

Christmas Greetings

AND BEST WISHES FOR THE NEW YEAR



Cinders

DECEMBER, 1978



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newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302, Philadelphia, PA 19101

A Holiday Message

Each year at this time, we normally pause to reflect upon our accomplishments for the year which we are leaving behind, likewise taking note of what we didn't achieve, placing these goals at the top of our list for the forthcoming year.

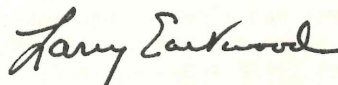
For Philadelphia Chapter, 1978 has been a year for catching our breath. It seems that the year has passed us by, presenting hurdles along the way which have slowed, but not totally stopped our forward progress.

Entering 1979, we must demonstrate a high level of optimism for our Chapter. We have unfinished business to complete. Our goals include the publication and mailing of the Reading MU Car Roster to those who took part in our April, 1977 excursion, assembling and publishing our 40th Anniversary booklet, and initiation of an annual publication which will document some specific rail organization or area of interest.

It is our intention to gear up our excursion program once again, and you may look for a traction outing early in the year to get things in the proper spirit. We will review our mainline excursion program to determine if it is feasible to continue such.

All of these goals are ambitious, but realistic. There is but one remaining ingredient required for successful execution - your active participation in some facet of these operations. We are in serious need of personnel who can devote a small portion of their spare time to take on a portion of the tasks involved in the administration and operation of our Chapter. To that end, we urge your consultation with a Chapter officer.

As we look forward with confidence to 1979, permit me to take this opportunity on behalf of the officers of the Chapter to wish a Happy Holiday Season and Best Wishes for a Prosperous New Year to each of you and your loved ones.



R. L. EASTWOOD, JR.,
President

Odds & Ends....

by FRANK G. TATNALL, JR.

SEPTA HAPPENINGS: Peter Witt trolley #8534 will become a more-or-less permanent guest at Luzerne Depot, thanks to a resolution approved by the SEPTA board on November 22. The recently-restored car, Brill-built in 1926 for the Philadelphia Rapid Transit Company, will be leased for a dollar a year from its owner, SEPTA Employee Joseph Alfonsi. Its first charter, a Santa Claus special on Route 23, was scheduled for Saturday, December 2.....Speaking of Route 23, the resumption of trolley service to Chestnut Hill loop was delayed from November 19 to November 26, nearly a month after special ceremonies reopening upper Germantown Avenue had featured free rides with #8534 and silver PCC #2054 (see November Cinders). The line was cut back to Mermaid Loop last January so that new tracks could be built in Chestnut Hill.....It appears that the first big track renewal project of 1979 will also take place on Route 23---this time on 11th Street.....The SEPTA board took other significant action on November 22. At a special meeting held at the Benjamin Franklin Hotel, it approved an examiner's recommendation to increase fares on the City and Red Arrow Divisions from 45 to 50 cents, effective January 1. The board also approved a new "gateway" fare of 80 cents for riders transferring between the two divisions, in lieu of two full fares as at present. Weekly and monthly "passes" will also be introduced on the City Division, good for unlimited rides during the period. The 50-cent base fare---the same as now charged by the New York and Pittsburgh transit systems---is expected to increase SEPTA revenues by \$3.2 million annually. The last fare increase, also a nickel, took effect in May 1977.

HERE AND THERE ON SEPTA: The Transport Workers Union will begin bargaining for a new contract this month, and is already talking about a \$2 per hour pay increase. The present two-year contract, expiring March 15, 1979, was negotiated during a 44-day transit strike in the spring of 1977, the longest strike in Philadelphia's transit history.....Market-Frankford car #861 was destroyed by fire at 69th Street shop on November 19. "B" car #862 was also damaged.....Silver PCC #2054 at last report was still in use as a training vehicle. It may be held out of regular service to protect it from normal operating hazards.....My latest count of Red Arrow Division cars painted in orange and blue totals 40: seven Brilliners, 12 St. Louis cars, ten 80's on the broad gauge; eight Bullets and three of the 160's on the Norristown line.....Frontier Division bus route 96 was extended to Montgomery Mall, near Montgomeryville, and Telford on November 6. The line connects with Bethlehem branch trains at Lansdale, with 69th Street trains at Norristown, Bieber Tourways buses at Montgomery Mall and various SEPTA bus routes at Norristown.....The City is attempting to secure a Federal grant to rehire at least 400 temporary CETA workers, for cleaning and maintenance duties at SEPTA facilities.

CONRAIL NOTES: President Carter on November 2 signed a bill authorizing \$1.2 billion in additional Federal funding for CONRAIL. The measure was passed in the last moments of the 95th Congress.....CONRAIL will order 265 new diesel-electric locomotives, as part of a 1979 equipment program to cost in excess of \$250 million, according to a Railway Age report. It is understood that the order will be split 208 for Electro-Motive and 57 for General Electric. These units will bring Conrail's roster of new locomotives to 657 (175 were received in 1977 and 217 this year).....CONRAIL has elected its first woman board member. Ann Fetter Friedlaender, a professor of economics at Massachusetts Institute of Technology, was named last month to the 13-person board.....CONRAIL has launched the "Idea Express," a systemwide employee suggestion program which carries an award of up to \$10,000 for the best suggestion received. Ideas which focus on reducing costs, eliminating waste or improving performance will be received up to the contest deadline of January 15, 1979.....The new crew consist agreement between CONRAIL and the United Transportation Union went into effect on November 1. The plan calls for labor savings averaging \$100 million per year based on reduced freight train manning requirements. UTU represents about 22,000 Conrail train-service employees.....The U.S. General Accounting Office has concluded a study which indicates that, if recent trends in rail freight business continue in the Northeast, CONRAIL could pile up losses of as much as \$3 billion for the years 1978 through 1982. In 1976 and 1977, its first two years of existence, the railroad posted losses of \$572 million, and \$325 million in nine months of 1978.....CONRAIL will close its former Reading freight car repair shop at Port Richmond this month, consolidating the work at facilities in South Philadelphia and Camden.....A 25-car derailment in Morrisville yard on November 17 resulted in rupture of a tank car filled with anhydrous ammonia, but the leak was contained and no evacuation of the area was necessary. The derailment occurred when a string of cars filled with iron ore collided with a standing cut of cars which in turn collided with three tank cars, only one of which was punctured.....B&O Train NE-84 the previous Saturday suffered a major derailment in Sharon Hill, forcing nearby residents to evacuate their homes. Sabotage was suspected.

AMTRAK/COMMUTER SCENE: AMTRAK is in big trouble over delays in the Northeast Corridor Improvement Project (see last month's Cinders). Sharing the heat is the Federal Railroad Administration, which oversees planning and design of the \$1.8-billion project. It is now generally conceded that the goal of two-hour and 40-minute service between New York and Washington cannot be attained by 1981 and there will be fewer physical improvements such as realignment of curves. (The original goal of three-hour and 40-minute service between New York and Boston as mandated by Congress had already been moved back to 1984). At present, the fastest schedule from Washington to New York is three hours and ten minutes (Metroliners #112 and 126), while the fastest Amfleet schedule is three hours and 43 minutes (#178 - *Merchants Limited*). According to a New York Times report, however, the Metros are making schedule only 57 percent of the time, even though running times have been lengthened from two hours and 59 minutes when the trains were placed in service more than nine years ago.....A special train of AMTRAK flatcars loaded with concrete crossties for the Corridor project was spotted moving westbound through Trenton on November 18. It was hauled by GGI's 905 and 4895.....

(Continued on Page 3)

ODDS AND ENDS (Continued from Page 2)

.....Representatives of VIA Rail Canada inspected the AMTRAK TurboTrains at 30th Street Station November 16. The out-of-service Turbos could become a parts supply for similar trains operated between Montreal and Toronto.....Mickey Mouse arrived at Philadelphia's 30th Street Station November 18 aboard AMTRAK business car 10000, at the rear of Train 170 from Washington. The world's most famous mouse visited Wanamaker's downtown store as part of a nationwide tour commemorating the 50th anniversary of Walt Disney's finest cartoon film.....SEPTA officials have recently held discussions with AMTRAK on the possibility of operating Philadelphia's commuter rail service. Under the Amtrak Improvement Act of 1978, the passenger corporation is authorized to expand into the business of hauling commuters in cities such as Philadelphia.....Sperry Rail Detector Car #123 was seen at Media on November 11, during its annual inspection of SEPTA lines. The golden anniversary of the Sperry cars is described in an interesting article in the January, 1979 Railfan. Car #123, incidentally, was converted from Lehigh Valley doodlebug #14 (St. Louis 1936).....SEPTA has once again marshalled its 11 ex-Reading "green" MU cars for possible service this winter.....Silverliner IV MU #357 caught fire in West Yard, Wilmington, on November 6, suffering extreme interior damage. Two other cars, #356 and #372, had smoke damage. An electrical malfunction was blamed.....No construction is yet visible at the site of the proposed passenger station in Allentown; in fact there is nothing more than a platform and parking lot with no lights. Patronage has been light since RDC service was extended to Allentown in June and there is some doubt that the PennDOT-sponsored service can survive.

CARS, CARS: Budd Company was the apparent low bidder on a contract to build 300 new rapid transit cars for the Chicago Transit Authority. Budd submitted a bid of \$133.3 million, while Boeing Vertol came in at \$174.9 million and Pullman-Standard at \$248 million. Final contract award is due by February 1 and delivery of the cars is to be completed by 1984. A few days after this development, Boeing Vertol announced that it was getting out of the rail car business as soon as its Eddystone plant completes work on 175 light rail vehicles for Boston and 100 for San Francisco. Boeing had earlier built 200 transit cars for CTA and was evidently counting on the new order to keep its production lines going. The last 40 Boston LRV's are still stored at Eddystone but some cars already delivered will be brought back for rebuilding or modifications. Boeing, of course, will not participate in bidding this month on up to 141 LRV's for SEPTA, nor on the 125 cars which SEPTA is expected to order for the Broad Street subway next year. The latter may be a joint order with the Cleveland Transit System.....Budd, which recently threatened to close the Red Lion plant and move its rail car business to Rome, GA, will probably build the CTA cars in Philadelphia. It is now completing delivery of 80 bi-level commuter cars for Chicago's Regional Transportation Authority, following up on the 22 bi-levels delivered earlier this year for service on BURLINGTON NORTHERN. The order is principally for ROCK ISLAND but some of the 80 cars will wind up on MILWAUKEE ROAD and other commuter lines.....Budd also announced last month that it will build a kitbashed stainless steel passenger car for assembly in foreign countries. The no-frills car, to be sold knocked-down for about \$150,000 a copy, will help satisfy a projected need for 14,000 rail cars in Third World countries. A prototype has already been built at the Red Lion plant.

MISCELLANY: Railroad Magazine has folded after 72 years, but may be revived by another publisher.....Private Car Owner George Pins is advertising two of his three cars for sale. They are the sleepers Shenandoah and Virginia Beach, based at Penn Coach Yard, 30th Street.....The new owner of West Conshohocken-based UPPER MERION & PLYMOUTH RAILROAD, Funding Systems, Inc., of Pittsburgh, has announced that it will spend \$65 million for 1,200 to 1,500 boxcars and 600 to 800 covered hoppers, and is considering setting up a freight car assembly plant at the former Alan Wood Steel plant served by UMP. Funding Systems bought the railroad at auction last September for \$300,000 when the rest of the Alan Wood properties were sold off. The once-prosperous steelmaker filed for bankruptcy in 1977 and went out of business earlier this year. Lukens Steel Company of Coatesville, however, purchased Alan Wood's steel plate rolling mill for \$3.7 million and may resume operations at Conshohocken.....Directors of CHESSIE SYSTEM and SEABOARD COAST LINE INDUSTRIES announced last month that they had agreed to merge their lines into a 27,600-mile rail giant. The ICC must approve.....U.S. and Canadian railroads ordered 98,230 new freight cars in the first nine months of 1978---the highest nine-month total in 28 years, according to Railway Age.....In a surprise upset, Congressman Fred B. Rooney of Bethlehem, chairman of the House transportation and commerce subcommittee, was defeated for re-election by a little-known Republican opponent, Donald L. Ritter. A power behind much recent rail legislation, Rooney had earlier summoned a group of top labor and management officials to discuss the industry's problems and what the government should do about them. Despite his lame-duck status, Rooney participated in the November 13-15 conference at Hershey, PA.....President Carter on November 6 signed the \$51 million Surface Transportation Assistance Act of 1978, which for the first time combines highway and mass transit spending in the same piece of legislation. Included in the four-year authorization are \$8.7 billion annual expenditures on highways and \$3.4 billion for mass transit.....Transportation Secretary Brock Adams last month unveiled a proposal to combine the Federal Highway Administration and the Urban Mass Transportation Administration into a new Surface Transportation Administration within DOT. Adams also said he would have specific proposals to deregulate the railroad and trucking industries on the President's desk by December 15.

AND STILL MORE: U. S. Railway Association decided last month to approve a drawdown of \$2.7 million in loans by the DELAWARE & HUDSON, despite a recommendation by Secretary Adams that further funding be denied and the D&H allowed to slip into bankruptcy. The money represents the last of \$30 million in loan authority granted D&H in January 1976. The President has also signed legislation making D&H eligible for an additional \$2.5 million in USRA funds if the railroad takes steps to set up an employee stock ownership plan, and \$2 million more when such a plan becomes effective.....D&H, as reported earlier, has sold most of its six-axle locomotive fleet to NATIONAL RAILWAYS OF MEXICO. The sale includes the four PA4's, 18 Alco C628's, 12 GE U30C's and three EMD SD45's. Only the nine GE U33C's (#754-762) will remain..... (Continued on Page 4)

ODDS AND ENDS (Continued from Page 3)

.....D&H operated its first Sea-Land container special into Oak Island yard at Newark on November 17. The 60-car train, which originated at Oakland, CA, arrived behind two NORFOLK & WESTERN units. The once-a-week train next appeared at Oak Island on November 24, behind a D&H, N&W and two UNION PACIFIC locomotives. D&H receives the train at Buffalo, NY.....NRHS directors voted November 12 to hold the 1980 annual convention in Toronto.....A bill is still pending in the Pennsylvania Legislature to authorize the acquisition of ex-PRR K4s #3750 by the State Railroad Museum. This action is necessary before the "Friends of the K4" organization can begin its efforts to restore the locomotive to operating condition.....The long-delayed FOGG book commemorating the restoration of GG1 #4935 is still in the works. Editor Jim Boyd hopes to complete the layout this month so that it can be ready for the printer early in 1979.....Ex-BUFFALO CREEK & GAULEY 2-8-0 #14, now stored at Quakertown, has been donated to WILMINGTON & WESTERN by the family of its deceased owner. We reported last month that W&W had purchased the 1918 Alco locomotive.....A new shortline, the MERCERSBURG RAILWAY, began operating 13.6 miles of former Penn Central track near Mercersburg, PA on November 1. The line is run by James Laubach of the LYKENS VALLEY, which started up last year out of Millersburg, PA. The Mercersburg's red-and-white Alco is named "Vicki" while the LV's Alco is named "Jenny" after Mr. Laubach's two daughters (Lancaster Dispatcher).....NEW HOPE & IVYLAND's 2-8-0 #40 is still shopped for bearings, while 0-6-0 #9 holds down the passenger runs.....Watch for members George Arnoux and Al Seibel's comprehensive article on New York's Third Avenue Railway System, appearing in National Railway Bulletin #6 due out in January.....Member Bill Vigrass of PATCO gave an informative slide talk on his recent visit to DOT's Transportation Test Center at Pueblo, CO, at the November meeting of the Philadelphia MU Car Club.....We hear that Rouse Company, the mall developer, is looking for "antique" passenger cars for display at the future Reading Terminal mall.....The Brotherhood of Railway and Airline Clerks and the nation's railroads resumed contract bargaining in November after a six-month break in the talks.



The Superliner program has to date produced only one accepted car - a coach numbered 34013. It has been seen at Chicago's Santa Fe coach yard and is apparently fully equipped for service. So, obviously, there were no Superliners in service over Thanksgiving out of Chicago. However, the twelve ex-C&NW 9600-series bi-levels are back in Amtrak service and the "college special" to West Quincy was diagrammed to use surplus ex-Santa Fe hi-level coaches.

Sunnyside still has 39 conventional coaches assigned - 12 5400-series, eight 5600-series and 19 of the 6000's. From this pool, they are expected to provide 18 cars for trains 202 and 219 and 42 and 43, while the remaining cars often appear as substitutes on the Chicago-based *Broadway Limited*. Sometimes, a second set of conventional cars is operated in "clocker" service, as it was on train 227 of November 3.

Amtrak has continued to repaint E units in the "cigar band" livery introduced on the E60CP's. Known units in this newer scheme are 409-10, 414-16, 418, 422-23, 428, 434-436, 438-441, 495, 496, 498, 470-471 and 473-476. Remaining active E units are still in the obsolete platinum mist scheme with the arrow on each side.

The rail replacement program has wound down for this year. Between New York and Boston, the remaining stretches of jointed rail are limited to local tracks between New Rochelle and the New York state line, #4 track Norwalk-New Haven, #1 track Barr Road-New Haven, #2 track from near Branford to Old Saybrook and both tracks Cranston-Boston.

Added to the list of new work equipment acquired by Amtrak in 1978 for corridor service are Thrall-built flat cars in the 15500-series specifically equipped to carry concrete ties.

Six cars have been noted as refurbished in October - Slumbercoach 2021, sleeper 2704, lounge 3338 and diner 8006. (The latter still retains its 1940 ACL name - "Boston"). Coach 4869 and diner 8068 come from Topeka.

Amtrak has four combines today. Car 1601 is assigned to Los Angeles, while 1603-05 are assigned to trains 448 and 449 for local passengers between Albany and Boston. (Continued on Page 5)

ON THE SCENE (Continued from Page 4)

The Metroliner rebuilding program is authorized to include 34 of the 61 cars. To date, 26 cars are known to be at General Electric's Erie plant, with cars 853 and 856 already returned to Wilmington shop to begin testing before being restored to service. For the record, cars observed en route are:

10 coaches:	806, 809-10, 812, 814, 818, 821, 824-26
8 cafes:	852-53, 856, 858, 861, 863, 865-66
8 clubs:	880, 882, 884-89

The last three Empire Service snack coaches (3954, 3960 and 3963) have been stricken off the active list, but not before 3963 made a trip to Chicago substituting for the *Broadway Limited's* lounge car!). Today, only 3920 remains as an active snack-coach (on the *Valley Forge*) and coach-lounge 3815 is its back-up. Among other recent cars stricken off the active list is bar car 8399 - which was a Corridor alumnus (it had a snack bar at least forty feet in length, and ran on the *Southern Crescent* north of Washington).

The last two AMTRAK FP7's are now reactivated for service on the *Coast Starlight* between Seattle and Portland. (BN does not like the SDP40F's, so they come off at Portland). They join E9's 408, 436, 470 and 472 at Seattle. Other E unit assignments of interest: 401 is at Chicago (runs as a substitute steam car on the *Empire Builder*), 400 is at New Orleans, and 441 and 443 are at New Haven for additional power whenever the *Montrealer's* consist exceeds the capacity of a single F40PHR. The remaining active E's are split between 17 at Harrisburg and 24 at Rensselaer.

Amtrak's Corridor was caught completely off guard on the Sunday following Thanksgiving. Traditionally this is the heaviest travel day of the year and has been for years. Consider some of these happenings at New York's Penn Station: Train 192 (9:05 AM to Boston) was short two cars even from Amtrak's abbreviated program. The train left New York with 200 standing (on seven cars), while Amtrak police turned at least as many passengers away. The next train to Boston (#170 at 11:05) was programmed to run 13 cars, but showed up with 11. Reportedly, it had 400 standees out of Philadelphia. Amtrak police prevented anyone from boarding this train at New York, except those who hadn't gotten on 172, two hours before. Ordinarily, the following train to Boston (#172) is programmed to have an advance section from New York to Boston, but did not. Public address announcements were pleading with passengers to New Haven to ride locals out of Grand Central station.

There appear to be several reasons for this poor showing on Amtrak's part. First, the Corridor has been bled white as Amfleet cars have been moved to other parts of the country. (For instance, last year, there were conventional cars on the *National Limited*, *Montrealer* and *Niagara Rainbow*). Second, the holiday program was reportedly drawn up in Washington this year by people relatively unfamiliar with Corridor traffic patterns. When the equipment situation is this tight, you must gamble on the trains you assign precious extra coaches to, and in this case, there were miscalculations.

The solution may be some sort of penalty assessed against Amtrak for any passenger turned away when the cause was something other than a derailment or equipment failure. At some point, Amtrak will find that the consequences are intolerable enough for them to take appropriate actions to deal with holiday crowds. I cannot accept the argument that "we don't have enough cars" when vast fleets of suburban cars could be tapped in Boston and North Jersey, as has been previously done. Amtrak was caught flat-footed, and the end result was the creation of much ill will.

In commuter news, Boston has received ten F40PH units (1001-1010) with three more due on its first order. They have ordered an additional five units (1014-18) which should pretty much fully re-equip the South Station lines. Still to come are 17 F10 units being rebuilt from ex-GM&O F3 and F7 units at Paducah. ICG is testing these units, but none are believed to have reached Boston at this writing. Five of these F10's will have steam generators and presumably will operate with the 25 ex-New Haven coaches being rebuilt for continued service. As refurbished, they appear with purple and gold window areas and are equipped with MU jumpers to permit operation of push-pull trainsets consisting of an RDC, coaches and a GP9.

MBTA has cannibalized a number of Boeing LRV's (one report claims 40 units) at Riverside shops. They are stored without components like pantographs, panels and other items. Consequently, many of the older PCC's must soldier on - in November, I noted two of the three oldest cars - "Tremont" class 3008 and 3004 in service, on a Saturday, yet!

Also in Boston, MBTA has received its first new coach from Pullman-Standard. Car 301 is a non-cab coach and looks like the Erie-Lackawanna state-owned cars except, of course, that their livery is purple and silver in Boston. The first car left Pullman-Standard on November 3.

In North Jersey, former Jersey Central red remains on two Jersey-owned GP7's as of December 1. These are 1523 and 1526, and the former unit does not have a steam generator. The other six State-owned units are repainted blue and grey and have Conrail numbers 5902, 5904, 5906-08 and 5910. Also, New Jersey DOT had 21 rebuilt sleepers in coach service by December 1. Cars released to date are 5400-20 (by Mechtron), and 5423-31 and 5436 by General Electric. The 5419-20 are former snack-coaches and seat 88 instead of 80.

By December 31, US DOT must present its final plan for the restructuring of Amtrak.

ROWLAND GUEST AT NEW HOPE BANQUET

Super Steam Fan Ross Rowland, Jr., was the featured speaker November 8 at the first annual banquet of New Hope Chapter, NRHS, held at the Buck Hotel, Feasterville, PA. Philadelphia Chapter was represented by President Larry Eastwood and his wife, Marie, as well as a number of other members.

Mr. Rowland humorously described his many experiences in promoting steam locomotive excursions, beginning with the High Iron Company in the mid-1960's and progressing through such well-known ventures as the Golden Spike Centennial Limited in 1969, the American Freedom Train in 1975-76 and, most recently, the highly-successful Chessie Steam Special in 1977-78. Among the engines he has brought to fame are ex-Nickel Plate Berkshire #759, now at the Steamtown Museum, and former Reading 4-8-4 #2101 featured on the Chessie trains. He reported that the 2101 made 53 trips during the 1978 season, operating 92 percent on time with no mechanical failures while carrying more than 30,000 passengers.

It was also revealed that 2101 will require \$130,000 worth of repairs to its flues, firebox and drivers, while in winter quarters at C&O's Silver Grove (KY) engine terminal near Cincinnati. Mr. Rowland's company, the Steam Locomotive Corp. of America, not only owns #2101 but its sister #2100 as well, which may be moved from Baltimore to Cincinnati to serve as a parts supply for the primary locomotive. SLCA is also attempting to foreclose on a third Reading T-1, #2102, now owned by Steam Tours, Inc. and stored at Brownsville, PA. It too may be brought to Cincinnati, if the foreclosure effort is successful.

A Wall Street commodities broker in his spare time, Mr. Rowland is negotiating with both Conrail and the Family Lines for a steam program similar to that just concluded for the Chessie System. He hinted that Chessie may have future plans for its colorful excursion train, although it is not clear whether this will involve a steam or diesel-powered operation.

The evening concluded with a special showing of Chessie's recently-released color-sound film documenting the Steam Special on its triumphant tour. Two shorter "railfan" versions were also shown and are available for purchase through Nostalgia Station, the gift shop of the B&O Museum in Baltimore. Earlier, Mike and Marianne Autorino of Avanti Productions described their experiences in filming the train for Chessie's public relations department.

Philadelphia Chapter members Charlie Benz and Dick Roden, who also serve as secretary and treasurer respectively of New Hope Chapter, handled arrangements for the banquet. Nearly 100 persons attended.

"SANTA SPECIALS" ROLL ON AREA RAILS

Three Philadelphia-area tourist roads have caught the holiday spirit in the form of their annual "Santa Claus Specials".

NEW HOPE & IVYLAND will operate eight special trains on December 9-10 and 16-17, leaving New Hope station at 11:30 AM and 2:30 PM for Buckingham Valley and return. (The 2:30 trip on the 17th will proceed beyond Buckingham to Wycombe.) Regular fares of \$3.00 for adults and \$1.00 for children will apply, and reservations may be made by phoning (215) 357-7536. Steam locomotive #9 will be used.

STRASBURG RAIL ROAD has scheduled trips for December 2-3 and 9-10, leaving East Strasburg depot at 12 Noon, 1, 2 and 3 PM for Leaman Place and return behind 2-6-0 #89 or 4-4-0 #1223. Fares are \$2.50 for adults and \$1.25 for children.

WILMINGTON & WESTERN operated Santa Specials on November 25 and 26 from Greenbank to Ashland, DE and return. Because 4-4-0 #98 is shopped for repairs, a borrowed Chessie SW-1 diesel filled in for the ailing steam locomotive.

Santa Claus in person was slated to appear on all of these trains, regardless of snow conditions.

EBT SPECTACULAR SET FOR FEBRUARY 16-18

The annual Winter Railroad Spectacular of East Broad Top Railroad and Railways to Yesterday will be held on Washington's Birthday weekend, February 16-18, 1979. EBT will attempt to have four---count 'em, four---of its Baldwin 2-8-2's steamed up and available for service on multiple-engine trains. Nos. 12, 14, 15 and 17 are to power a variety of passenger, freight and mixed trains over this most authentic of all eastern tourist railroads, operating out of Rockhill Furnace, PA, 100 miles west of Harrisburg.

Also running will be a fleet of antique trolleys and interurban cars on the adjacent Shade Gap Electric Railway.

Ticket prices are not yet available, but further information may be obtained from: S. G. Shook, 160 Andover Street, Wilkes-Barre, PA 18702.

NEXT MEETING:

JANUARY 19

1979 RAIL CALENDARS FOR SALE

Judging by the vast number of 1979 railroad calendars now available, trains have become one of America's favorite pin-up subjects. Among the more interesting items:

--Amtrak's single-page calendar measuring 24" x 33" and featuring a full-color painting by Gil Reid of the *National Limited* rounding Horse Shoe Curve. Available at \$4.00 postpaid from: Amtrak Calendar, c/o Western Folder Distributing Company, 850 West Fullerton Avenue, Addison, IL 60101.

--The famed All Pennsy Calendar measuring 16" x 23", with 12 new black-and-white photos by Don Wood suitable for framing. Available for \$4.50 postpaid

from Audio-Visual Designs, P. O. Box 24, Earlton, NY 12058.

--The Chessie Calendar featuring 16 full-color photos of the Chessie Steam Special. Available from: Chessie Calendar, P. O. Box 6419, Cleveland, OH 44101. Price: \$3.00, postpaid.

--Potomac Chapter's 8-1/2" x 11" wall calendar with 13 full-color photos of steam, diesel and electric rail action. Available from: Potomac Chapter, NRHS, P. O. Box 235, Kensington, MD 20795. Price: \$3.00, postpaid.

MEMBER OFFERS RAILROADIANA FOR SALE

Dr. Frederick A. Winkler, P. O. Box 54, Clarksboro, NJ 08020, longtime Chapter member, has a varied lot of railroadiana for sale. We will list some of these items here. If you are interested, please contact Dr. Winkler directly at 1-609-423-4377 evenings, or during the day at 1-215-595-3947.

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|---|------------------------------|
| 1. Counter-top ticket cases, oak, roll front, partitions for card and strip-type tickets, good condition (have two) | \$40.00 each |
| 2. Small, counter-top, restored mahogany timetable rack, ornate brass sign, marked "Canadian Pacific" | \$30.00 |
| 3. Electric interurban-type, single chamber type air-whistle, came from PRR MU car | \$50.00 |
| 4. Pullman Company and marked PRR coach doors (inside doors), brass locks and keepers, some plain, some ornate (several) | \$15.00 plain
\$75.00 PRR |
| 5. Wall sconce Pullman parlor car electric light fixtures, Grecian design (1928-vintage), no globes, otherwise complete, bronze, good condition, double-bulb type, have 4 | \$ 9.00 each |
| 6. Coin-operated (penny) Dixie cup, paper drinking cup dispenser for day coach, complete with wall bracket, extra glass cup tube and keys for cup tube and coin chamber, working order, excellent condition | \$50.00 |
| 7. Cast aluminum original size "B&O" RR Capitol emblem for plate on boiler front of steam locomotive, weight about 5 pounds. | \$20.00 |
| 8. Cast aluminum original size PRR keystone number plate with 6400-series number cast in for boiler front of steam locomotive. Weight about 12 pounds - needs to be authentically painted Chinese red with gold numbers | \$35.00 |
| 9. Station or cabin car coal scuttle, marked "RDG" (Reading Co.); restored, painted green with raised gold lettering | \$30.00 |
| 10. Square-shaped, PRR coach marker lights, each with amber and red lenses, complete with kerosene burners, restored condition, circa 1900, painted gold; pair | \$100.00 |
| 11. New, cabin car kerosene desk or table lantern with shade; mantle-type burner, made of aluminum, glass globe, paper shade | \$40.00 |
| 12. Western Union Telegraph, blue and white porcelain overhead type sign, approx. 12" x 30", used to identify location of telegraph facilities at rr psgr. stations | \$35.00 |
| 13. Engineman's tin oil can, pint capacity with long spout, restored condition, made by Eagle | \$25.00 |

Dr. Winkler also has other items; a portion of the sale proceeds will go to the Chapter.

Our Meeting:

The December, 1978 meeting will feature an illustrated slide talk on the Railways of South Africa by Chapter member Larry Steingarten. Larry has traveled extensively in South Africa and has thoroughly photographed the diverse railway action in that country.

Our meeting date is Friday evening, December 8, 1978, with dinner at 6:00 PM, and our meeting is at 7:30 PM. Location, as usual, is the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

Our normal dinner (\$7.50 per person) will be served by ADVANCE RESERVATION ONLY to Vice-President Frank Tatnall at P. O. Box 289, Plymouth Meeting, PA 19462, or by phone to 215-828-0706 ON OR BEFORE TUESDAY, DECEMBER 5, 1978, PLEASE.

We urge you to come out and celebrate the forthcoming Holiday Season with your fellow members as we close out the meeting year with an evening of steam, diesel and electric railroading set in a spectacular part of the world. This will also be a preview of what will be seen on the South African Rail Tour sponsored by Philadelphia Chapter next April, a brochure for which is enclosed with this issue of Cinders. See YOU on December 8.

PRESIDENT AND EDITOR.....R. L. Eastwood, Jr.
 1ST VICE PRESIDENT.....F. G. Tatnall, Jr.
 2ND VICE PRESIDENT.....Douglas W. Watts
 SECRETARY.....George V. Arnoux
 TREASURER.....Earle P. Finkbner
 DIRECTOR.....James S. Myers
 MEMBERSHIP DIRECTOR.....Samuel L. James

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MEMBERSHIP CHANGES

We welcome the following new members to Philadelphia Chapter, and hope they enjoy their association with us.

MOREAU, Jeffrey, P. O. Box 74, Tiburon, CA 94920.

PADEN, David L., 1225 Pilgrim Lane, Berwyn, PA 19312; 215-644-2345; management consultant.

WAGONER, Stewart R., 722 Oak Terrace Drive, Ambler, PA 19002; 215-643-1482; camera sales.

PHILADELPHIA CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY

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