Erie Avenue and Chestnut Hill and between Locust and Bigler Streets in South Philadelphia, while diesel buses would cover the midsection of the line. The entire Route 56 would be double-wired, with the last PCC's expected to be removed on June 14. Route 15-Girard Avenue would be converted permanently to buses, probably in September.

In the Philadelphia hearing on May 7, Deputy Mayor Denise Goren criticized the service cuts, questioning SEPTA's intention to restore rail operation on the trolley routes and demanding a "date certain" for LRV's to be in place. She said that Mayor Rendell is pledged to work with SEPTA to increase capital funding so that there "will be growth instead of retrenchment." Also speaking against the mode change was City Councilwoman Happy Fernandez, who said that SEPTA is "moving in the wrong direction" on reducing air pollution and should use any surplus trackless trolleys to replace diesel buses rather than streetcars. Dr. Vukan Vuchic, professor of transportation engineering at Penn, also criticized the plan, as did a representative of the City Planning Commission who charged that SEPTA's "lack of documentation" called into question its claimed savings. He also said that the City must have a binding commitment for new trolleys because of SEPTA's "truly terrible history" of broken promises and its "hypocrisy" in attempting to starve the North Philadelphia trolley routes. The president of the Mount Airy Business Association called for retention of Route 23 trolleys as "historic treasures" and Charles Bode of the Delaware Valley Association of Railroad Passengers labeled the proposed trackless conversion a "waste of money" and said that the TC's should be used to convert diesel routes instead.

Other proposed cutbacks involve removal of off-peak and Saturday service on the Ridge spur of the Broad Street subway and the institution of owl bus service on the three subway-surface routes--10, 13 and 36--which now operate all night. Severe reductions in weekend service on the commuter rail lines, which Dr. Vuchic called "disastrous," will be the subject of an as-yet-unscheduled public hearing.

(Continued on Page 5)

## PHILADELPHIA EXPRESS (Continued from Page 4)

In her report released on May 27 Examiner Mather gave her blessing to much of the budget package, but said that further cost-benefit analysis is needed before any action is taken to remove the PCC cars. Further, she said that she was unable to conclude that conversion of rail lines to trackless trolleys would be advantageous. The SEPTA board received the examiner's report at its May 28 meeting, but reserved a decision on the budget until its June session.

In spite of its proposed retirement of PCC's, SEPTA has been busily repainting many of the cars in the current "narrow-stripe" paint scheme. Among cars recently spotted are 2158, 2171, 2182, 2190, 2709, 2733, 2746, 2770, 2780, 2798 and the original 2730 repainted last summer.....Also, in spite of the doubtful return of trolleys to Route 23, several blocks of new rail are being laid in Germantown Avenue between Ashmead Street and Windrim Avenue, as part of a street project in Germantown. And PennDOT's nearly-completed bridge over AMTRAK at Girard & Belmont Avenues in West Philadelphia is getting new trolley rail, even though SEPTA plans to permanently convert Route 15 to bus.....The new pedestrian bridge at Radnor station on the P&W is in service, but work has not been started on the planned crossover track there. Meanwhile, the new rail bridge over Aldwyn Lane in Villanova was completed last month, and two-track P&W operation resumed.

Bid opening for the 220 new Market-Frankford Line cars has been further postponed to September 22. ....After marking its first anniversary on SEPTA property last month, prototype N5 car #451 may be getting close to revenue operation on the P&W Norristown line.....SEPTA will be gearing up to provide extra service on the Broad Street subway for the Billy Graham Crusade, scheduled for Veterans Stadium June 24-28. ....The U.S. attorney's office announced late last month that it had obtained indictments against 25 persons for filing fraudulent personal injury claims against SEPTA. Claim payments are down \$8 million this year to \$48 million, with the number of filings cut by 44 percent, as SEPTA's anti-fraud campaign takes hold. ....White police officers on SEPTA have filed a complaint charging that Police Chief Ronald Sharpe, who is black, discriminates against them in his promotion and discipline policies.....SEPTA is involved in a case before the State Supreme Court to determine who is responsible for street paving in the area of trolley tracks.....SEPTA expects \$163 million in operating subsidies from the State in Fiscal Year 1993 and \$46 million from the City of Philadelphia.



Wednesday, June 24, is now the likely date for three separate strikes--against AMTRAK, CONRAIL and all major U.S. railroads. To allow more time to consider the disputes, President Bush gave his three Emergency Boards an extension to May 28 to submit their reports, but shortened the usual 30-day cooling-off period to 26 days. This could saddle Congress with yet another rail crisis just when it is racing to close up shop for the Fourth of July recess and the Democratic convention. After years of negotiations Amtrak is still at odds with the Brotherhood of Maintenance of Way Employees and five other unions, some of whom have been publicly expressing their dissatisfaction with the stalemate. If a strike occurs, Amtrak plans to shut down all service on the Northeast Corridor, which would most likely halt SEPTA commuter trains as well. BMWE is also locked into a standoff with Conrail, while 13,000 members of the Machinists Union are prepared to strike more than 40 railroads nationwide. Congress may be forced to resolve these disputes as it did last year, when it legislated an end to a one-day strike against the freight railroads.

AMTRAK has awarded a \$295.5-million contract to Morrison Knudsen and two other firms to design and install a 25,000-volt, 60-Hertz electrical system over 157 miles of former New Haven Railroad mainline between New Haven and Boston. When the project is completed in 1997, New York-Boston travel time will be cut to just under three hours, Amtrak said. Electric locomotives will then be able to haul trains over the entire 457-mile Corridor between Washington and Boston (Railway Age).....AMTRAK plans to begin test runs with a new Swedish-built X-2000 tilt train early in 1993, initially between New York and Boston. To be powered by Amtrak turbo units, the train will be capable of rounding curves at higher speeds with no lessening of passenger safety or comfort. Negotiations continue for the lease of a German ICE high-speed train for Corridor tests, but the French TGV will not be coming.....The entire New York-Boston project is expected to cost more than \$1.3 billion (Rail News Update).

"AMTRAK's design on the future" is the title of an article in the June issue of Trains Magazine, which details the work of the Engineering Design Department based at 30th Street Station. Concepts for future locomotives and cars are developed here.....One interesting statistic in the article is AMTRAK's estimated cost of compliance with the new Americans with Disabilities Act--\$53 million--mainly for station modifications. ....AMTRAK had to cancel some RoadRailer test runs west of Chicago (see April Cinders). Chapter Member Edward Lombardi, Amtrak's manager-performance & tests, is project manager for the RoadRailer trials while also working on the test plan for the X-2000.....AMTRAK is looking at New York's General Post Office just west of Penn Station as a possible replacement for the crowded station, the New York Times reports. This is feasible because the Postal Service plans to vacate the historic building in 1993, but Amtrak would need more than \$100 million to renovate the Roman Revival structure. In endorsing the move, the New York Daily News said that 30-year-old Penn Station "has about as much class and style as a hamburger stand."

AMTRAK plans to extend CETC control of the Corridor from Philadelphia to Morrisville by this fall. A new CETC center is under construction in New York, which by 1994 should take over control of the railroad between Morrisville and Newark, NJ, then between Newark and Hell Gate Bridge. Boston-New Haven is to be placed under control of the Boston CETC center by next year. The Atlantic City line will soon be cut into the Philadelphia center, and a study will be made of bringing the Harrisburg line into CETC at a future time....AMTRAK reports that its GTE Railfone on-board telephone service is now available to 60 percent of its

## PHILADELPHIA EXPRESS (Continued from Page 5)

national ridership.....AMTRAK opened its fourth Metropolitan lounge on May 25, this one in the north concourse of 30th Street Station. Open from 6:30 AM to 9:30 PM, the tastefully-furnished lounge is equipped with many conveniences, and is for the exclusive use of first-class passengers (Newbreak).

Sagging catenary near "Holmes" tower in Northeast Philadelphia spelled long delays for many AMTRAK and SEPTA passengers on May 22. SEPTA train #8720 from Trenton snagged the wire shortly after 7 AM, putting westbound tracks 3 and 4 out of service for much of the day until repairs were completed at 5:30 PM.....AMTRAK's New York Division staged a disaster drill at Morrisville on May 9, with fire and rescue units from surrounding communities participating in the mock exercise (Amtrak Newsbreak).....Among the surplus equipment which AMTRAK is offering for sale are retired GP7 locomotives 761, 762 and 784, F40 #236 and E8 #470, plus numerous baggage cars, coaches and sleepers.....AMTRAK is selling the interlocking machine from the old "Baldwin" tower at Eddystone.....The Daily News reports that City officials closed the 34th Street overpass near "Zoo" in the nick of time (see May Cinders). The ancient bridge, built by the Pennsylvania Railroad, was so deteriorated that its center section was ready to collapse onto AMTRAK tracks beneath.

AMTRAK issued a schedule change folder effective May 18, eliminating Saturday service on numerous Corridor trains and making other adjustments. The cost-cutting move also shortened Harrisburg-Atlantic City trains 693 and 696 to Harrisburg-Philadelphia, except on weekends and holidays.....Among the April service changes was the removal of mail trains 13 (Tuesday-Friday) and 15 (Saturday-Sunday) from New York to Washington. The trains, which carried no passengers, passed through Philadelphia in midday.....The AMTRAK-operated VIRGINIA RAILWAY EXPRESS commuter service will finally begin regular operations June 22 between Manassas, VA and Washington Union Station, and July 20 between Fredericksburg, VA and Washington. New coaches are still being delivered.....U.S. Air took over the Trump Shuttle air service between New York, Boston and Washington in April, placing it in direct competition with AMTRAK's Metroliners and with Delta Air Lines' former Pan Am Shuttle. The Trump Shuttle reportedly lost upwards of \$100 million in 1991.



At CONRAIL's annual shareholders meeting May 20 in Philadelphia, Chairman James A. Hagen spelled out the railroad's five-year strategic plan. The railroad aims to become the "carrier of choice" through quality service and customer satisfaction, achieving significant growth with \$1 billion of new revenue each year, reducing its operating ratio to 80 percent by 1996 (from 85.9 percent in 1991) and increasing return on funded assets to 11 percent (from 7.9 percent), thus covering the cost of capital. He said that the company expected a three to four-percent revenue growth this year.

CONRAIL is a corporate sponsor of the weeklong women's Olympic bicycle trials in Altoona this month, during which contestants will qualify for the 1992 Summer Olympics in Barcelona, Spain. An office car special will carry Conrail officials and guests from Philadelphia to Altoona on Thursday afternoon, June 18, with Bennett Levin's private car Pennsylvania 120 included in the consist. The train will return to Philadelphia after the ceremonies on the 20th. To publicize the races, Juniata shop has repainted SD50 #6726 and SD40-2 #6373 with large messages on their sides.

CONRAIL and NORFOLK SOUTHERN are near agreement on the long-delayed start of RoadRailer service between Atlanta and New York, the Journal of Commerce said. Dedicated trains of the hybrid trailers on rail wheels will operate over Conrail between Hagerstown, MD and a North Jersey terminal via Harrisburg, probably beginning in September.....CONRAIL plans to pay AMTRAK to raise the catenary over one track between Perryville, MD and Baltimore, in order to allow the handling of enclosed auto carrier cars.....CONRAIL owns a total of 74,884 freight cars, CSX 116,402 and NS 110,121, the three largest car owners. TTX is the largest private car owner, with 98,522 units (Progressive Railroading).....CONRAIL installed new or upgraded automatic signals at 188 highway grade crossings last year, including 12 in Pennsylvania. For new projects, the Federal government provides 80 percent of the funding with state or local authorities paying the other 20 percent.

The Strates carnival train will make its only appearance in our area at the Delaware State Fair in Harrington during the last two weeks of July. After an engagement at Gaithersburg, MD, the 57-car train is due to move from Baltimore to Harrington via CONRAIL on July 13, then from Harrington to Corning, NY on August 2.....A driver was killed when he drove in front of a CONRAIL work train at Mount Pleasant, DE on May 27. ....The U.S. Supreme Court has let stand a lower court award of \$5.4 million in damages to a CONRAIL trainman who allegedly injured his back while positioning a freight car drawbar (Traffic World).....PTL Transportation Services has placed its unionized Pennsylvania Truck Lines subsidiary in bankruptcy, as a result of a Teamsters strike last winter that cost PTL its operating contracts at 14 CONRAIL intermodal terminals (Journal of Commerce).

CONRAIL and the large J.B. Hunt trucking firm have announced an agreement by which Hunt will ship 48-foot-long containers in double-stack service between Kearny, NJ, Chicago and the West Coast. Two years ago Hunt concluded a similar agreement with the SANTA FE.....CONRAIL said that 228 new or expanded businesses located on its lines in 1991, including 49 in Pennsylvania representing a \$218 million investment.....On branches sold by CONRAIL to smaller carriers, traffic averages 40 percent higher than it was under Conrail operation (Railway Age).....CONRAIL has begun reconstruction work on the SEPTA-owned Stony Creek branch between Norristown and West Point, PA (see May Cinders). Many new ties have been installed north of Route 73. ....The Delaware River Port Authority failed to open its new international container terminal in South Philadelphia on May 15 as previously announced, but it should be in business sometime this month.

(Continued on Page 7)

## PHILADELPHIA EXPRESS (Continued from Page 6)

CONRAIL and DELAWARE & HUDSON are still discussing the issue of D&H access to Conrail-served industries in Philadelphia (see May Cinders). Meanwhile, Conrail responded to a series of editorial blasts by the Inquirer with a letter to the editor published on April 27. Conrail defended its offer of a relatively high switching charge to the D&H by saying that "non-compensatory" rates should not be imposed on it for handling D&H cars. "Surely the Inquirer would not allow a competing newspaper to use its printing and distribution network without being made whole--and perhaps not then." CR also took exception to the Inquirer's urging "that we be scorned for failing to have Philadelphia's best interest at heart. That's an interesting characterization of a company that freely decided to consolidate its headquarters in center city, freely decided to move its computer operations from the suburbs to a new computer center here, freely prepaid wages taxes last year and...encourages its 3,000 Philadelphia-based employees to support public and private efforts to rebuild the city we love and need. It saddens and dispirits all of us to suffer a gratuitous attack by the Inquirer as we try to do the right thing for Philadelphia."

The Inquirer carried an article in its May 6 business section about the long-discussed need for increased vertical clearances on CONRAIL's ex-PRR mainline between Philadelphia and the Ohio border, both to benefit the Port of Philadelphia and domestic shippers. Several years ago the State earmarked \$38 million to increase overhead clearances for double-stack containers, but no funds have been appropriated. The present need would be for 20-foot, six-inch clearance to accommodate high-cube containers ..... Employment at CONRAIL's Hollidaysburg (PA) car shop has risen 25 percent over the past five years, with some 600 workers now employed at the heavy repair and reclamation facility. In 1990 Hollidaysburg repaired 5,121 cars and produced wheelsets and car parts for other shops around the system. It also assembles cars from kits furnished by outside vendors. The facility is jointly managed with nearby Juniata locomotive shop at Altoona (Horseshoe Curve Chapter Coal Bucket).

CONRAIL plans to build sidings from its Dale secondary track (the former PRR Trenton Cut-Off) to reach the National Rolling Mills plant in Great Valley and a Philadelphia Electric station at King of Prussia. Both are now served via the ex-Reading Chester Valley industrial track from Downingtown which will be abandoned, eliminating 11 grade crossings (Harrisburg Chapter Rail Review).....Ironically, a new rubberized grade crossing has recently been installed at the Westlakes Office Center in Chesterbrook, where the former Reading track now owned by PE intersects. Long a source of contention between PE and the office park developer, Trammell Crow, the crossing will no longer be needed when heavy equipment is delivered on the new siding.



NJ TRANSIT proposes to lease the eastern section of CONRAIL's Morrisville yard for use as a car storage facility, together with the vacant locomotive shop building. But the idea is not being well received by some New Jersey legislators, who say that NJT should spend its money in the Garden State. "This is New Jersey Transit, not Pennsylvania Transit," said Senate Budget Committee Chairman Robert Littell of Sussex County. But NJT believes that the \$37-million Morrisville yard would actually save money when compared with two alternate sites in Trenton.....NJT is also catching flak from Trenton city officials for its plan to build a new commuter station in Hamilton Township, four miles east of Trenton station adjacent to I-295. Opponents claim the \$30-million Hamilton complex, which will include a 1,600-car parking facility and a bus repair yard, will divert business from center city Trenton.

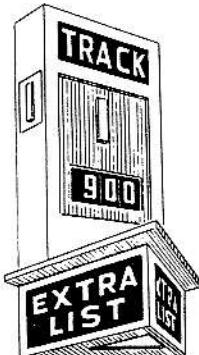
NJT still has not announced a startup date for extension of its Atlantic City-Lindenwold rail service to Philadelphia. Word is that Transit will not begin the service until its operating budget for Fiscal Year 1993 is resolved, and that is up in the air following the Legislature's action last month to roll back one cent of the State sales tax.....NJT has boosted its FY 1993 capital budget to \$505 million, the result of increased Federal subsidies. Included will be five more ALP-44 electric locomotives and 11 remanufactured diesels, the latter to replace aging U34CH units which will be retired. In addition, NJT has already ordered six GP40FH-2's from Morrison Knudsen at a cost of \$8.1 million, also to replace U34CH's (Jersey Central Chapter News). ....As NJT's present GP40PH units are rebuilt by CONRAIL at Juniata shop, road numbers are being swapped. For example, GP40PH-2 #4106 is the former 4100 and the new 4100 is the old 4110 (News).

Work is underway on reconstruction of the high-level platforms at Trenton station, as well as the waiting shelters and signs. The \$4.4-million project will be completed in 1993 (News).....NJT is studying a proposal to install high-level platforms at 70 rail stations in North Jersey. Only the Northeast Corridor and Atlantic City lines now have high-level platforms (News).....NJT is also studying the possibility of resuming commuter service to West Trenton over CONRAIL's ex-Reading route (News).....NJT rail and bus riders now have a magazine published just for them. The privately-produced New Jersey Commuter is distributed free twice a month.....NJT's "Statewide Transit Guide" is a 55-page handbook to all public transit services, fares and terminals in New Jersey. It's available free from : NJ Transit, Department STG, Newark, NJ 07105.....DRPA reports that NJT is studying the possibility of initiating passenger service to Moorestown and Glassboro--the same routes originally considered for PATCO extensions.....NJT is running a brightly-colored "AquaLink" bus between Camden Transportation Center and the new riverfront Aquarium (East Penn Traction Club News).

Shortline News. WILMINGTON & WESTERN has restored its 4-4-0 #98 to service, after seven years of idleness.....W&W has received its newest coach, #6795, an ex-Lackawanna coach painted and lettered for the PRSL(Lantern).....NEW HOPE & IVYLAND experienced several grade crossing collisions this past winter, and Solebury Township has offered a \$7,500 contribution for flashers at two road crossings.....READING, BLUE MOUNTAIN & NORTHERN is expecting its third ex-CONRAIL U23B this month, #2397.

June, 1992

CINDERS



JUNE 13, 1992: "Farewell to PCC's" excursion on SEPTA Route 56, sponsored by Philadelphia Chapter NRHS. Special car leaves Luzerne depot, Luzerne Street & Old York Road, at 1 PM, also picking up passengers at Broad Street & Erie Avenue at 1:05 PM. Three-hour trip will cover entire Route 56 on Erie and Torresdale Avenues and possibly part of Route 23, with numerous photo opportunities. This is expected to be the last weekend of PCC service on Route 56. Fare: \$20 per person on day of trip. For information, telephone 609-697-3829 or 215-828-0706 evenings.

JUNE 13: Special trains on freight-only Ma & Pa Railroad from York to Spring Grove, PA and return using private railcars. Train leaves York at 9 AM, 12 Noon and 3 PM. Fare: \$30 per person. For information, telephone Maryland & Pennsylvania Railroad at 717-771-1742.

JUNE 13: "Maryland Main Street Specials" on Maryland & Delaware Railroad between Berlin and Snow Hill, MD, sponsored by Delmarva and Tidewater Chapters NRHS and other organizations. Train leaves Berlin at 9 AM and 11:40 AM for 28-mile round trip, also leaves Snow Hill at 10:20 AM. Fares: \$12 adults, \$8 children. For information, telephone 800-852-0335 or 410-641-5616.

JUNE 14: "'Almond Joys' to Norristown" excursion on SEPTA's Norristown High Speed Line using converted Budd Market-Frankford cars, sponsored by Buckingham Valley Trolley Association. Special two-car train leaves 69th Street Terminal at 1 PM, making two round-trips to Norristown with photo stops and meets with regular trains. Fare: \$25 on day of trip, including free Almond Joy candy bar. For information, telephone 215-565-0528.

JUNE 20: "Mauch Chunk Special" excursion from West Leesport to Jim Thorpe, PA and return via Reading, Blue Mountain & Northern and Carbon & Schuylkill Railroads, sponsored by Jersey Central Chapter NRHS. Two-car train of RDC's leaves West Leesport at 9 AM, with several quality photo opportunities. Fares: \$32 adults, \$28 children. Order tickets from: Ticket Agent, Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope. For information, telephone 908-454-4848.

JUNE 21: "Iron Horse Ramble" from West Leesport to Tamaqua, PA and return via Reading, Blue Mountain & Northern Railroad, using 4-6-2 #425. Fares: \$24 adults, \$5 children (12 and under), \$44 in vista dome car. Order tickets from: Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526. For information, telephone 215-562-2102. For ticket orders only, telephone 800-345-7215.

JUNE 25-28: Horseshoe Heritage Rail Conference at Penn State Altoona Campus, Altoona, PA, sponsored by Penn State College of the Liberal Arts. Program includes presentations on Horseshoe Curve by Author and Historian Dan Cupper; "Conrail in Altoona" by Conrail shop superintendents; Pennsylvania canals by William E. Shank, P.E.; "Comin' Round the Mountain: Rail Routes Through the Alleghenies" by Charles W. Boas, PhD; and "Heritage Preservation" by John Bennett of Southwestern Pennsylvania Heritage Preservation Commission. Tours of Horseshoe Curve, Railroader's Memorial Museum and Conrail car and locomotive shops are included, as are meals. Cost: \$350 per person including conference materials and college dormitory rooms for three nights (\$300 without overnight accommodations). To determine if space is still available, telephone 814-949-5048.

JUNE 28: "Iron Horse Ramble" from West Leesport to Minersville, PA and return via RBM&N Railroad, using 4-6-2 #425. Fares: \$25 adults, \$5 children (12 and under), \$45 in vista dome car. Order tickets as in June 21 entry above.

JULY 4: "Iron Horse Ramble" from West Leesport to Jim Thorpe, PA and return via RBM&N and C&S Railroads, using 4-6-2 #425. Fares: \$35 adults, \$5 children (12 and under), \$55 in vista dome car. Order tickets as in June 21 entry above.

JULY 4-5: Reading Weekend at Railroad Museum of Pennsylvania, Strasburg, sponsored by Reading Company Technical & Historical Society and the Museum. Program will feature an operating HO-scale model railroad depicting Reading system, oral history presentations, video programs, models and historical exhibits, as well as Reading memorabilia on sale. For information, telephone the Museum at 717-687-8628.

JULY 11: Rare mileage excursion on Vermont and Central Vermont Railways from Rutland to Essex Junction, VT and return, sponsored by Mass Bay RRE. Fare: \$49 adults. Order tickets from: Mass Bay RRE, P. O. Box 1393, East Arlington, MA 02174-9991 (telephone 617-489-5277).

JULY 11: 14th annual Canal Festival along restored Lehigh Canal in Hugh Moore Park, Easton, PA, 10 AM to 6 PM. All-day live music, arts & crafts show, food and canal boat rides. Admission free. For information, telephone Canal Museum at 215-250-6700.

THROUGH JULY 13: "Women and the American Railroad," a photographic exhibition on the history and careers of women in railroading assembled by Shirley Burman, at the B&O Railroad Museum, Baltimore, MD. For information, telephone 410-752-2464. Regular B&O Museum admission charge applies.

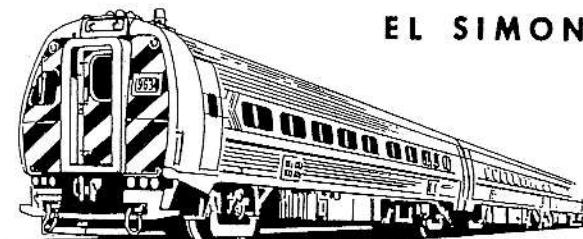
JULY 25: "Moonlight Special" diesel-powered excursion on Blue Mountain & Reading Railroad, sponsored by Reading Company Technical & Historical Society. Ice Cream Night train departs South Hamburg, PA station at 6:30 PM, returning about 8:45 PM. Fares: \$9 adults, \$5 children (under 12), \$25 per family. For tickets and information, write: RCT&HS Passenger Operations, P. O. Box 15143, Reading, PA 19612-5143.

AUGUST 15-16: Railroad Days celebration at Black River & Western Railroad, Ringoes, NJ, 9 AM to 6 PM both days. Rail equipment displays, flea market, live music and food will be featured, plus regular BR&W excursions using 2-8-0 #60. Admission to the grounds is free. For information, write: Black River & Western Railroad, P. O. Box 200, Ringoes, NJ 08551 (telephone 908-782-9600).

AUGUST 21: Annual summer dinner of Philadelphia Chapter NRHS. See notice elsewhere in this issue.

(Continued on Page 10)

## EL SIMON



## ON THE SCENE

Amtrak implemented a number of service reductions on the Northeast Corridor on May 18 (just before the Memorial Day weekend). Southbound trains 183, 185, 187, 475, 189, 177 and 477 have been discontinued on Saturdays, as have northbound 186, 474, 156, 176, 476 188 and 138. Service adjustments have been made as well on Trains 155, 193 and 179 southbound and 190, 490, 158 and 80 northbound on weekends.

Empire Service basically has lost one round-trip on each of five days and as a result one of the two diagrammed RTG II Turbo trainsets will be released. The weekday Harrisburg-Atlantic City service will operate only from the State capital to Philadelphia, and this will mean the elimination of refreshment/snack service on any local Philadelphia-Harrisburg trains.

While not published, the equipment from the Cape Codder will deadhead from Hyannis to Boston after arriving at the Cape Cod point Friday night, and will deadhead back from Beantown Sunday mornings.

The Auto Train will soon begin to carry vans in a modified bi-level auto carrier which will be able to accommodate four vehicles. The cars involved are renumbered 9090-9092, allowing for one car in each train-set plus a spare.

Amtrak's Adirondack has been converted from Turbo to Amfleet equipment, including a club-dinette for custom class service. This will permit the operation of private varnish on this scenic daytime run between New York and Montreal. As a result, Turbo equipment is again running beyond Syracuse to Niagara Falls.

The next addition to Amtrak's route network is expected to be the Sunset extension east of New Orleans via the old Gulf Wind route to Jacksonville and thence to Miami via the route of the Silver Star through Orlando. Initial plans call for a Superliner sleeper, diner-lounge and several coaches, to be hauled by a single F40PH.

VIA Rail Canada introduced its new Silver & Blue Service on the Canadian at the end of April. A speeded-up schedule and much higher fares are being charged since the train is being marketed as a "cruise" service. However, one might wish to compare meal offerings in the dining car to those of Amtrak:

Breakfast: Six entrees, including eggs with ham, sausage or bacon; ham and cheese omelet; steak and eggs; Eggs Benedict; buttermilk pancakes with meat, or French toast with meat. With each, you have a choice of beverage and an appetizer (fruit juice, cereal, fruit salad or yogurt with fruit).

Lunch: Six menus, each with two hot entrees or three sandwiches from a smorgasbord. With each, you get juice or fruit, dessert and beverage.

Dinner: Six menus, each with four entrees -- a top-of-the-line example at \$22.95, two others at \$15.95 and a cold entree or deluxe salad at \$13.95, each coming with choice of soup or appetizer, two vegetables, beverage and dessert.

Prices might seem to appear high, but do include all taxes, and are in Canadian funds.

In commuter rail news, the ten rebuilt FL9 diesels coming from Republic Locomotive are all being delivered in Metro-North colors, although three (#300-302) are assigned to the Long Island Rail Road. The other seven units will be Metro-North 2040-2047 (at least eight units are in the rebuilding process) and Connecticut wants four of its own.

The Virginia Railway Express cars from Brazil are being delivered, albeit a bit behind schedule, and VRE has taken to having Morrison Knudsen refurbish 21 former MBTA "Boise Budd" coaches to assure that enough equipment will be available when service begins during June. The older cars will be available as backup to the new equipment after all new cars are delivered.

The 70 bi-level cars ordered for southern California's new commuter service include 24 control coaches, all built to the same design as GO Transit's cars. Miami's cars of this type are painted in GO colors, but California has opted for its own scheme. Service is expected to begin this fall.

Amtrak has agreed to operate the San Francisco-San Jose (and points south) commuter service, after the original contract awarded to ATE was cancelled due to some insurance questions.

In a transit item, BART has ordered 80 Type C cars, with options for up to 170 more. Morrison Knudsen will build the cars somewhere in the San Francisco Bay area, along with 88 cars ordered by Caltrans. A "C" car on BART will be able to run either as an end or mid-train car, but lacks the extreme sloped nose of the original BART cabs.

(Continued on Page 10)

## ON THE SCENE (Continued from Page 9)

As many of you are aware, I am in the final stages of completing an all-time roster of Pennsylvania Railroad steel passenger cars. The data has come from my own records plus those of the PRR which survived to be transferred to various archives. In this way, the information will be available to answer requests from serious students of the Pennsy, rather than being sequestered.

One of the more challenging classes of cars to follow was our old friend, the MP54. The first such cars were built as electric cars for the Long Island in 1908, and the PRR assigned the "MP" designation to its cars when they began to arrive in the fall of 1910, even though they were delivered as "steam" coaches with provision for eventual conversion to electrification. The unconverted cars remained MP54's until the last two were retired in 1956.

The first six PRR MP54's delivered were sent to Altoona for equipping with DC motors and third-rail shoes. Cars 201-206 (plus two combines) were intended to provide shuttle service between Manhattan Transfer and Penn Station, connecting with steam-powered commuter trains enroute to Exchange Plaza in Jersey City. (In 1910, New York's commercial heart was in lower Manhattan and Penn Station, as now, was provided with only four stub-end tracks which were felt to be more than sufficient for any commuter traffic.)

By early 1914, the railroad had acquired 724 MP54's (numbered 1-747 with 23 gaps for, mainly, office cars like the 90 and 120). The pioneering Paoli electrification of 1915 was operated by newly-converted cars 501-582, which retained their original numbers.

In 1917-18, cars 584-603 were converted to run to Chestnut Hill. These were not their original numbers but numbers swapped, one-for-one, with the original 584-603 until the 20 cars selected for conversion had received their new numbers. The same was followed in 1922 when 604-618 were converted. All of these cars were classed MP54E, and in 1934 changed to MP54E1.

In 1923, eight cars were sold: the previously-mentioned 201-206 to the Long Island and two cars to the West Jersey and Seashore for conversion to electric cars 6793-6794. (WJ&S had received 13 new MP54D electrics from Altoona in 1912, numbered 6780-6792 and equipped with third-rail shoes and trolley poles.)

Eight aluminum-bodied cars came from Altoona in 1926, and these were given numbers 619-626. Since there were existing cars in this number series, the older cars were renumbered into some of the 23 "missing" numbers which had been reserved for office cars.

Finally, in 1926-27, 80 new cars were ordered. Since the lowest-numbered P70 was 820, it was desired that the new cars would be numbered 740-819. Since there were existing cars numbered 740-747, they were renumbered, generally using the numbers vacated in 1923 by the sale of eight cars noted above. The last 88 cars were reclassed to MP54E2 in 1934 and 113 cars converted to MU between 1927-1930 were renumbered to 627-739. With each renumbering came a second renumbering because the railroad had no spare numbers to use. A total of 804 cars in series 1-819 left only 15 numbers unused and most of these slots were filled by office cars.

This is a very abbreviated description of the early activity in this one class but serves to illustrate the challenge involved in working on a project when records are missing or have perhaps been sequestered. Making such information available to serious students of rail history is the worthy goal of the NRHS Library in Philadelphia. I can speak from experience that, when preparing an article, research takes the lion's share of my time, with writing being the easy part.

## EXTRA LIST (Continued from Page 8)

SEPTEMBER 12: "Moonlight Special" diesel-powered excursion on BM&R Railroad, sponsored by Reading Company Technical & Historical Society. Autumn Apple Night train departs South Hamburg, PA station at 6:30 PM, returns about 8:45 PM. Order tickets as in July 25 entry above.

SEPTEMBER 18-20: "Railphoto '92" photographers' weekend at Steamtown National Historic Site, Scranton, PA, sponsored by Steamtown Volunteers Association in cooperation with the National Park Service. Events include round-trip steam excursion via Delaware & Hudson to Binghamton, NY and round-trip steam special to Carbondale, PA via Lackawanna Valley Railroad, night photo session, banquet and equipment displays. Complete package for all events is \$100, but specific charges apply for separate attractions. For information and tickets, write: Railphoto '92, P. O. Box 448, Chinchilla, PA 18410-0448 (telephone 717-346-0660).

SEPTEMBER 19-20: "Ironstone Ramble" steam excursions on Blue Mountain & Reading (former Reading) Colebrookdale branch from Pottstown to Boyertown, PA and return, using BM&R 4-6-2 #425 and coaches, sponsored by Phillies and North End Fire Companies of Pottstown, Chamber of Commerce and Keystone Fire Company of Boyertown. Trains leave Pottstown (Ramada Inn on Route 100) Saturday at 10 AM, 1 and 4 PM and Sunday at 11 AM, 1 and 4 PM. Fares: \$12 adults, \$5 children (12 and under). Order tickets from: Ironstone Ramble, P. O. Box 291, Pottstown, PA 19464, making checks payable to "Ironstone Ramble" and enclosing stamped, self-addressed envelope.

THROUGH DECEMBER: "Works: Photographs of Enterprise," an exhibition of industrial photographs in the Philadelphia area, at the Hagley Museum's Henry Clay Mill Gallery, Wilmington, DE. Among five important enterprises featured at the Baldwin Locomotive Works, SEPTA and Lukens Steel. Some photos are from the Railroad Museum of Pennsylvania and the Historical Society of Pennsylvania. Hours: 9:30 AM to 4:30 PM daily and regular Hagley Museum admission charge applies. For information, telephone 302-658-2400.

## WHERE YOUR NATIONAL DUES GO

by Gregory P. Molloy,  
National Secretary

The Society is taking many steps to be both more open and more businesslike in how we run our affairs. A new updated budget was passed at the April board of directors meeting in Savannah to cover National operations for Fiscal Year 1992 (which ends September 30). The size, activity level and scope of NRHS is unmatched by any other rail history organization, and the budget reflects that activity. Here is a brief summary of how your \$14 of national dues is budgeted to be spent:

\$6.72 BULLETIN. Cost to produce and distribute six issues per year.

\$0.99 MEMBERSHIP SERVICES. Cost for data processing, printing and issuing cards, billing and processing dues and keeping the records straight.

\$1.59 STAFF & MEETING EXPENSES. Except for a part-time office manager, the Society is run by a staff of volunteers, all of whom pay their own way to conventions and board meetings. The Society reimburses them for telephone, postage, printing, etc. on Society business and to attend a few special meetings, such as the weekend several National officers spent in Philadelphia organizing the budget.

\$1.43 OFFICE RENT. The Philadelphia office houses the business office, libraries and Bulletin workspace.

\$0.87 ADMINISTRATION, SALARIES & INSURANCE. Cost for office expenses, salary of part-time office manager, bonding of financial officers, etc.

\$0.34 CORPORATE. Notices and minutes for annual meeting and board meetings, and other corporate requirements.

\$0.39 ADVERTISING. For public recognition and to recruit new members.

\$0.39 CONVENTIONS. Startup funds for conventions and National overhead to assure quality and consistency of convention programs (1989 onward).

\$0.80 OTHER OPERATING EXPENSES. Manuals, newsletters, catalogs, library expenses, emblem sales inventory and a reserve for startup of new services.

\$0.48 OPERATING SURPLUS. Helps to fund grants, library acquisitions and other non-operating expenses.

This is a brief summary which doesn't really convey the full range of National's activity. Some of these programs will be discussed in more depth in future articles.

(From the Cincinnatian, Cincinnati Chapter)

## UPDATE OF AREA SHORTLINE/REGIONAL MOTIVE POWER ROSTERS

The following changes should be made in the motive power rosters published in the September and October 1991 issues of Cinders, and amended in subsequent issues:

### MARYLAND STATE RAILROAD ADMINISTRATION (MARC)

Change 60 E8A Formerly NJ Transit 4327

### READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN)

Add 2398-2399 B-B U23B D/E GE 1977 Formerly Conrail 2791, 2793

### SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA)

Add 60-61 B-B RLT\*\* D/E Republic 1992

\*\* - Equipped with head-end power

## INGLES LEAVES EDITOR'S POST AT "TRAINES"

J. David Ingles, longtime Trains Magazine staffer who succeeded the late David P. Morgan as editor in 1987, is stepping down from his post at the nation's top rail enthusiast publication. It is understood that he will remain in the management of parent Kalmbach Publishing Company.

At Cinders' presstime, no successor had been named.

## MODEL PRR CABOOSE OFFERED BY CUMBERLAND VALLEY CHAPTER

An HO-scale Pennsylvania Railroad caboose has been produced in a limited edition for the Cumberland Valley Chapter NRHS, and is available for purchase. The authentic models are based on the NSC cabin car 477951 restored by the Chapter and now on display at Chambersburg, PA.

The price is \$16 each ready to run and \$14 in kit form, plus \$4 for postage and handling. Send check or money order payable to: Cumberland Valley Chapter NRHS, P. O. Box 1317, Chambersburg, PA 17201-1317.

## VOLUNTEERS NEEDED FOR FP7 RESTORATION PROJECT

The last stages of the project to restore Chapter-owned FP7 #903 to full operation is now underway at the Amherst Industries facility near Landisville, PA. Interior paint scraping, welding and door repairs are the last tasks before #903, and sister unit #902 owned by Lancaster Chapter, will be ready for repainting into their 1950's-vintage Reading paint scheme.

Equipment Chairman Mike Hopkins (717-355-2035) and Coordinator Bob Morris (215-543-8010 evenings) are looking for volunteers to help wrap up this work. Work sessions are usually held on Saturdays, and sometimes on Sundays, with both skilled and unskilled labor needed. Work shoes are a must (no sneakers), and safety glasses, gloves and paint scrapers are helpful. A complimentary lunch will be provided.

Here are directions to the work site from the Philadelphia area:

Take the Pennsylvania Turnpike to Interchange 21 (Reading-Lancaster), turn left onto U.S. Route 222 south until it merges with U.S. 30 west, then proceed straight ahead onto State Route 283. Exit at third interchange (Route 722 East Petersburg-Landisville), turn left and cross Amtrak mainline, follow road to dead end at stop sign, turn right onto Harrisburg Pike, take second left onto Bowman Road, follow this road to dead end at stop sign, turn left onto Church Street, then second right onto Nolt Road and proceed one mile to Amherst Industries plant.

U.S. 30 may also be used instead of Pennsylvania Turnpike, proceeding west to Lancaster and directly onto Route 283.

## PENNSYLVANIA LIVE STEAMERS SET SUMMER RUN DATES



Live steam locomotives will entertain the public again this summer on the Pennsylvania Live Steamers layout at Rahns, Montgomery County. Model locomotives of all four track gauges (2-1/2, 3-1/2, 4-3/4 and 7-1/4 inches) are accommodated on the large PLS layout, located just off State Route 29.

Run dates are Sunday, June 28, July 26, August 23, plus September 27 and October 25. Admission is free, but on the latter two dates by pass only. The mailing address for Pennsylvania Live Steamers is: P. O. Box 202, Collegeville, PA 19426.

THE NEXT ISSUE OF "CINDERS" WILL APPEAR IN AUGUST - ENJOY SAN JOSE!

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