



CINDERS



December 1981



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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, the news that makes rail history moves off the front page of Cinders so that we might pause to reflect upon our accomplishments for the year ending and hopes for the year ahead.

Our Chapter has had an active year, highlighted by two outstanding rail activities which marked major milestones in Philadelphia rail transportation history. Our "Farewell to the GGI" excursion in June, operated jointly with our good friends from Lancaster Chapter, provided an opportunity for more than 1,000 people to ride behind these famous locomotives as they close out a fantastic career. At the same time, more people have become aware of NRHS and its activities through excursion outings such as this, and thus we are able to share the enjoyment we receive through the study of rail transportation history with others.

In addition to our major mainline trip, we also commemorated in November the 50th anniversary of a truly remarkable traction vehicle, the "Bullet" cars of the former Philadelphia & Western Railway. These tireless veterans have served Philadelphia's western suburbs well over a half-century period, and it is appropriate that we observe this important event.

We took a big step in our effort to preserve historic rail equipment in 1981 when we, together with SEPTA and the Railroad Museum of Pennsylvania, moved former Reading MU car #800 from Reading, PA to the Museum at Strasburg, PA, for future generations to view. The reality of this activity is indicative of the fine cooperative spirit which can exist between rail enthusiast/historian groups and the rail industry.

While we are a solid, relatively conservative body, we are nevertheless energetic in our activities. As we enter 1982, we should inform you that we have made overtures to Amtrak regarding a "Railfan Awareness" program patterned after the highly successful one which exists between the Santa Fe Railway and NRHS chapters located on-line. Look for more news as we progress into Spring.

Your support of the Chapter and its officers in 1981 has been especially gratifying. Each officer joins me in wishing you a Happy Holiday Season, coupled with good health and prosperity in 1982.

R. L. EASTWOOD, JR.,
President

LET'S HAVE DINNER AT THE ENGINEERS' CLUB!

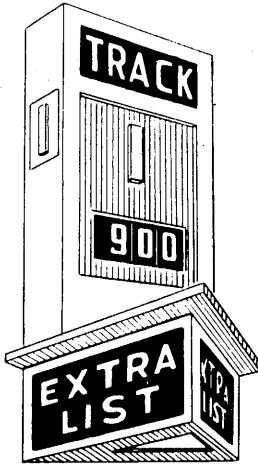
Philadelphia Chapter for many years has enjoyed the hospitality of the Engineers' Club, receiving the use of our meeting room without charge. A long-term understanding with the management is that NRHS members will purchase at least 20 dinners from the Club on meeting nights, to serve as an offset for free use of the room and other facilities.

Unfortunately, the Chapter sometimes fails to meet the agreed-upon minimum. Thus far, the Club has been indulgent with us and has not charged for the deficit.

Your officers urge all Chapter members to make a New Year's resolution for 1982: join your fellow enthusiasts for a relaxed and enjoyable dinner at the Engineers' Club on meeting nights. The time is 6 PM, the cost is reasonable (\$8 per person) and the food is good. As an added attraction, the downstairs bar is fully stocked and open to serve you during the "happy hour" before dinner.

Please make dinner reservations with Vice President Tatnall by phoning him at (215) 828-0706 at least two days before the meeting.

NOVEMBER 27, 1981 THROUGH JANUARY 10, 1982: Brandywine River Museum's "O"-gauge model train layout will operate daily except Christmas 9:30 AM to 4:30 PM. The museum is located on Route 1, Chadds Ford, PA. Admission: \$1.75 adults, \$1 for senior citizens, students and children 6 to 12. Under 6 admitted free.



DECEMBER 12-13, 1981: "Santa Claus Days" on the Strasburg Rail Road, Strasburg, PA. Trains depart 12 noon, 1, 3 and 3 PM for Leaman Place, using 2-10-0 #90. Fares: \$3 adults, \$1.50 children under 12. For information telephone 717-687-7522.

FEBRUARY 20-21, 1982: Greenberg's Great Train Show at Philadelphia Civic Center, 34th Street below Spruce, 11 AM to 5 PM. Admission: \$3 per day (children under 12 free when accompanied by an adult).

MARCH 21: "Train Bazaar '82" at Mother Seton High School, Garden State Parkway Exit 135, Clark, NJ, 9 AM to 3 PM. Admission: \$2.50 adults (children under 12 free), maximum \$5 per family. Sponsored by Jersey Central Chapter, NRHS, P. O. Box 700, Clark, NJ 07066-0700.

MAY 1-2: "Spring Spectacular" at East Broad Top Railroad, Rockhill Furnace, PA, featuring narrow-gauge steam passenger and freight trains and Shade Gap Electric Railway trolleys. Sponsored by Railways to Yesterday. For information, contact Sherman Shook, 160 Andover Street, Wilkes-Barre, PA 18702.

JUNE 5-27: "Rail Britannia" tour to England, Scotland and Wales, sponsored by Overland Chapter, NRHS. Optional return on Queen Elizabeth II. Estimated fares range from \$2,550 to \$3,625 per person. Deposit of \$400 per person may be mailed to: V. Allan Vaughn, Secretary-Treasurer, 320 Wisconsin Avenue, Apt. 511, Oak Park, IL 60302, with checks made payable to "Railtours of America." For information, contact R. M. Billings, Tri-State Tours, Inc., 901 East Kimberly, Davenport, IA 52807 (telephone 319-386-8770).

JULY 9-18: "Colorado Rails '82," NRHS national convention featuring the 100th Anniversary of the Durango-Silverton narrow-gauge line, a Union Pacific steam trip, a ride on the Rio Grande Zephyr and visits to several of Colorado's famed steam tourist lines. Sponsored by Intermountain Chapter, NRHS in cooperation with the Colorado Midland and Rio Grande Chapters. Details will be furnished to all members early next year.

Conrail Freight Schedules Updated

On November 2 Conrail closed the ex-Reading Rutherford yard near Harrisburg, PA, with most of its classification activities transferred to Enola, Abrams and Allentown yards. This action has resulted in a number of freight service changes in this area.

The following trains have been withdrawn: ALLU, PPLU, RUBE, RUPI and RUPY. Through trains no longer originate or terminate at Port Richmond yard in Philadelphia.

These trains have been established (asterisk indicates crew change point):

- ENBE (Enola to Bethlehem) leaves Enola 1630 daily and Reading 2300, arriving Bethlehem (Saucon) 0300.
- ENAB (Enola to Abrams) leaves Enola 1400 daily, arriving Abrams 2130.
- ABPY (Abrams to Potomac Yard) leaves Abrams 2330 daily, Philadelphia (Belmont) *0100 and Edge Moor 0415, arriving Potomac Yard 0900.
- ALEN (Allentown to Enola) leaves Allentown 0915 daily, arriving Harrisburg 1500 and Enola 1700.
- PGEN (Philadelphia to Enola) leaves South Philadelphia 0600 daily, West Falls 0815 and Abrams 0945, arriving Harrisburg 1430 and Enola 1630.

In addition, the following schedule changes have been made:

- ALPI (Allentown to Conway) now leaves Harrisburg *1515, with the Rutherford crew change eliminated.
- ENSE (Enola to Selkirk) no longer picks up at Rutherford.
- PGPI (Philadelphia to Conway) now leaves Harrisburg *2245, with the Rutherford pickup eliminated.
- PIOI (Conway to Oak Island) leaves Harrisburg *1830, with the Rutherford setoff eliminated.
- WHRE-75 (Reading to Enola) leaves Reading 2230 daily, arriving Enola 0630.
- WHEW-76 (Enola to Reading) leaves Enola 0700 daily, arriving Reading 1500.

Also, Train OIPI-B (Oak Island to Conway) has been withdrawn and the symbol of OIPI-A changed to OIPI. This train now leaves Harrisburg *1815 and its Rutherford setoff is eliminated (balance of schedule unchanged).

Delaware & Hudson Train DH-87, which operates over Conrail lines from Allentown to Philadelphia via Reading, has been rescheduled to leave Allentown at *0001, passing Park Junction 0800 enroute to Chessie's East Side yard. Returning, Train DH-84 passes Park Junction 1100, arriving Allentown 1700.



The first Amfleet II coaches were released by Budd October 28 and have been engaged in training crews since that time. Coaches 25000-25003 are the prototypes with 121 sisters and 25 cafe-lounges expected to follow by next summer. Early in November coaches 25004-25007 were spotted at 30th Street Station, but further deliveries are expected to be somewhat delayed due to a strike at WABCO which will cause a layoff at Red Lion.

The new cars are based on the earlier Amfleet cars we've all become more than used to. Most obvious identification differences are the larger windows, a single vestibule and the revised striping. The interior layout is something like the earlier cars, with earth tones and striped seat cushions. But, the seats don't have armrests nor the "wings" on the headrests. There are two lavatories — one a standard Amfleet type and the other a larger handicapped version. The latter can be used as a dressing room, and both toilets are now the flush type. The vestibule doors have a drop-sash window (so crews can take train orders) and the vestibule doors are manually-operated.

Numbering for the cars is 25000-25124 for the coaches and 28000-28024 for the cafe-lounges (similar to the cars on the *Montrealer* but with 49 seats). Advance publicity states the cars will operate on the *Silver Star* first, then the *Silver Meteor*, *Broadway Limited* and *Capitol Limited*. My guess is that about 30 extra cars will be available for assignment to other trains.

Aside from the steam coaches on the *Silver Star*, the remainder of the cars which the Amfleet II's will replace are Heritage coaches. In a "cascading" effect, the Heritage cars will replace 60-seat and 84-seat Amcoaches on trains like the *Montrealer*, *Night Owl*, *Panama Limited* and *Californian*. Those cars, in turn, will replace leased Jersey Arrows and provide additional capacity for heavy travel periods. The 125 coaches should replace 40 *Silver Star* steam cars, 40 leased Jersey Arrows and still provide the equivalent of another eight Amcoaches, by my reckoning. The lounge cars will provide another 20 extra cars plus the five needed to replace the "steam" cars on the *Star*. (Since it's likely the *Cardinal* will be restored, it will then appear that Amtrak will just squeak by with the cars on order.)

Concurrent with the above, 57 cars have been dropped from the Heritage program, victims of budgetary cutbacks. These consist of eight baggage-dorms, 15 coaches, 25 sleepers, one lounge, two diners and six hi-level diners. As of November 20, still to come are 11 baggage, one baggage-dorm, five Slumbercoaches, four sleepers, three lounges, two diners, four "Congressional" coaches, 2 hi-level lounges and two hi-level transition coaches — 34 cars in all. Since our last issue, baggage-dorm 1630, lounge 3113 and "Congo" coaches 7007 and 7611-7613 have been observed.

AEM-7 #932 was heavily damaged by fire during testing at LaGrange prior to delivery — reports indicate a new carbody will be needed. Subsequent units 933 and 934 were noted by early November.

SDP40F #523 was the only unit of its type still running outside the Florida pool of eight units assigned to the *Silver Star*. SDP #526 (Los Angeles) expired November 19, with 630 and 645 at Chicago going into storage on October 16 and October 29, respectively.

The all-electric set of *Silver Star* equipment will leave New York on December 1, 5, 9, 13, 17, 21, 25 and 29 (Train #81-91). Barring the introduction of additional sets formed of Amfleet II cars, the remaining days will see steam-heated cars on this train. Conjecture says that some Amfleet II cars may be placed on the one HEP set of 81-82, with freed up Heritage coaches being used to fill out other Heritage-equipped trains for the holiday season.

Last month, I noted that some Boston-Washington trains had lost their club car service. This was based on a review of the October 25 National timetable, which contained many errors. The actual consists call for a "half club" on every Boston or Springfield train except that a "full club" is operated on Trains 168 and 173.

"Metroliners" are now formed of AEM-7's and Amfleet cars. Eleven sets of equipment are required — running from three to five cars each. A total of 30 coaches (all leg-rest), seven half-clubs, four Amdinettes and four full clubs are required plus spares. The full clubs and Amdinettes are used on Trains 101, 118 and 280-285.

A single AEM-7 can pull 14 cars except on the high-speed schedules, on which eight cars are the limit. It's a measure of how far Amtrak has come that it's easier to define the "slow" trains nowadays, which are all

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ON THE SCENE *(Continued from Page 3)*

trains operating beyond the Corridor, the *Night Owl*, the Springfield-Washington train, and trains 161, 182-185, and 187-189. With additional deliveries of AEM-7's, the next Corridor schedule change in early February should see several of the above trains speeded up.

On October 9, Amtrak transferred another 164 cars from "stored" to "retired" and a few at New Orleans have already been offered for sale. Cars are, for the record: 1570, 1603-1605, 1750, 2214-2216, 2239, 2242, 2250-2253, 2265, 2445, 2554, 2561, 2750-2751, 2753-2755, 2757-2761, 2776, 2788, 2831, 2833, 2867, 3201-3206, 3208-3211, 3231, 3333, 3335, 3342, 3360, 3371, 3382, 3815-3817, 3870, 3901, 4406, 4461-4462, 4483, 4488, 4491, 4502, 4508, 4512, 4522, 4525-4526, 4530, 4532, 4534-4535, 4540, 4542-4544, 4583-4587, 4592, 4594, 4842, 4886, 4891, 4893, 5230-5231, 5235-5236, 5251-5252, 5255, 5264, 5267, 5269-5270, 5284-5285, 5290, 5292-5293, 5409-5410, 5433, 5440, 5455 (See Note), 5475, 5478, 5604, 5611, 5628, 5659, 5662, 5664, 5673, 6009, 6013-6015, 6020, 6023-6024, 6027-6029, 6031-6032, 6064-6065, 6068-6069, 6071-6073, 6075, 6077, 8003-8004, 8016, 8019, 8024, 8038, 8040, 8043, 8094, 8096, 9201, 9250-9252, 9310, 9350, 9354, 9501, 9540, 9560, 9801, 9810-9811, 9813-9814, 9990, 9992. (Note: Car 5455 converted to MofW 14505 9-01-81). Perhaps another 250 cars are still in various stages of storage, either official, awaiting a decision, or just not used for some time. Only about 60 cars are active from all the "steam" cars on the *Silver Star*.

In commuter news, New York's MTA has purchased three 1939 Budd-built Amtrak coaches (5605-5607) and has renumbered and repainted them as MTA 2471-2473.

SEMTA of Detroit operates one of the few commuter services fully equipped with steam-heated cars. The Grand Trunk Western operates under contract four morning and five afternoon trains— all to Pontiac except one afternoon short turn to Birmingham.

Older fans may remember Grand Trunk as running steam on passenger trains into the mid-1950's, despite receiving some early diesel switchers and very late EMD F3's for freight service. Two passenger GP9's came in 1954 and 16 more in January, 1957. However, the Detroit-Pontiac commuter service continued to use steam as late as March, 1960! At that time, even Norfolk & Western had been dieselized for two years with its own units and a bit earlier with leased E units. In March, 1960, three GP18's arrived and finally replaced the Pacifics and Northerns in this service.

In 1977, SEMTA acquired the equipment Grand Trunk Western was using and subsequently added some goodies of its own. Today, SEMTA has five boiler-equipped Geeps. Numbers 901-902 are 1957 GP9's, 903-904 are 1960 GP18's and the 905 is an ex-New Haven GP9. All but 903 have been rebuilt. Cars include 12 ex-Pennsy sleepers rebuilt in 1963 as coaches (by Budd for PRR— sisters to cars in Maryland and North Jersey) and 11 ex-Union Pacific smoothside coaches built originally in 1950 (all but two of these have been rebuilt with 94 seats).

Incidentally, my first job out of college was with a General Motors Division near Detroit and I can still remember the station at Birmingham, MI— famous for its rare high-level platforms. These are gone now, but the station remains, awaiting non-railroad use.

Reading Shop has released ex-PRSL Budd RDC #5189 after an overhaul— the last car to be rehabilitated under this program for NJ Transit. Elsewhere, NJ Transit's first F40PH (#4113) was joined by several sisters in late November. Delivery was delayed when a rail turned over under five units about a mile from LaGrange. All 17 F40's are due by December 31. Look for the first of 117 new Bombardier-built coaches in January. The order consists of 20 cab control cars and 97 blind-end coaches.

Budd has delivered the last six (of ten) SPV-2000's to New York MTA during November. Although no firm orders have been received for additional SPV's, Budd is assembling 15 carbodies on speculation. The three production lines at Red Lion are building rapid transit cars for Chicago, Baltimore and Miami, as well as the Amfleet II order for Amtrak.

PAT (Pittsburgh) has received its first HEP rebuilt coach (numbered 1606 after existing PATrain cars) for Pittsburgh-McKeesport service.

Maryland DOT has replaced its mixed bag of leased and owned steam coaches with ex-Pennsy sleepers rebuilt as coaches in 1963 and now rebuilt as 96-seat cars with HEP. Coaches run on four trains to Brunswick behind rebuilt F units, while RDC's hold down runs to Baltimore and Martinsburg.

CHAPTER'S ANNUAL AUCTION GROSSES \$518

Twenty sellers participated in Philadelphia Chapter's annual auction of railroadians at the November 20 meeting. A total of \$518.50 worth of merchandise changed hands during the 2-1/2 hour session at the Engineers' Club, with 108 lots offered for sale. The Chapter netted \$103.70 as its share of the proceeds, a very creditable showing.

The highest priced item sold was a kerosene switchlamp, which Bob Brown purchased for \$75.

Frank Tatnall and Larry Steingarten shared auctioneering duties, assisted by Jim Myers and Larry Eastwood. Secretary Marie Eastwood handled the accounting work and dispensed the funds to each seller.

PHILADELPHIA



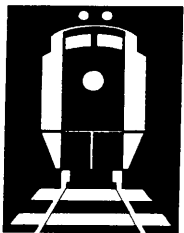
FRANK G. TATNALL, JR.

If you think the entertainment scene in Philadelphia is a bit dull these days, we direct your attention to the old-fashioned melodrama being played out on our local stage. SEPTA, the fair maiden, is tied to the track and, as the piano music swirls upward, a commuter train barrels around the bend. Will anyone save SEPTA? Will anyone save the train? What about all those poor folks on board? Tune in again next February--we'll see if the sponsors decide to cancel the show.

At its November 25 meeting the SEPTA board voted to extend CONRAIL's contract to operate the commuter rail system for two more months, from December 31, 1981 to February 28, 1982. The problem is, the available money is running out so fast that the entire rail operation may have to be shut down in April. "Originally I thought we would squeeze by," General Manager David Gunn told the *Inquirer*, "but I don't see any way to keep going until June" (end of the current fiscal year). To put it bluntly, "the thing's dying," Gunn concluded, "I don't think there's any question about it." But, ignoring a warning by Vice Chairman Judith Harris that SEPTA must "face the music now" instead of putting off the day of reckoning, the board decided to put up \$10 million for the extra two months of service.

With projections of a \$12 million commuter train deficit by next June, SEPTA has all but given up on its plan to take over operation of the 13 rail lines from CONRAIL, as it has already done on a small scale with the Fox Chase-Newtown spur (see November *Cinders*). By next April 1 SEPTA must decide whether to run the system itself, turn it over to the new AMTRAK COMMUTER organization or hire an outside contractor such as the BOSTON & MAINE RAILROAD, which now operates commuter trains in the Boston area. The question could become academic, of course, if SEPTA finds itself with an empty wallet.

Chairman David F. Girard-diCarlo was scarcely reassuring to SEPTA's 50,000 daily train riders when he remarked to a *Bulletin* reporter last month, "We are facing more difficult problems in 1981 than SEPTA has ever faced in its history. We are rapidly coming to the end of the fuse, and I'm getting more concerned every day."



That concern apparently does not extend to many elected officials in the surrounding counties, who recently rejected SEPTA's plea for a regional tax to help fund its operations. There has been almost no public discussion of the possible impact of shutting down the rail system in terms of the future of downtown Philadelphia--especially if the tenants of major office buildings rebel against the hassle of fighting expressway traffic from the suburbs (or riding the subways). The effects on wage tax receipts alone could be drastic if corporate offices gradually drift away to the suburbs or to other cities. Though a top SEPTA official was recently quoted as saying that the commuter rail system is the principal means of binding the SEPTA region together, and without it the suburban counties might drop out of SEPTA, City officials too have remained strangely silent on the issue of commercial erosion.

And speaking of highway hassles, PennDOT announced last month that it will close the Schuylkill Expressway in stages beginning in late 1983, in order to completely rebuild the badly-deteriorated road. The \$250-million project, which will take several years to complete, includes the entire 20.7-mile expressway between Valley Forge and the Walt Whitman bridge. The "Sure-kill Crawlway," as it is widely known, carries nearly 150,000 people on a normal weekday and is often the scene of monumental traffic snarls.

With the expressway wholly or partially shut down, it will be especially galling to commuters to look across the Schuylkill River and see no trains on SEPTA's paralleling Norristown branch. Even if the rail system somehow manages to survive its current crisis, the SEPTA staff is suggesting that three lines and part of a fourth be eliminated in 1982. According to press reports, the Norristown, Trenton and Manayunk lines are among the worst losers and would be abolished, along with the Elwyn-West Chester extension of the Media line. Service would also be cut on other lines. The staff report was prepared at the request of county officials, who wanted to know how much of the system could still be operated with the reduced Federal subsidies expected in Fiscal Year 1983, together with a possible 15 percent increase in aid from Philadelphia and the four suburban counties. About 7,000 of SEPTA's 50,000 daily commuters now ride the four lines targeted for elimination.

There are a few doubting Thomases, of course, who say that all of this doomsday talk is merely an orchestrated attempt to gain additional funding for SEPTA. Chairman Girard-diCarlo said last month: "I am very skeptical that this region can react except when we get to a crisis," but most observers agree that the crisis is all too real. While hopes for a new regional transit tax have apparently been dashed, the possibility of a one-percent increase in the statewide sales tax was being floated last month among local officials and legislators. This increase, if approved, would be used to prop up transit systems across the state as well as financially-troubled school districts, thus removing the stigma of an area tax for the benefit of SEPTA alone. SEPTA's management, of course, has embraced this new game plan but doubts that it can be carried out in time to rescue the commuter rail system in Southeastern Pennsylvania.

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PHILADELPHIA EXPRESS (Continued from Page 5)

Meanwhile, the \$70,000 "alternatives study" commissioned by the Delaware Valley Regional Planning Commission is being carried out, but no one seems to be taking it seriously. The study is supposed to determine the feasibility of substituting other types of public transit in case the commuter rail system shuts down. Suggested alternatives include van pools, jitney service and buses running on paved-over rail rights-of-way. It is not known if helicopters or speedboats on the Delaware River have been considered.

In spite of all the talk about abandoning SEPTA's commuter system, the City is pressing ahead with two multi-million-dollar projects to expand that system. In its October 25 edition the Inquirer juxtaposed two articles entitled "Tunnel vision is good" "But for SEPTA the big picture is horrible and getting worse." The irony is that even though the \$325-million Center City rail tunnel is right on schedule, SEPTA fears there may be no trains to run through it when it opens for business in early 1984.....Likewise, construction is proceeding on the Airport High-Speed Line, with new welded rail laid in Southwest Philadelphia and the flyover bridge across AMTRAK's mainline near 56th Street and Grays Avenue now being set in place.....SEPTA is to receive a \$3 million Federal grant to rehabilitate 80 of its older MU electric cars.....A train of welded rail for the center city tunnel line was unloaded November 14-15, at the point where the new line is to join the existing Ninth Street branch at "CP Brown" interlocking north of Spring Garden Street station. A second switch was also installed the following weekend.

SEPTA has reissued its Timetable HS-1 covering service on the Newtown line between Fox Chase and Newtown. There are no schedule changes in the new issue, which bears the original startup date of October 5, but airport bus connections are shown and a "transit-style" cover has been adopted.....About 15 ex-Reading Blueliner MU cars are still being used in rush-hour service, but all 11 of the "greens" are now idle.....Nine MU's in the SEPTA/City fleet are out of service for major repairs, five are at Hornell for "tunnel modifications" and one is being held for parts, a total of 15 out of the 359-car electric fleet unavailable for service.

As if things weren't bad enough already, SEPTA and other transit agencies around the country are sweating out the Reagan Administration's proposal to reduce Federal spending even further during the current fiscal year. If Congress approves the reduction, it would cost SEPTA part of the \$47 million in operating subsidies already budgeted for the year ending next June 30.....SEPTA moved most of its trolley operations from ancient Woodland depot to the new Elmwood depot over the weekend of November 21-22. Woodland will be completely closed by next spring and the entire block between 49th and 50th Streets cleared for a new surface car heavy repair facility.....Sale of the Liberty Liners and other equipment (see November Cinders) has been delayed, with bid openings now set for November 30.SEPTA last month closed Woodland Avenue between 40th and 42nd Streets and Chester Avenue between 41st and 42nd to construct new trolley tracks. Route 11, 13 and 36 cars were diverted to the 40th and Market subway station via the 42nd-Spruce-38th detour route.....Over the November 21-22 weekend 11th Street was restored to its former alignment between Market and Arch, and Route 23 trolley tracks changed accordingly. The street was moved a few yards west last year to allow excavation for the new Market East commuter rail station.

SEPTA's ex-P&W shop is now working seven days a week to repair cars for the Norristown high-speed line. Bullets 202, 204 and 205 and Strafford car 161 are in for heavy repairs, but it appears that #165 will be the first of its type to be repainted in SEPTA's red, white and blue style. All Norristown line cars have had their couplers chained up to prevent a recurrence of the recent accident in which #204 derailed when its coupler dropped on the track.....Catenary bases are being installed along the Sharon Hill line in preparation for new steel overhead structures. The ex-Red Arrow broad gauge lines will eventually be converted to catenary operation, so the new Kawasaki cars are pantograph-equipped.....All of SEPTA's active trolleys now display a State vehicle inspection sticker. In order to comply with a new PennDOT regulation, surface rail vehicles had to be inspected by the end of October and the sticker affixed to the windshield.....Now that the Market-Frankford subway-elevated is officially known as the "Blue Line," newly-rebuilt cars are being lettered accordingly.


SEPTA placed an ad in the January 1982 issue of Railfan & Railroad Magazine offering "surplus air-electric PCC-type streetcars" for sale during the first quarter of next year. Those interested should contact Mr. Earl A. Johnston, Jr. at SEPTA, 200 West Wyoming Avenue, Philadelphia, PA 19140, phone 215-456-5175.....According to Columnist Rose DeWolf, writing in The Bulletin, SEPTA has assigned two "anti-graffiti" paint crews to its Broad Street and Market-Frankford line stations. It's their job to keep ahead of the local "artists" and, says Rose, they seem to be making some headway in the long battle.....SEPTA's board has approved a settlement with American Motors under which the builder will repair the 110 new trackless trolleys rejected by SEPTA because of various mechanical and electrical defects.....SEPTA is also buying an AMC property at 2733 Street Road in Bucks County, apparently with the intention of using it to store buses which are to replace the Trenton-Levittown commuter rail service (see above).....For the second time in recent months SEPTA has put a hold on further deliveries of its 141 new Kawasaki-built trolley cars. This time the problem is caused by a defective brake mechanism manufactured by a U.S. subcontractor. A total of 67 cars had been delivered by mid-November.

AMTRAK held a ceremony November 11 at the Budd Company's Red Lion plant, at which it officially unveiled its new Amfleet II long-distance cars. Brand-new AEM-7 electric locomotive #934 was on hand along with Amcoach #25004, and featured speakers included Amtrak President Alan S. Boyd and Congressman Charles Dougherty of Northeast Philadelphia, in whose district the plant is located. (Cars 25000-25003 had already been delivered to Amtrak for training purposes.) AEM-7 #934 derailed near Philmont station on its way out of the plant the

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PHILADELPHIA EXPRESS (Continued from Page 6)

same afternoon.....Delivery of the 150 new Amfleet cars may be delayed somewhat by a shortage of brake equipment, due to an ongoing strike at the WABCO plant in Pittsburgh. Even though Red Lion is booked solid with rail and transit car orders through 1986, Budd said it would lay off about 1,500 of its 2,000 workers at Red Lion on November 30 as a result of the parts shortage.....The AEM-7 which caught fire at General Motors' LaGrange plant was apparently #932. Extensive repairs will be needed and the unit should be delivered at the conclusion of the order for 47 AEM-7's.

 AMTRAK has opened a small Metroliner repair and servicing facility near the Harrisburg station. Now officially referred to as "MU 800's," the Budd-built cars are used on most Harrisburg-Philadelphia trains as well as Trains 42-43 Valley Forge (Harrisburg Chapter).... WASHINGTON TERMINAL COMPANY, now wholly owned by AMTRAK, has acquired two ex-Rock Island GP7's. They are painted WT blue and numbered 80 and 81. WT still has six Alco RSI's in service (#43, 44, 46, 47, 59 and 62) along with Amtrak-painted S2 #746. MP54 #300, used for an employee shuttle service, is in the shop awaiting a new traction motor, and an Amtrak RDC-1 continues to substitute (Potomac Chapter).

Those AMTRAK E units sent to Modena, PA for scrapping (see November Cinders) are the property of Precision National Corp., of Mt. Vernon, IL. After Luria Brothers dismantles the locomotives, their prime movers, generators and traction motors will be reconditioned for reuse elsewhere. It's understood that 39 of the E's will eventually be scrapped at Modena (Pottstown Chapter).....A study released last month by the U.S.-Japan Rail Congress recommends that the United States build a network of "bullet train" corridors for high-speed passenger service, similar to those already running in Japan, France and other countries.....Metroliners operating as Train 43 tore down the overhead wires on AMTRAK's mainline near Ronks, Lancaster County, on October 15. After the catenary was repaired the next day, NJ TRANSIT GG1 #4884 hauled the six disabled Metros back to Philadelphia (Lancaster Chapter).

After reporting net income of \$64.9 million during the third quarter of 1981--the best quarterly results in its history--CONRAIL said that it expects to eke out a profit in the fourth quarter and for the entire year as well. The railroad has never before made a fourth quarter profit in its five-year history....."All CONRAIL wants for Christmas is a mild winter." This observation comes from RRE's newsletter High Green, in reporting that Conrail plans to get through next year without any more Federal subsidies. A rigid cost-cutting program has been largely responsible for the recent improvement in the carrier's financial results.....CONRAIL has begun an extensive ad campaign in magazines such as Business Week, Fortune and Traffic World, and newspapers ranging from the Wall Street Journal to the Philadelphia Inquirer. The campaign features Chairman L. Stanley Crane and stresses Conrail's improved service and aggressive marketing. The first ad is headlined "We want your freight business. Here's how we're going to fight to get it."

 CONRAIL has built a track connection between the former Reading and Penn Central lines at Ford Street, Norristown. The new track allows freight trains from Abrams yard, on the Reading mainline, to operate directly into Earnest yard and proceed east to Morrisville via the Trenton branch.....Since the deregulation of railroad perishables traffic in 1979, CONRAIL has been going after the West Coast fruit and vegetable business which was largely the domain of truckers. In that time Conrail has increased its participation in the market many fold--in the first ten months of 1981 it handled nearly 16,000 piggyback loads of lettuce, carrots, citrus, apples and other produce.CONRAIL, AMTRAK and several other railroads have taken advantage of a provision of the new tax law to sell their investment tax credits and depreciation benefits on 1981 capital investments. The buyers are other companies who can use them to offset their own taxes.....Ringling Bros.' 40-car "Red Unit" circus train will leave Long Island December 14 on its "home run" to Venice, FL, passing through Philadelphia on CONRAIL enroute to Potomac yard.

CONRAIL closed its Rutherford classification yard near Harrisburg on November 2, a result of low traffic volume. Most of Rutherford's work has been shifted to Enola, Abrams and Allentown yards.....CONRAIL last month reduced its ex-Reading Lurgan branch from double to single track between Shippensburg and Carlisle Junction, PA, a distance of 15 miles. A traffic control system is in use on this portion of the line, while the eastern section from Carlisle Junction to Harrisburg remains double track. The branch is expected to assume greater importance to CR with increased traffic received from the proposed Norfolk Southern system at Hagerstown, MD.....CONRAIL had earlier retired 20 miles of its Shippensburg secondary (the ex-Pennsy Cumberland Valley branch) between Shippensburg and Carlisle, concentrating all traffic on the paralleling Lurgan branch.....CONRAIL last summer upgraded several segments of its former PRSL lines in South Jersey, placing 6,700 new ties on the Millville secondary and 3,400 new ties on the Bridgeton secondary. Parts of the Clementon and Penns Grove branches were surfaced and many grade crossings rebuilt on the mainline south of Hammonton and on the Clementon and Cape May branches. During the last two weeks of July Sperry Detector Car #130 inspected the rails on most PRSL lines (West Jersey Chapter).

Directors of NORFOLK & WESTERN and SOUTHERN RAILWAY have settled on a tradition-steeped name for their proposed merger: Norfolk Southern Corp. The Interstate Commerce Commission is expected to approve the giant merger early next year, originally filed in the name of "NWS Enterprises".....Famed 4-8-4 #614 wound up its two-year excursion schedule on CHESIE SYSTEM last month, returning to the WESTERN MARYLAND enginehouse in Hagerstown, MD on November 10 for what is being called "long-term storage".....Meanwhile, Railfan Ross Rowland, the owner of 614, is spending most of his time on the "ACE-3000" project. He's waiting for word from the BURLINGTON NORTHERN as to whether it will invest in Rowland's project to build a fleet of modern coal-burning

PHILADELPHIA EXPRESS (Continued from Page 7)

steam locomotives.....Ross Rowland's well-known business car Brothers Two has been repainted in Tuscan red and will be renamed Independence I for a series of luxury rail tours next year sponsored by American Express (see November Cinders).

WILMINGTON & WESTERN expects to purchase the 10.2-mile Landenberg branch from CHESSE early next year. The line, which extends from Wilsmere to Hockessin, DE, has been the scene of W&W's steam tourist operation for many years, but Chessie has been trying to abandon it. The purchase includes an SW1 diesel switcher with which OCTORARO RAILWAY will operate common carrier freight service on the branch.....Wilmington & Western has acquired its first fireless cooker locomotive, 0-4-0 #1 donated by Delmarva Power & Light Company, Edge Moor, DE.Chester County is buying the ex-Reading Wilmington & Northern branch between Modena, PA and the Delaware state line, and OCTORARO RAILWAY will continue to operate it.....OCTORARO has received ICC authority to reopen the entire 41.7-mile rail line between Wawa, PA and Colora, MD, now owned by SEPTA. The eastern section between Wawa and Chadds Ford, PA has been closed by washouts since 1971.....Those two ex-CHICAGO TRANSIT AUTHORITY work cars, long stored at Ivyland, PA, have been purchased by the MIDDLETOWN & HUMMELSTOWN RAILROAD and moved to Middletown, PA.....G. Wray Thomas, former SEPTA assistant general manager, is now regional manager for NJ TRANSIT in Camden in charge of South Jersey bus operations.

Budd Company has received an order to build 300 more transit cars for the CHICAGO TRANSIT AUTHORITY. This order, worth \$134 million, is the second group of 300 cars which Budd will build for CTA. Delivery is scheduled for 1986.....Budd also announced last month that it would develop the futuristic 250-mph magnetic levitation train (maglev) for sale in the U.S. and elsewhere.....The November 30 issue of Business Week carries a major article about CSX CORP., pointing out that the merged CHESSE and FAMILY LINES systems enjoyed even greater prosperity than expected during their first year under the joint CSX banner.....The Parkway Limited, begun earlier this year to help relieve congestion for Pittsburgh commuters, made its last run over CONRAIL's mainline on November 13. It never attracted sufficient patronage to justify its continuation.....NRHS has welcomed three new chapters: Cornell, at Ithaca, NY; Oregon Coast, at Coos Bay, OR; and Space Coast, at Cocoa, FL.....TRAILER TRAIN COMPANY, supplier of most of the nation's piggyback flatcars as well as a fleet of boxcars and gondolas, celebrates its 25th birthday this year. Founded in 1956 by the PENNSYLVANIA and NORFOLK & WESTERN, TTX is now owned by 38 U.S. railroads.....West Jersey Chapter is planning to publish a book on the Jersey Central's Southern Division line through South Jersey, a sequel to its recent Atlantic City Railroad.Earnings for U.S. railroads nearly doubled in the first half of 1981 compared with the year-ago period, net railway operating income rising to \$742.8 million on operating revenues of \$15.2 billion, according to the AAR. The industry still was plagued with an extremely low rate of return--4.56 percent--compared with the estimated 12.1-percent cost of capital.....PATCO is asking \$100 million from the State of New Jersey for about five miles of right-of-way between West Haddonfield and Lindenwold. The State needs the property to complete a high-speed passenger railroad between Philadelphia and Atlantic City.....No word has been received as to the status of NJ TRANSIT's efforts to find an operator for the Atlantic City rail line. So far as it is known, NJT will continue to fund the present RDC service for a few more months at least.

Alla-Ohio Valley Coals, Inc., which had announced plans to build a coal exporting facility in Camden, filed for bankruptcy last month.....Member Larry Steingarten presented his slide program on China to the Transportation Research Forum, a professional group, on November 20.....Leaders of six rail unions have reached tentative agreement with the nation's railroads on a 39-month contract, retroactive to April 1, 1981.The Reading Company, now a real estate holding company based in Plymouth Meeting, PA, has announced that it will develop a 31-story office tower complex at 11th & Market Streets, next to Reading Terminal.....Railfan Henry Elsner, Jr., of West Philadelphia had an interesting article in the November 12 Inquirer, in which he detailed a number of urban transportation projects that became unused holes in the ground. He drew an uncomfortable parallel between such projects as the ill-fated Cincinnati subway and Philadelphia's now-building Center City rail connection.....The long-running Broadway show "Gemini" will be playing at Philadelphia's Zellerbach Theater through December 6. One of the play's many humorous characters is an overweight adolescent named Herschel who is forever talking about how he loves trolley cars and subways.

HISTORY OF SIGNALING AVAILABLE FROM UNION SWITCH

The Search for Safety is a new book detailing the origin and development of railroad signaling--from the earliest attempts to keep trains from smashing into one another up to the sophisticated traffic control systems of today.

This 206-page hardbound book has been published by Union Switch & Signal Division of American Standard, Inc., one of the pioneers in railroad safety. It is available from: Mr. Robert E. Lee, Manager Public Relations & Advertising, Union Switch & Signal Division, Swissvale, PA 15218. The price is \$20 per copy postpaid and check or money order should be made payable to "Union Switch & Signal Division."

In addition, the company has produced a color-sound film of the same title, dramatizing the history of accident prevention on American and European railroads. The film will be shown at a future meeting of Philadelphia Chapter.

It is with sadness that we report the passing of two members:

Michael B. Prystash
Michael D. Postilnick

April 17, 1981
September, 1981

Chapter Marks Bullets' 50th Anniversary

Lashed up in an unusual two-car train, the brightly-colored bullets glided out of 69th Street Terminal precisely on schedule. It was 9:33 AM on Sunday, November 15, 1981, 50 years to the day since these legendary cars had begun regular service on the Philadelphia & Western Railway between 69th Street and Norristown.

On board were some 80 members and guests of the Philadelphia Chapter, NRHS, whose purpose it was to celebrate this important milestone in transportation history. The Chapter felt it appropriate to operate a special train consisting of bullet cars 208 and 209, both freshly painted in SEPTA's eye-catching red, gray and blue colors, as they completed a half-century of service. (Six of the other eight bullets wear the familiar traction orange and white scheme applied in the 1970's, while #201 and 204 still carry the traditional dark red P&W livery.)

Built by the J. G. Brill Company of Philadelphia in 1931 to a radical new design, the 200-series bullets were the first all-aluminum streamlined electric cars built in the United States. Though costing only \$31,000 each in that Depression year, the cars literally rescued the failing P&W from bankruptcy and possible abandonment--a tribute to the imagination of Dr. Thomas Conway, Jr. who had been brought in to head the company a year earlier.

Since that time the bullets have prowled the 13.7-mile Norristown high-speed line almost without interruption, spanning the administrations of ten U.S. presidents from Hoover to Reagan and surviving changes in ownership from P&W to Red Arrow Lines to Southeastern Pennsylvania Transportation Authority. Capable of 80-mph running, the cars show little sign of aging as they enter their 51st year of service and, indeed, SEPTA has no firm plans for replacing them.

Though showers had fallen earlier in the morning, the special train made numerous photo stops and runbys on its way to Norristown with only cloudy skies to mar the occasion. During the 15-minute stop at Norristown, passengers had an opportunity to photograph regular car #162 and inspect the elevated station at Main and Swede Streets which had been dedicated on November 14, 1931.

Additional stops and a reverse move from Wynnewood Road station to Conshohocken Road preceded an express run back to 69th Street Terminal, where the train arrived ahead of schedule at 12:26 PM.

A specially-produced 50th Anniversary badge was distributed to each passenger, as well as a four-page trip brochure prepared by the Chapter. Member Joe Mannix lent his talents in designing the badge, which featured a full-color drawing of a bullet car placed between P&W and SEPTA logos. Ron DeGraw, author of the hard-cover history The Red Arrow and a Chapter member as well, helped plan the trip and served as trip director on board the train. Ron also contributed timetables, a map and data from his book for use in the trip brochure.

Following a one-hour lunch break, the NRHS group reassembled on the broad-gauge platform at 69th Street for a somewhat-anticlimactic tour of the ex-Red Arrow lines to Sharon Hill and Media. Center-door car #73, built by Brill in 1926 and restored to its original Philadelphia & West Chester Traction paint scheme in 1972, highlighted this portion of the day's activities, along with lightweight car #78 (Brill 1932). Several photo stops were made along the two lines--among the last suburban trolley routes of their kind in the United States--as the rain continued to hold off until the final stop at Springfield about 4 PM. The cars returned to 69th Street on time at 4:30, ending a memorable one-day journey into transit history.

The Chapter wishes to express its thanks to SEPTA's Suburban Transit Division for its superb cooperation in arranging the 50th Anniversary trips. Appreciation is also due Joe Mannix and Ron DeGraw for their contributions noted above, and to all those who purchased tickets for the excursions.

A CHRISTMAS TALE FROM COLORADO MIDLAND CHAPTER

President Mel McFarland visited Grand Junction last month to give another of his fine Midland programs to the stamp club there. As a token of appreciation, he was presented with a long, bulky and heavy package. Upon opening, it was found to be a gen-u-wine 1882 Rio Grande Western narrow-gauge tie, complete with spikes and worn spots from the rails!

The tie was left in the desert when the railroad was relocated through Ruby Canyon, and was recovered by members of the D&RGW engineering department. Faced with the problem of checking this baggage back to Denver on the Zephyr, Mel graciously donated the tie to the Rio Grande Chapter in Grand Junction.

Just about every man alive has gotten a tie he couldn't use for Christmas, but this one takes the cake!

(From Colorado Midland Rails, December, 1980)

Proposal Filed to Restore Bethlehem, Pottsville Rail Service

RDC passenger service between Lansdale and Bethlehem may be resumed early in 1982, according to a statement released last month by Pennsylvania Passenger Services, Inc. of Lansdale. Under a proposal to be submitted December 1 to the Schuylkill County Rail Transport Authority (SCRTA), PPS would also operate trains between Norristown, Reading and Pottsville over the former Reading Company mainline. Both routes were discontinued last June 30 when SEPTA ended all service beyond its own five-county region.

SCRTA is a public agency whose purpose is to encourage railroad freight and passenger service in the area north of Reading, but it has the power to channel funds to other parts of the State as well. Press reports indicate that PennDOT has received a \$2.6-million appropriation from the State Legislature, specifically aimed at restoring passenger trains to upstate communities during the current fiscal year which ends June 30, 1982.

In a recent interview with Cinders, PPS Spokesman Albert J. F. Derr said that he is "enthusiastic" about the prospects for quick restoration of service on the two lines, though he could not commit to an actual startup date. While indicating that PPS would eventually like to operate its trains all the way to Reading Terminal in Philadelphia--or even to 30th Street Station--Derr would not comment on the possible reaction of Conrail workers who now run SEPTA's electric MU service as far as Lansdale and Norristown. SEPTA recently encountered protests from rail unions when it began running trains between Newtown and Fox Chase with transit employees belonging to another union.

Derr will serve as supervisor of train operations for PPS and his father, Albert J. Derr, as secretary-treasurer of the company. William F. Romer of Albany, NY has been named as president. The elder Derr is also executive vice president of the Philadelphia Belt Line Railroad. PPS's operating headquarters will be in Pottsville.

There are ten stations on the 32.2-mile line from Lansdale to Bethlehem, 20 miles of which are owned by SEPTA. The 76.4-mile route from Norristown to Pottsville includes 13 stations, and virtually all of the track is owned by Conrail. Derr said that preliminary discussions have already been held with both SEPTA and Conrail for the purpose of securing trackage rights for the proposed operations. In addition, contact has been made with the City of Philadelphia and PennDOT, owners of most of the Budd RDC's which formerly ran on the two lines. PPS is believed to be particularly interested in SEPTA 9165 and 9166, the ex-Boston & Maine cars equipped with food service facilities.

SCRTA earlier this year advertised for bids to establish and operate the Bethlehem and Pottsville services. Although proposals were also submitted by the Lehigh & Reading Railway Company of Pottsville and by Railway Management Associates of St. Davids, SCRTA chose PPS as its "designated operator" and set December 1 as the deadline for filing an organization plan. This plan is to include proposed schedules as well as suggested programs for obtaining equipment and upgrading track and stations where required.

Under terms of the PennDOT grant, PPS must produce at least 30 percent of its operating costs from passenger fares, Derr said, or State funding will cease after next June 30. By that time, PPS will decide whether to seek a continuation of the contract or to withdraw its services.

In response to a question concerning a possible legal challenge from Capitol Trailways, Inc., Derr said that he expected any such attempt to be "shot down." Capitol Trailways, which currently operates buses between Pottsville, Reading and Philadelphia, contends that the use of public funds to establish a directly competitive service is in violation of State law. The Reading Eagle reported last month that Trailways is carrying about 385 passengers a day on its profitable Pottsville-Philadelphia route, in contrast to the 300 daily riders who used the heavily-subsidized SEPTA trains.

ADDITIONAL INFORMATION ON RAILROAD RADIO FREQUENCIES

Chicago, Madison & Northern, a newly-formed shortline based at Monroe, WI, has been assigned a road radio frequency of 160.29.

Gary Sturm, the radio editor for Extra 2200 South Magazine, and Mark Landgraf have put together a comprehensive 26-page guide to railroad radio frequencies in the U.S. Copies of their Compendium of American Railroad Radio Frequencies may be obtained for \$7 each from: 22-4 Woodlake Road, Albany, NY 12203.

(From Sparks & Cinders, Wisconsin Chapter, NRHS, November 1981)

AMTRAK 1982 CALENDAR FOR SALE

The 1982 Amtrak calendar is now available, at a cost of \$5 per single copy, \$9 for two or \$12 for three, postpaid. The new calendar features a full-color painting of Chicago by noted Rail Artist Gil Reid, who has done the Amtrak calendars for the past eight years. The calendar, which shows all 12 months at a glance, measures a full 24 x 33 inches in size.

Limited numbers of the 1979, 1980 and 1981 Amtrak calendars are also available. Orders should be placed by mailing a check to: Amtrak Calendar, P. O. Box 311, Addison, IL 60101.

Historic Roundhouse Becomes "Big Top" For Holidays

HUNTINGTON, WV -- Hundreds of performers and horses, a three-ring big top and seven other colorful circus tents, more than 90 elaborate parade wagons, a mammoth menagerie featuring dozens of elephants, and a full crew of roustabouts and razorbacks is en route to an eight week engagement at the Baltimore & Ohio Railroad Museum in Baltimore.

They all fit comfortably into a single Chessie System boxcar.

Painstakingly handcrafted in quarter-inch scale, they are George I. Neal's monument to the spectacular touring tent shows that enchanted him as a boy, and that have occupied his leisure hours for more than a half-century. Fitted together into a 130-square-foot diorama, Neal's reproduction of Ringling Brothers' 1931 troupe will form the centerpiece for CIRCUS!, this year's special holiday exhibition at the B&O Museum. Authentic parade wagons from the last century, an elaborate photo-essay on today's circus trains, and a growing roster of sideshows will round out the display.

"We try to stage an especially colorful show at Christmastime," says B&O Museum curator Franklyn Carr, who persuaded Neal to send his diorama on its first-ever tour. "And you can't get much more colorful than a traditional circus train. Mr. Neal and the other specialists who are contributing to this exhibition are going to make a lot of folks very happy."

Neal, 63, began modeling in 1927 after watching elephants help unload and set up Ringling's show on a Huntington lot. Working in gradually smaller scale, he put together three complete shows "as practice" before starting on his quarter-inch masterpiece.

Dental drills, single-hair paintbrushes and "a whole lot of plain old patience" have enabled Neal to achieve startling realism and detail in his model circus. The sideshow's dwarf, though less than a half-inch tall, has buttons on his costume. Each of the 300 places in the tiny troupe's dining tent is set with microscopic knives and forks. Every wheel and cage door on the intricately-decorated parade wagons operate like its full-sized counterpart.

Two of those counterparts will be on display for comparison. The Circus City Museum of Indiana has loaned two important wagons from the Great Wallace Company, predecessor of the Hagenback-Wallace Circus, for the B&O Museum exhibition. One wagon, thought to be the oldest of its kind in existence, served as the box office and executive suite of the Wallace shows, and is nearly a century old. The other is a classic cage wagon, specially outfitted for carrying wild animals.

The century-old partnership between railroads and the circus is still going strong, and the B&O Museum show will feature an extensive photo-essay on Ringling Brothers' special trains and their crews. John B. Corns, Chessie staff photographer and admitted circus buff, tracked the Ringling show for two seasons to produce the comprehensive backstage view of its operations.

To round out the B&O exhibition, members of Clowns of America and several other national circus hobby groups are contributing displays of memorabilia, and are volunteering their services as costumed guides and sideshow performers. "We've had offers from jugglers, acrobats and an animal trainer," says curator Carr. "Between bigtop fans and rail buffs, it ought to really be a circus around here."

CIRCUS! opens December 12 and is scheduled to run through January at the B&O Museum, the country's largest collection of historic railroading. Close to Baltimore's renowned downtown Inner Harbor district, the Museum is operated in the public interest by the Chessie System Railroads, and is open Wednesdays through Sundays year-round. In addition to its vast permanent collection and special displays, the institution offers steam rides aboard its historic "Tom Thumb" replica on selected weekends.

CHAPTER STORE STOCKS UP ON CHRISTMAS GOODIES

Chapter storekeepers Bill Donnelly and John Rex have stocked up on plenty of new items just in time for Christmas gift giving. Items are expected to be available at the December 11 meeting.

In stock once again is Pennsylvania-Reading Seashore Lines (13.95), which is now in its third printing. If you don't have this excellent publication in your library, better get one while we still have them.

Two timely items which make excellent stocking stuffers are the NRHS emblem ceramic tile (2.00) and Potomac Chapter, NRHS's full-color 1982 calendar (4.25). You might want to help fill the stocking with a 50th Anniversary souvenir button issued to commemorate inauguration of P&W's famed bullet cars (1.00).

New items expected to be available include: Trains of Northern New England (8.95), Amtrak Heritage (4.50), High Iron III (2.50), and Grand Trunk (Maine) Heritage (4.00). New slide sets from Audio-Visual Designs will be available together with some of A-V's latest railroad postcard releases (3 for .25).

Do your Christmas shopping for your rail friends and help Philadelphia Chapter at the same time.

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

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Membership Chairman.....Samuel L. James

Meetings: 7:30 PM, third Friday of each month (except second Friday in December), at Engineers' Club, 1317 Spruce Street, Philadelphia, PA. Dinner at Club 6 PM. No meetings in July or August.

Annual membership dues: \$18.00 per person, which includes Chapter and National dues. Chapter only dues \$9.00 per person per year. Dues payments should be sent to: Earle P. Finkbiner, Treasurer, 1401 Riverton Road, Cinnaminson, NJ 08077.

Address changes should be sent to the President at: P. O. Box 41, Huntingdon Valley, PA 19006-0041.

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EXCHANGE COPIES SHOULD BE SENT TO: Wm. P. MacIver, Jr., Exchange Editor, 150 N. Bethlehem Pike, Apartment D-11, Ambler, PA 19002.

Our Meeting:

Our December meeting will be another one of our popular Member Participation Slide Nights. The subject will be: TRACTION IN THE PHILADELPHIA AREA (30-mile radius). So, dig through your treasured traction slides and get together a nice selection to share with your fellow members. This will be strictly a trolley and rapid transit show — no mainline railroads, please. We will have a Carousel projector available, with stack loader, so bring yourself and some traction slides for your friends to enjoy. We all enjoy the oldies, but the contemporary scene is most welcome, too. In order to give every member a chance, please register your name and the number of slides you have when you arrive at the meeting.

Our Holiday meeting will take place on Friday evening, December 11, 1981, with dinner at 6:00 PM in the Club Dining Room and our meeting in the Conference Room at 7:30 PM. Chapter Directors' meeting in the first floor lounge at 7 PM. It all takes place at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

Dinner reservations (MANDATORY, PLEASE) should be made to Vice President Tatnall at 828-0706 ON OR BEFORE WEDNESDAY, DECEMBER 9, 1981.

Our dinners cost \$8.00 per person, and we urge you to join your fellow members for dinner in support of the Engineers' Club. Because December is the Holiday season, we urge you to bring your wife, girlfriend, or whomever as your guest to dinner, and then enjoy a fine traction show afterward.

December at Philadelphia Chapter is dedicated to traction, and we would like to see you, with a friend at our December 11 meeting.

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