



# CINDERS

April 1982



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101



## Our Meeting:



Our April meeting will feature another in our series of Member Participation Nights — Pennsylvania Railroad, Part II. Our first Pennsylvania Railroad member participation program was in May, 1978. On April 16, we're asking you to again dig into your collection of slides and bring back the memories of the Pennsy for your fellow members to enjoy.

We ask that you limit your selection of slides to 25 per member, and all must date before February 1, 1968. The Chapter will provide slide projector. To expedite the program, we ask all those who will screen slides to register prior to the beginning of the meeting.

Our meeting date is Friday evening, April 16, 1982, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. A sit-down dinner will be served (\$8.00 per person) at 6 PM in the Club Dining Room, BY ADVANCE RESERVATION, PLEASE. Our meeting begins in the Conference Room at 7:30 PM. The Chapter board of directors will meet at 7:00 PM on the first floor.

Dinner reservations (MANDATORY) must be made to Vice President Tatnall ON OR BEFORE WEDNESDAY, APRIL 14, 1982, at 215-828-0706. Come out to Philadelphia Chapter, take a breather after burning the midnight oil doing your 1040, and relive the great memories of the Standard Railroad of the World.....Friday, April 16.

## Chapter Sponsors Rail Excursions Near and Far

Philadelphia Chapter will operate two special tours this spring—one over a shortline railroad in Maryland and another to the Land of the Midnight Sun.

On Saturday, May 22, the Chapter in association with Railtours of America, Inc., will charter a train on the Maryland Midland Railway. We will ride the entire 17-mile line from Walkersville to Taneytown, MD and return, aboard a former Auto-Train dome coach and (tentatively) an open gondola hauled by MM's 38-year-old Whitcomb diesel #102. The track is part of Penn Central's Frederick branch which was taken out of service in 1972; MM has been in operation since 1980.

A deluxe chartered motorcoach will leave Suburban Station in downtown Philadelphia at 7:45 AM, stopping to pick up additional passengers at Exton about 8:25 AM. On the return trip a stop will be made at New Oxford, PA to allow passengers to visit the Conewago Valley Railroad Museum and Paul's Model Shop. The former is housed in the ex-Western Maryland station and the latter in two ex-Baltimore & Ohio coaches. A trip flyer was sent to all Chapter members with March Cinders.

Tickets for the Maryland Midland trip are priced at \$28 per person (there is no children's fare). Because of the limited capacity of the trip, tickets should be ordered as soon as possible from: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter, NRHS."

"Steam to the Midnight Sun" is the title of the Chapter's tour of Norway, Sweden and Denmark. It features a seven-day trip behind mainline steam locomotives and three days north of the Arctic Circle where the sun does not set even at midnight!

The 23-day tour will begin on Saturday, June 12, when our group leaves New York aboard a Northwest Orient Airlines Boeing 747 to Copenhagen. Return to New York is scheduled for July 4. The tour director will be Larry Steingarten, Chapter member and professional travel agent, who has arranged and accompanied the Chapter's five previous international excursions. Total cost of the Scandinavian tour is only \$2,885 per person

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# HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES

(1982<sup>3</sup> Season)

Here is Cinders' annual status report on well-known steam locomotives recently operated or expected to operate on mainline railroads in the United States and Canada:

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	REMARKS
611	4-8-4	N&W	City of Roanoke, VA	<del>Birmingham, AL</del> <i>In service on NS (SOU shops)</i>	<del>Being rebuilt for excursion service in 1982. To operate full excursion schedule this year</del>
614	4-8-4	C&O	Steam Locomotive Corp. of America	Hagerstown, MD	<del>Last operated in 1981 schedule on Chessie's Safety Express. Expected to be idle in 1982 but resume excursions on CSX lines next year through 1983 - future in doubt</del>
722	2-8-0	SOU	Southern Ry.	Birmingham, AL (SOU shops)	Out of service - no further plans for operation.
750	4-6-2	<del>F&amp;A</del> S&A	Atlanta-NRHS	<del>Birmingham, AL</del> <i>In service on NS (SOU shops) 1983</i>	<del>Inactive for several years. To be repaired in for excursion service. To operate on NS this year.</del>
765	2-8-4	NKP	Fort Wayne RR Historical Soc.	Fort Wayne, IN	<del>Inactive in 1981. Repairs in progress for Midwest excursions on N&amp;W this year.</del> <i>To operate</i>
1201	4-6-2	CP	National Museum of Science & Technology	Ottawa, Ont. (National Museum)	Excursions planned out of Ottawa in <del>1982</del> 1983
2102	4-8-4	RDG	Rails Diversified of Ohio	Brownsville, PA	Restoration planned for possible excursion service. <i>To be restored for excursion service</i>
2716	2-8-4	C&O	Kentucky Ry. Museum	<del>Birm. AL</del> <i>In service on SOU (SOU shops)</i>	<del>Operated in 1982 until withdrawn for repairs. Rebuilt in 1981 at SOU Birmingham shops. To operate full 1982 excursion schedule.</del>
2839	4-6-4	CP	Royal Hudson Loco. Co.	Marshallton, DE (W&W shops)	<del>Operated one local excursion in 1982. Completed excursion work on SOU in 1980. Future uncertain. Possible mainline use this year</del>
2860	4-6-4	CP	Province of Brit. Columbia	North Vancouver, B.C.	Scheduled for regular excursion service on British Columbia Ry. (May-Sept.)
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY (UP shops)	Restored in 1981 for excursion service. Occasional use this year <del>may appear at NRHS convention.</del> on UP.
4070	2-8-2	GTW	Midwest Ry. Hist. Foundation(NRHS)	Cleveland, OH	Ran Saturday-only excursions in <del>1981</del> 1982 Cleveland-Akron, OH (Cuyahoga Valley RR). Expected to operate weekends in 1982. <i>Some schedule this year.</i>
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Ex-Freedom Train engine restored 1981 to SP "Daylight" colors for excursion to California. Future uncertain.
4501	2-8-2	SOU	Tenn. Valley RR Museum	Birmingham, AL (SOU shops)	Taken out of service 1981 for repairs. To be restored for excursion service.
6060	4-8-2	CN	Canadian National	Edmonton, Alta.	Retired from CN excursion service. <del>Alberta Pioneer Rwy. Assn. will operate on irregular excursions out of Edmonton in 1982.</del> Use uncertain this year.
8444	4-8-4	UP	Union Pacific	Cheyenne, WY (UP shops)	Longtime UP excursion loco. Will operate several excursions in 1982, including 1983 possible NRHS convention trip.

## KEY TO RAILROAD ABBREVIATIONS

C&amp;O - Chesapeake &amp; Ohio Railway

CN - Canadian National Railways

CP - Canadian Pacific Railway

CSX - CSX Corp. (Chessie System &amp; Family Lines)

GTW - Grand Trunk Western Railroad

N&amp;W - Norfolk &amp; Western

NKP - Nickel Plate Road

RDG - Reading Company

~~S&A - Savannah & Atlanta Railway~~

SOU - Southern Railway System

SP - Southern Pacific Lines

UP - Union Pacific Railroad

W&amp;W - Wilmington &amp; Western Railroad

NS - Norfolk Southern



An era ended, finally, the evening of March 9, when Amtrak's last steam-heated trainset made its final run. We've noted in recent issues that the *Silver Star* had been operating with a mix of steam, Heritage or Amfleet II equipment, and since January 17 only one vintage set had soldiered on alone. A number of chapter members had made "last runs" during this period, to sample traditional service and equipment one last time.

During this period, Budd managed to turn out 10 Amfleet II coaches and two lounge cars and therefore the way was cleared to finish the conversion. (The last trainset almost went HEP several days earlier, when a number of cars were shopped at Sunnyside and the train had to go out without a lounge and several coaches.)

The final northbound trip of Train 82 was set for March 8 out of Florida, and Amtrak laid on a bit of class for the last run. The 3343, a round-end observation, was rescued from storage at St. Petersburg to end the consist for photographers. Then, two NJ Transit GGI's were borrowed to bring the train up the last leg from Washington to New York. The red GGI, #4877, led the train, paired with black #4881. A number of Amtrak people rode the last leg out of Washington, and the train arrived in New York about 15 minutes late.

The consist of the last "steam" set was SDP40F's 631 and 639 to Washington, with G's 4877 and 4881 beyond, baggage 1271 (to train 66 at Washington to go to Boston), baggage-dorm 1409, sleepers 2530, 2851 and 2836, coaches 5807, 5429, 4467, 5016, diner 8013, lounge 3331, diner 8023 (as a coach), coaches 4419, 4553, 5017, sleeper 2704 and lounge 3343 (extra). The cars were all retired by March 9, with the cars having been flushed and drained. By March 20, the yard at Odenton, MD (a new facility for Northeast Corridor maintenance equipment) was ready and a 35-car train left Sunnyside at 1:07 AM on March 21 behind two E60's. Consist (not in order) was: Baggage-dorm 1409, sleepers 2530, 2533, 2537, 2704, 2836, 2851, 2854, 2859, 2861, diners 8013 and 8023, lounges 3329, 3331 and 3343, coaches 4417, 4419, 4467, 4469, 4553, 5012, 5015, 5016, 5017, 5412, 5416, 5417, 5429, 5434, 5476, 5683, 6001, 6026, 6077 and 5807. At Sunnyside yard still remain ten coaches, which presumably need some type of work before they can be moved.

By mid-March, the last Metroliner I's had gone to storage, leaving only the 34 rebuilt cars plus the 868, which is compatible with Metro II's but lacks a "hump". The 35 cars were noted on a typical day in mid-March formed in two six-car and five three-car trainsets on the Harrisburg line, with the eight remaining cars shopped.

The six FL9's still remain tempermental, especially in their third-rail gear, and typically only half of the fleet can be counted on for service. The HEP E8's, 495-499, still continue to see service out of New Haven as needed.

AEM-7 deliveries reach locomotive #942, but further units (932, 943-946) have been delayed by brake supplier WABCO's continuing labor problems. The RS3 fleet at mid-March had lost some units to storage and today looks like this: New England - 7 units (100, 105-106, 136, 138, 140, 144); Wilmington - 3 units (102, 123, 142). SDP40F's 611, 634, 636 and 644 have been transferred to storage, as well as RDC-1 #10. In addition, SDP40F's 639 and 649 will remain active, based at Odenton, MD, to provide protect power for the B&P tunnels at Baltimore during an extensive repair program beginning March 15.

Heritage cars released by Beech Grove since our last report are limited to baggage car 1133 and Slumbercoach 2056. Beech Grove continues to concentrate on modifications to Superliners, trying to complete the greatest number before next summer's peak demand.

Delivery of Amfleet II cars, also hobbled by the WABCO strike, has reached 27 coaches and four lounge cars. To recap, here are the deliveries by month:

Month	Coach	Lounge
October, 1981	25000-25003	
November, 1981	25004-25009	
December, 1981	25010-25014	28001
January, 1982	25015-25017	28002
February, 1982	25018-25020	28003
	25029-25031	
March, 1982	25032-25034	28000

The new Amfleet lounge cars are assigned to Trains 440 and 441 between Washington and Pittsburgh. The Heritage lounge cars thus released have been reassigned to the Florida pool.

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## ON THE SCENE *(Continued from Page 3)*

Only five grade crossings remain along the Corridor, with four between Gwynn and Lanham towers in Maryland.

SEPTA, at last report, had 23 rebuilt PCC's in service on routes 6 and 56 out of Luzerne car barn. The Elmwood division has been receiving LRV's once again and the entire order should be completed by the end of April. The last 20 City Division cars will be assigned to Callowhill, and obviously the other 92 will be at Elmwood.

Boston's MBTA has returned most of the coaches leased from GO Transit—a mid-March visit found only one five-car set running to Framingham plus three sitting out at the B&M engine facility beyond North Station. I understand customs regulations required their return by month's end. None of the rebuilt RDC's had returned from Morrison-Knudsen for service, but the 6148, rebuilt earlier, was in use as a control car on a train of Pullman Standard cars, in lieu of the car wrecked last summer (1301) in a head-on collision.

MBTA's grey E8, #4261, no longer operates, but the single leased B&M GP7, #1566, was noted on a Rockport train. On the south side, train 359, the 5:10 PM to Attleboro, now consists of nine "Shoreliner" coaches re-equipped for electric heat, but the 5:15 PM Stoughton and 5:20 Framingham consist of six Shoreliner steam coaches and five coaches and two RDC's, respectively. Power was F10's 1153 and 1150, which have steam generators.

The Red Line subway service has been restored to Ashmont, with concrete ties, welded rail and cab signals in place beyond the junction with the Braintree line. Some new wayside signals are in place, replacing the 1920-era signals. Connecting streetcar service to Mattapan has received new rail and ties and the former Dallas PCC cars have been replaced by twelve green rebuilt PCC's.

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# Conrail Realigns Westbound Freight Service

A reduction in westbound humping operations at Conway yard near Pittsburgh has resulted in the restructuring of some Conrail freight service in Eastern Pennsylvania.

In mid-March all trains from this area terminating at Conway were eliminated, including ALPI from Allentown, BAPI from Baltimore, CAPI from Camden, JCPI from Jersey City, LMPI from Linden-Metuchen, OIPI from Oak Island yard and PGPI from South Philadelphia. Certain long-haul traffic formerly handled on these trains is now being blocked for classification at Avon yard near Indianapolis and at Elkhart yard east of Chicago. Two new trains have been established from Oak Island yard, Newark, NJ—OIEL to Elkhart and OIIN to Avon—both operating via the former Lehigh Valley-Reading route through Allentown and Harrisburg. In addition, Train TV-1A has been established from Philadelphia to Harrisburg, handling some business formerly moved in CAPI.

Other traffic once routed to Conway is now being moved in existing trains through Enola yard near Harrisburg, with schedules and blocking arrangements changed accordingly.

Through freight schedules for Conrail's Eastern Region, complete and up to date, will be published in the May issue of *Cinders*. This region now has been expanded to include the New Jersey, Philadelphia, Harrisburg and Lehigh Divisions—all trackage in New Jersey, Eastern Pennsylvania, Southern New York State, Delaware, Maryland and the District of Columbia.

As part of its continuing effort to streamline operations, eliminate excess plant and cut costs, Conrail has closed or reduced a number of freight yards throughout its 17,000-mile system. Other yards have seen their handlings increase as a result of consolidations. A prime example is the Philadelphia area, where both the former Penn Central and Reading Company operated a series of small, inefficient yards serving older industrial areas, few of which produced enough traffic to warrant such close attention.

Among the yards closed in recent years have been Margie, C Street, Nicetown and Port Richmond in North Philadelphia; Tidewater and Penrose in South Philadelphia; Grays Ferry in West Philadelphia; Thurlow and Darby Creek near Chester; Earnest near Norristown; and Woodbourne in Bucks County. In addition, two other yards located along Amtrak's passenger corridor—Frankford Junction and 44th Street in Philadelphia—have been reduced in operation, while Girard Point was sold to Tidewater Grain Company and Coatesville to the newly-formed Brandywine Valley Railroad.

Virtually all of Conrail's switching and local train service in the area is now concentrated at the following yards:

Ex-Penn Central - Greenwich (South Philadelphia), Pavonia (Camden), Edge Moor (Wilmington),  
Morrisville, Stony Creek, Thorndale

Ex-Reading - West Falls (Philadelphia), Abrams

Ex-PRSL - Bridgeton, Paulsboro

Small yards with a few switchers idling on a service track are hard to locate in the Delaware Valley today. Less costly, more efficient rail service has generally been the result.

# PHILADELPHIA EXPRESS

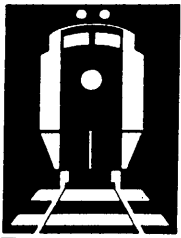


## FRANK G. TATNALL, JR.

AMTRAK COMMUTER SERVICES will be running SEPTA's commuter trains, beginning next January 1. The SEPTA board made that unsurprising decision on March 24--just one week before the deadline set by Federal law. Four other transit agencies also must decide whether to run their own trains or hire Amtrak Commuter to do the job when CONRAIL exits the passenger business at the end of this year. A total of 215,000 daily commuters ride the 1,500-plus trains now operated by Conrail in Connecticut, New York, New Jersey, Eastern Pennsylvania and the Baltimore-Washington area. Of these, about 50,000 persons use the 554 weekday trains serving SEPTA's five-county region.

NEW JERSEY TRANSIT CORP. and New York's METROPOLITAN TRANSPORTATION AUTHORITY would prefer to assume direct control of their commuter rail networks--IF they can talk Uncle Sam out of some extra money to cover the start-up costs. To date Congress has appropriated only \$45 million in "transition" funding to be spread among all agencies, while NJ Transit alone estimates it will need at least \$30 million, MTA \$50 million and SEPTA \$15 million. Congressman James Florio of New Jersey, the architect of last year's Northeast Rail Service Act, is talking about giving the agencies part of the \$260 million authorized in 1981 for CONRAIL but which was not used. Transportation Secretary Drew Lewis, meanwhile, has told the New York Times that he may be willing to go to Congress with an additional budget request for commuter service. Lewis has been urging local systems to take over the trains, with AMTRAK COMMUTER serving only as an interim operator where needed.

The major stumbling block to continued commuter service is its high cost. Labor now accounts for about 60 percent of that cost, so the outcome of planned negotiations with CONRAIL's 16 unions will be critical to future operations. According to Business Week, collective bargaining agreements with these unions must be hammered out by September 1.



A complicating factor is a U. S. Supreme Court decision handed down last month in which the court ruled that Long Island Rail Road workers are not subject to state anti-strike laws, even though they are employed by a state agency. This decision, says the Times, "makes it appear unlikely that Conrail employees could be subject to state labor laws." SEPTA had lost an earlier court test in which it tried to establish that commuter rail workers are no longer covered by Federal labor statutes. "What this may mean," Secretary Lewis declared, "is that we and the private sector take tough stands (on railroad work rules)." He added that someone "is going to have to face up and have a confrontation (with labor). It is better to have it in Philadelphia than New York because of the tremendous dependence" on mass transit which exists in the Big Apple.

As for the unions, Business Week reports that rail labor leaders are "willing to sit down and talk sense." But, says Al Archual, international vice president of the Brotherhood of Railway & Airline Clerks (BRAC), "they're not willing to lay down and let commuter operators do as they damn please."

Perhaps the biggest problem of all is the short nine-month timeframe in which the transfer from CONRAIL must be completed. Not only must ways be found to slash costs but entire administrative systems have to be set up to replace the management services now provided by Conrail. Nonetheless, if the agencies can achieve meaningful cost savings "I think they've got a chance of success," says SEPTA General Manager David L. Gunn. Otherwise, he warns, "the outlook is bleak."

Another imminent crisis was resolved on March 19 when SEPTA and CONRAIL agreed to a contract extension under which Conrail will continue to operate the commuter rail system through the end of the fiscal year on June 30. The dispute, which centered on SEPTA's contention that it had been overbilled for previous services, wound up in court on March 9 when Conrail asked U. S. District Judge Donald VanArtsdalen to invalidate SEPTA's subsidy proposal. The judge suggested a compromise by which SEPTA would pay Conrail \$3.7 million of the \$4.9 million which Conrail said was owed for February and March operations, and Conrail would accept the \$9.8-million offer it had earlier rejected. After the agreement was reached, Conrail removed the notices posted in trains and stations announcing that it would shut down SEPTA's 12 commuter lines on March 31.

The SEPTA board has voted to spend \$45,000 to study the economic impact of a commuter rail shutdown. The study was requested by SEPTA's Citizen Advisory Committee to expand on an earlier "options analysis" by the Delaware Valley Regional Planning Commission (see January Cinders).....Work on the \$325-million center city commuter tunnel is right on schedule and is still programmed for completion in late 1983. Some delay at the Suburban Station end has been caused by recent spills of PCB, a toxic chemical contained in electrical transformers.

PennDOT-owned RDC's #9170 and 9171 ran from Pittsburgh to Philadelphia under their own power on March 11 via the CHESSIE route. The two cars had been leased to PORT AUTHORITY TRANSIT but recently were displaced by a second locomotive-hauled train on the Pittsburgh-Versailles (PA) commuter line. They've now been added to the

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## PHILADELPHIA EXPRESS *(Continued from Page 5)*

growing collection of RDC's at SEPTA's Newtown facility. In recent weeks cars 9152, 9163, 9166, 9167, 9168 and 9169 have been on hand at Newtown, while 9151 and 9165 went to Mechtron in Wilmington, DE for repairs.

All five MU's sent to General Electric's Hornell (NY) shop last September for "tunnel modifications" (see November Cinders) have now been returned to Philadelphia, because the Hornell facility was recently closed. Instead, the modification work will be performed at GE's Erie Avenue shop in Philadelphia. St. Louis-built #236 was the first completed, and all active MU's will eventually go through the program prior to opening of the center city rail tunnel.....The Chestnut Hill West branch will have its signal system upgraded this year, a project which will include new cab signal circuitry. Already a cab signal test loop has been installed at Chestnut Hill station.....CONRAIL has redesignated the Bethlehem branch between Tabor Junction and Jenkintown as the Ninth Street branch. The latter formerly extended from Reading Terminal to Tabor Junction, a distance of seven miles, and now goes an extra 3.8 miles to Jenkintown.....SEPTA has apparently decided to stop dismantling the #2 track on the Manayunk branch. Rails have been removed for 1.5 miles from "Jeff" to Cynwyd station but single-track operation extends over the entire four-mile length of the branch to Ivy Ridge.....SEPTA will reissue its commuter timetables for all ex-Reading lines on April 25, but on the Penn Center side only those lines affected by AMTRAK changes will be reissued.

## NJ TRANSIT

NJ TRANSIT has proposed an average 18-percent fare increase for its 320,000 daily bus and commuter train riders, effective July 1. If approved, the increase would be the third since the agency was formed in 1979. That year the fare boosts averaged 11 percent on buses and 20 percent on trains; in 1980 the increases were 20 and 25 percent respectively.....NJ Transit has also proposed the elimination of rail service to West Trenton and South Jersey resorts, effective July 1.....NJ TRANSIT held a "town meeting" March 2 in Ocean City at which Transportation Commissioner Anne P. Canby and other officials listened to residents' views on the need for continued rail service in their area.....Four firms submitted proposals to NJ TRANSIT on March 16 for a privately-operated rail passenger service between Philadelphia and Atlantic City. The companies are: Atlantic City Railway; Twentieth Century Rail Tours; Downingwood, Inc.; and a subsidiary of General Electric Company of France. While the Atlantic City corridor has been pinpointed as one of the most promising in the U.S. for passenger trains, a huge initial investment would be required for full-blown luxury train service. If none of the private proposals is accepted, PATCO has its own plan to extend the High-Speed Line to Atlantic City over existing right-of-way, using diesel power units to propel the present electrified cars.

The rare spectacle of both Liberty Liners operating as one unit occurred on March 20 when SEPTA used the Valley Forge to push the Independence Hall into the freight spur at 69th Street Terminal. The second set (ex-North Shore 803-804) has been sold to Railways to Yesterday for \$6,600, and it was expected that the entire four-section train would be loaded onto highway trucks during the week of March 29 for movement to the RTY museum at Rockhill Furnace, PA. The first train (ex-North Shore 801-802) has been sold to Illinois Railway Museum, as previously reported, and will probably move by flatbed truck to Union, IL within a few weeks. Originally IRM had offered to purchase both trains, but finally settled for just the Valley Forge, at a bid price of \$16,800.

## SEPTA

"Strafford" car #165 has been repainted in SEPTA's flashy red, white and blue scheme, re-entering service on the Norristown line in mid-March. While two bullet cars, #208 and 209, have already received the new paint, #165 is the first of its class to do so. Built by Brill in 1924, #165 is the oldest car in revenue service on SEPTA and may well be the oldest electric car in regular service anywhere in the U.S.....Route 53-Wayne Avenue was converted to bus on March 14, for a period of at least eight months. Reason for the action is PennDOT's announcement that it will replace the weakened bridge which carries Wayne Avenue over the Chestnut Hill West rail line in Germantown, a bridge which has been closed to all vehicles except trolleys for several years. On the last day of rail service, March 13, a private group operated a Kawasaki trolley to the Wayne & Carpenter loop--the first time that one of these cars has run on Route 53.

Deliveries of new Kawasaki cars to SEPTA resumed March 10, after correction of the brake problem that caused suspension of deliveries late last year. It is expected that arrival of 30 additional cars by late April will provide for all-Kawasaki operation on Routes 11, 13, 34 and 36, with about ten PCC's being held for backup at Elmwood depot. The entire order will constitute 112 cars for the City routes and 29 for Red Arrow.....Six more Kawasaki-built cars for the Broad Street subway are to be delivered by early May, allowing the new "B4" cars to be placed in revenue service for the first time. (They are being referred to by SEPTA as B4's because they are the fourth car design to be used on the Broad Street line.) Meanwhile, testing continues with the two prototype cars received in December, with reports indicating that the cars are performing well and meeting all specifications except for excessive interior noise levels. This problem is thought to be easily correctable. A total of 125 cars have been ordered from Kawasaki--76 single cab and 49 double-cab--with a possible tack-on order of 12 more cars to come.....To support the new cars, Fern Rock shop is getting a badly-needed \$10-million overhaul.

David F. Girard-diCarlo has been elected to his fourth one-year term as SEPTA chairman. He has also been named interim president of the American Public Transit Association, the transit industry's national trade group.....SEPTA is working on the installation of a 12-channel radio system linking its dispatchers and police with buses and Broad Street subway cars. It may go into partial operation by this summer. The new Kawasaki trolleys, however, will get a trainphone system which depends on overhead electric lines for transmission. Market-Frankford and existing Broad Street subway cars are also equipped with trainphone, but the new Kawasaki B4's will have radios instead.....Some SEPTA departments such as safety and service planning have moved into new office space at 9th & Chestnut Streets, a short distance from the general offices at 130 South 9th.

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# PHILADELPHIA EXPRESS (Continued from Page 6)

True to its advertising campaign, SEPTA indeed seems to be "getting a handle on the vandal." With its 20-man anti-graffiti squad cleaning and painting stations and the transit police unit now numbering 74, vehicles and stations seem much cleaner than in the recent past. Market Street subway stations, once dungeons of graffiti, have taken on a bright appearance with fresh cream-colored walls, blue trim and new station markings. Market-Frankford cars are also much cleaner and all new and rebuilt buses as well as Kawasaki trolleys are inspected for graffiti at the end of each day--lending a remarkably improved image to SEPTA surface and subway operations. Older PCC's and that perennial horror show, the Broad Street subway, are not nearly as carefully manicured--but real progress is apparent for the first time in years. SEPTA has even established a hotline for phoning in incidents of graffiti pollution--it's 426-3537 ("HANDLES"). And General Manager David Gunn last month issued a "Message to Riders" in which he said that vandalism is costing SEPTA over \$2 million a year in cleaning, repair and policing costs, as well as in lost revenue. "I don't like graffiti," Dave Gunn says, "and it makes me angry to see it." Many riders have long been angered by graffiti but now the boss has decided to do something about it--and his persistence is paying off.

The SEPTA board voted March 24 to expand its paratransit program for handicapped riders, rather than ordering more new buses with costly wheelchair lift devices. Only the 298 "Advanced Design" buses now have the lifts and SEPTA will drop them from 450 new buses to be delivered starting in 1983.....New SEPTA bus route 94 is expected to begin daily except Sunday service on May 15. The route will extend from Chestnut Hill to Montgomery Mall via Flourtown, Ambler and Montgomery County Community College.

President Reagan has nominated three new members to the AMTRAK board: Indiana Governor Robert Orr, ex-United Transportation Union President Charles Luna (one of the board's original members), and Rail Enthusiast Ross Rowland, Jr. A Wall Street commodities broker, Rowland is well known for his High Iron Company steam excursions and later for originating the American Freedom Train and CHESSIE Steam Special. He is currently head of Steam Locomotive Corp. of America, owner of 4-8-4 #614 of Chessie fame and president of American Coal Enterprises, Inc., which is promoting the ACE-3000 coal-fired locomotive (Rail Travel News).....An analysis in NARP News shows that President Reagan's proposed 1983 budget would slice AMTRAK's spending by 27.7 percent from 1982 levels (\$830 million to \$600 million) and mass transit by 15.6 percent (\$3.8 billion to \$3.2 billion), while spending for highways would decline by only 5.3 percent (\$8.6 billion to \$8.1 billion).....AMTRAK has announced that seven more of its retired GGI's will be sold by competitive bid. They are #4896, 4902, 4903, 4910, 4911, 4919 and 4930. Amtrak removed its last GGI from active service on May 1, 1981.



CONRAIL last month issued its 1981 Annual Report, a 56-page publication which spotlights its marketing efforts and 1981 financial turnaround. The report contains many color photos and compares favorably with the glossy publications of CSX, UNION PACIFIC and other profitable roads. Conrail recorded net income of \$39.2 million in 1981, based on generally accepted accounting principles, its first 12-month profit in six years of existence.....Transportation Secretary Drew Lewis is quoted in the March 8 Railway Age as saying "I feel good about CONRAIL." While much progress has been made, Lewis said, it is still not clear whether Conrail can be sold off in one piece next year or will have to be broken up. Nevertheless, he feels "optimistic about the direction we're going on Conrail...Hopefully, we will have a stronger rail system that is not constantly choked by its competitors".....In its April 5 issue Business Week carries an article about CONRAIL's progress and prospects, emphasizing the critical importance of another profitable year in 1982. While traffic is down from 1981 the railroad must pass certain profitability tests next year in order to avoid being broken up and sold off in pieces. Steep reductions in operating costs have already been achieved and, says Business Week, the aim is now to cut the freight service payroll from 57,000 to 51,000 by year-end on top of a 9,000 reduction last year. "Then we'll be down to the size we ought to be," says Conrail Chairman L. Stanley Crane.

## CONRAIL



CONRAIL last month announce the recall of 195 more furloughed workers at its Juniata Locomotive Shops in Altoona beginning April 1, plus 46 workers at its Hollidaysburg (PA) reclamation plant. The railroad had earlier recalled another 195 workers at Juniata to boost locomotive repairs.....Energy Terminals, Inc. last month revealed a \$10-million plan to convert CONRAIL's Port Richmond grain elevator in Philadelphia into a combined coal and grain exporting facility, beginning this year.....CONRAIL and the PHILADELPHIA BELT LINE RAILROAD have agreed on a new contract under which Conrail will continue to switch PBL's seven miles of waterfront trackage. Last year PBL issued a statement that it would begin operating its own railroad for the first time since the company was founded in 1889.....UNION PACIFIC, C&NW and CONRAIL joined last month in operating a high-speed container demonstration train from Los Angeles, CA to Kearny, NJ. The 100-container train, operated for American President Lines, covered the 3,161 miles in 79 hours and 36 minutes, nearly 24 hours faster than normal schedules.

Ex-CONRAIL GGI locomotive #4859 will probably be preserved at the rebuilt AMTRAK station in Harrisburg. The 4859 was the first GGI to arrive in Harrisburg after completion of electrification in 1938, and was the last GGI to leave Harrisburg on a freight train in November, 1979. Lancaster Chapter, NRHS has agreed to lend sufficient funds to complete the purchase of the locomotive from its present owner, Naporano Iron & Metal Company of Newark, NJ. To date, 11 of the 19 GGI's which CONRAIL sold to Naporano are still stored at Harrisburg, among them #4859.....CONRAIL has sold two retired Cleveland Union Terminal GP9's, #7300 and 7302, to the newly-formed PRAIRIE CENTRAL RAILWAY of Decatur, IL.....Ringling Bros.' 42-car "Blue Unit" circus train moved through Philadelphia on March 29 via CHESSIE-Park Junction-CONRAIL enroute from Baltimore to New York City. The train will return to Philadelphia for a 13-day stand beginning June 8.



# PHILADELPHIA EXPRESS *(Continued from Page 7)*

Things look favorable for a late June or early July start-up of tourist trolley service on Delaware Avenue in Philadelphia. If the City gives its final approval, Buckingham Valley Trolley Association will move its shop facilities to Pier 19 North and operate about 8,100 feet of PHILADELPHIA BELT LINE trackage to be equipped with overhead wire from Pier 19 to Fitzwater Street in South Philadelphia. A passing siding at Market Street will also be wired. Cars to be used will be BVTA's ex-Red Arrow #26 and ex-Philadelphia & Western #46. Evidently, the successful tourist trolley line in downtown Detroit was the inspiration for this project.

STRASBURG RAIL ROAD plans to celebrate its 150th birthday in June by operating ex-Pennsy 4-4-0 #1223 with a complete train of genuine PRR coaches June 5-12.....In spite of reports in some newsletters, ex-Reading T-1 #2100 has not yet been moved to the Strasburg museum. The derelict locomotive, now stored at Hagerstown, MD, has been used as a parts supply for other steamers such as CHESSIE 614, N&W 611 and sister 4-8-4 #2101.

Two ex-CONRAIL NW2 diesels are the primary power for newly-formed BRANDYWINE VALLEY RAILROAD at Coatesville (see March Cinders). BVRV 8101 and 8102, in their snappy orange, yellow and white paint are former CR 9236 and 9228 respectively, and Lukens Steel plant switcher #43 is ex-CR NW2 #9207. The shortline is presently interchanging with Conrail via the former Penn Central connection to AMTRAK just north of Coatesville. ....A new shortline known as the Irvine, Warren, Kane & Johnsonburg has been formed from 52 miles of ex-CONRAIL and Penn Central track in Northwestern Pennsylvania. It will be operated by Sloan Cornell of GETTYSBURG RAILROAD fame (Harrisburg Chapter Rail Review).

NORFOLK SOUTHERN CORP., 18,000-mile merger of NORFOLK & WESTERN and SOUTHERN RAILWAY, was approved late last month by the Interstate Commerce Commission. Combining these two highly-profitable lines is expected to provide strong competition for CSX CORP., the 1980 marriage of CHESSIE SYSTEM and FAMILY LINES. NS is expected to begin merged operations about June 1 and--surprise--its headquarters will not be in Washington or Roanoke but in Norfolk, VA.....A. Paul Funkhouser, currently president of FAMILY LINES SYSTEM, is the new president of CSX CORP., succeeding Hays T. Watkins of CHESSIE, who steps up to CSX chairman to replace retiring Prime F. Osborn. Richard T. Sanborn, a longtime NRHS member, is the new president of Family Lines succeeding Funkhouser (who originally came to Jacksonville from Penn Central in 1975).

All Federal inspection rules for steam locomotives will be abolished, under a proposal recently submitted by the Federal Railroad Administration. Thus, state governments would take full responsibility for inspecting steam engines on both Class I and shortline railroads (Association of Railway Museums)..... The U. S. fleet of owned and leased diesel locomotives totaled 27,651 on February 1, versus 28,167 a year earlier. The backlog of new locomotives on order as of February 1 was 234, compared with 524 on February 1, 1981, according to AAR figures.....PennDOT has announced a \$750,000 grant toward construction of a \$4.5-million intermodal center in Altoona, to include a new AMTRAK station and intercity bus terminal (Lancaster Chapter Dispatcher).....N&W 4-8-4 #611, now being rebuilt for service at Birmingham, AL, is expected to haul a special train from Birmingham to Roanoke, VA in mid-June via SOUTHERN and N&W lines.

New Hope Chapter, NRHS has decided to change its name to Delaware Valley Chapter, pending national board approval.....Lancaster Chapter has designed a new logo for its 50th anniversary in 1985. The circular design includes a drawing of a GG1 and the words "Lancaster PA Charter Chapter, NRHS" in recognition of its status as the Society's first chapter.....The March issue of West Jersey Chapter's Crew Caller carries an interesting article about the Pennsy's proposed "Westville cutoff," which was to be built in the early 1900's from Haddonfield to Westville, NJ as a bypass around Camden. Until 1980 the right-of-way was still in use as an electric transmission line. The article was written by Rich Gladulich.....NJ TRANSIT issued a notice last month that it will operate no special rail excursions on its lines this year, because of electrification projects and transition to new management.

PATCO is now operating half-hourly owl service instead of hourly.....CHESSIE has opened a rail-to-truck paper distribution center in Philadelphia for highway distribution throughout the Northeast..... Hearings begin on April 7 at the ICC on an application by Guilford Transportation Industries to purchase the BOSTON & MAINE. A final decision is due by April 26. The ICC also has said it will rule by July 28 on Guilford's application to acquire control of the DELAWARE & HUDSON.

In a late AMTRAK development, boiler-equipped E60's #950-955 have been stored at Penn Coach Yard, Philadelphia.

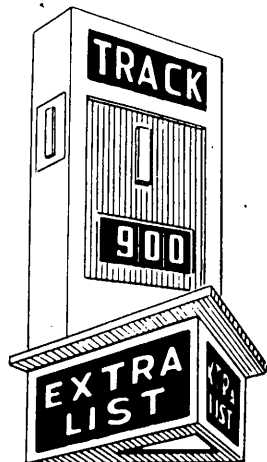
## AMTRAK TRAINS INVOLVED IN COLLISION AT BRISTOL

An Amtrak GP7 sent to rescue Train #195, the Benjamin Franklin, collided with the train near Bristol, PA early on the morning of March 29. Approximately 30 persons suffered minor injuries, with three persons reported requiring hospitalization.

Amtrak #195, powered by AEM-7 #933, was bound from Boston to Philadelphia when the 933 suffered a failure near the Bristol station. Amtrak GP7 #769 was dispatched from 30th Street Station to rescue the train and tow it to 30th Street. While traveling east on track #3, the 769 collided head-on with the standing 933 and its train.

The 933 suffered heavy damage as a result of the collision; other pertinent information is unknown at the time of this writing.





APRIL 17, 1982: "Williamsburg Special" excursion from Washington, DC to Williamsburg and Newport News, VA via RF&P and Chessie System, sponsored by Washington, DC Chapter, NRHS. Train leaves Washington Union Station 7:45 AM, returns 9:45 PM. Amtrak F40 locomotive and Amfleet equipment will be used. Fare: \$49 adults, \$46 children (age 5 through 11). Order tickets from: Williamsburg Special, P. O. Box 456, Laurel, MD 20707.

APRIL 17-18: Maryland & Delaware Railroad special trains from Clayton, DE to Easton, MD and return, jointly sponsored by Baltimore Chapter, NRHS and Chesapeake Division, RRE. Trains will consist of Alco diesel, coach, ex-PRR parlor-lounge Defender and observation-lounge 3302 Edward G. Hooper. Fare: \$22.50 per person. Order tickets from: Eastern Shore Ramble, P. O. Box 548, Laurel, MD 20707.

APRIL 24: The "Talbot Bullet" special via Maryland & Delaware Railroad from Clayton, DE to Easton, MD and return, sponsored by Wilmington Chapter, NRHS. Train leaves Clayton 9:30 AM, returns about 5 PM. Connecting charter bus leaves Wilmington (I-95 and Marsh Road) 8 AM, Amtrak station 8:15 AM. Train will consist of Alco diesel, coach, parlor-lounge Defender and observation-lounge 3302 Edward G. Hooper. Fare: \$22.50 per person (\$4 additional for charter bus, \$7.50 additional for seat in Defender). Order tickets from: Wilmington Chapter, NRHS, P. O. Box 1261, Wilmington, DE 19899. For information, telephone 302-798-8431 evenings only.

APRIL 25: Ocean liner Queen Elizabeth 2 arrives 2 PM at Packer Avenue Terminal, Delaware Avenue below Walt Whitman bridge, Philadelphia, as part of City's 300th birthday celebration. The liner will sail for England on April 28.

MAY 1-2: First annual "Spring Spectacular" at East Broad Top Railroad, Rockhill Furnace, PA, featuring narrow-gauge steam passenger and freight trains, plus Shade Gap Electric Railway trolleys. Steam locomotives #12 and 15 will be in action, and #17 may also be available. The recently-acquired Liberty Liner "Independence Hall" from Philadelphia is expected to be on display. Events begin 9 AM both days, sponsored by East Broad Top Railroad and Railways to Yesterday. Full weekend passes are priced at \$35 each (good for all rail events), Saturday-only passes \$27 each and Sunday-only passes \$20 each. Saturday dinner tickets cost \$5.50, Sunday breakfast \$2.75, Friday night movies are \$2 additional and there is a mailing and handling charge of 35¢ on all ticket requests. Children's rail passes are available at half-price (up to 12 years of age). Order tickets from: Clifford P. Bastuscheck, 285 Ellen Avenue, State College, PA 16801, making checks payable to "RTV Spring Spectacular." For information, telephone 215-434-0624 (evenings only).

MAY 1: Sixth Annual Railroadiana Auction benefiting Pottstown Chapter, NRHS at Old St. Luke's Gallery, off Route 73 behind the Post Office, Gilbertsville, PA, beginning at 10 AM. For complete details, contact: Ted Maurer, Auctioneer, 1931 N. Charlotte St., Pottstown, PA 19464.

MAY 2: The "Nutmegger" special via Amtrak and Conrail lines from New Haven to Hartford, Waterbury, Devon and return to New Haven, featuring freight-only trackage Hartford to Waterbury via Terryville Tunnel. Sponsored by New Haven Railroad Historical & Technical Association. Train leaves New Haven 10 AM, returns about 2 PM. Amtrak E8 or F40 locomotives will be used. Fare: \$20 per person. Order tickets from: Rolly Osmun, Reunion Chairman, 13 Franklin Street, North Haven, CT 06473, making checks payable to "NHRHTA Fantrip."

MAY 15-16: "Day White Mountains Express" excursion from Boston to Berlin and Groveton, NH and return, via Boston & Maine, sponsored by Massachusetts Bay Division, RRE. Special train leaves North Station, Boston at 7:30 AM May 15. Equipment will consist of MBTA Commuter Rail F40 locomotive and Pullman Standard coaches. Fare: \$140 per person (\$160 after May 1), including rail transportation, overnight lodging and box lunches on train both days). Order tickets from: Mass. Bay RRE, P. O. Box 136, Ward Hill, MA 01830, enclosing stamped, self-addressed envelope.

MAY 16: Amtrak spring excursion from Harrisburg, PA to Baltimore and return, including bus and boat trip to Annapolis, MD, sponsored by Lancaster Chapter, NRHS. Train will consist of two AEM-7 electric locomotives and 16 Heritage Fleet coaches. Leave Harrisburg 6 AM, Lancaster 7:20 AM, Paoli 8:05 AM, returning to Paoli 8:50 PM, Lancaster 9:40 PM and Harrisburg 10:45 AM. Fare: \$36.50 per person, including bus and boat. Order tickets from: Lancaster Chapter, NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

MAY 22: Special train on Maryland Midland Railway, Walkersville to Taneytown, MD and return, sponsored by Philadelphia Chapter, NRHS. Charter bus will leave Suburban Station, Philadelphia 7:45 AM, with pickup at Exton, PA at 8:25. Fare: \$28 per person, including charter bus. Order tickets from: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

MAY 22-23, 29-30: Circle trips from Philadelphia to Pittsburgh, Washington, DC and return to Philadelphia aboard ex-Jersey Central open-platform business car #97 Jersey Dawn, owned by Philadelphia rail enthusiast Douglas Brown. Pullman-built (1916) car will leave Philadelphia 10 AM May 22 and 29 on rear of Amtrak train 47, the Pennsylvanian. After overnight stay in Pittsburgh, car will leave for Washington on Amtrak Train 440, the Capitol Limited, returning to Philadelphia on Corridor Train 90 arriving 30th Street Station 8:30 PM. Fare: \$290 per person, plus \$20 supplement for lodging in Pittsburgh. Beverages and snacks aboard car are included. Reservations should be made with Douglas Brown, 1322 Jericho Road, Abington, PA 19001 (30 percent deposit, balance by May 15).

## EXTRA LIST (Continued from Page 9)

JUNE 5: 150th anniversary celebration of Strasburg Rail Road at Strasburg, PA. Details in May issue of Cinders.

JUNE 5: "Rail and Sail Day at the Valley Railroad," sponsored by Jersey Central Chapter, NRHS. Package ticket of \$43 for adults and \$25 for children (under 12) includes Amtrak fare from Metropark and Penn Station, NY to Old Saybrook, CT and return, steam and diesel trains on Valley Railroad tourist line (no buses), and boat ride on Connecticut River. Tickets and information from: Jersey Central Chapter, NRHS, c/o Homer Hill, P. O. Box 127, Bernardsville, NJ 07924, enclosing stamped, self-addressed envelope.

JUNE 5-27: "Rail Britannia" tour to England, Scotland and Wales, sponsored by Overland Chapter, NRHS. Optional return on Queen Elizabeth 2. For information, contact R. M. Billings, Tri-State Tours, Inc., 901 East Kimberly, Davenport, IA 52807 (telephone 319-386-8770). THIS TRIP SOLD OUT.

JUNE 12: Special train on Boston & Maine from Boston to Rotterdam Junction, NY and return, sponsored by Massachusetts Bay Division, RRE. For information, contact: Mass. May RRE, P. O. Box 208, East Walpole, MA 02032, enclosing stamped, self-addressed envelope.

JUNE 12-JULY 4: "Steam to the Midnight Sun" rail tour of Scandinavia, sponsored by Philadelphia Chapter, NRHS. Professional Travel Agent and NRHS Member Larry Steingarten will accompany tour. See details elsewhere in this issue.

JULY 8-22: Overland Chapter, NRHS presents a rail and bus tour of New Mexico and Colorado, including several events of the 1982 NRHS convention. Tour leaves Chicago on Amtrak #3 July 8, returning to Chicago on Amtrak #6 July 22. For prices and other information, write: 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.

LATE ADDITIONLATE ADDITIONLATE ADDITION

MAY 16: "Linecar Chase" on Red Arrow Division, SEPTA will be sponsored by Buckingham Valley Trolley Association, from 1 PM to 5 PM. Line car #07 and center-door car #73 will be used. Routing includes two trips to Media and one to Sharon Hill, with side trip into 69th Street yard. Trip is pre-funded and all proceeds benefit the Association's Restoration Fund. Tickets, at \$15.00 each, are available from: George Metz, 130 Springton Lake Road, Media, PA 19063. Please send stamped, self-addressed envelope.

## THIS MONTH IS DEADLINE FOR PAYING NRHS DUES!

Philadelphia Chapter members must pay their dues by April 30 to remain on the NRHS rolls. This will be the last issue of Cinders for those who fail to renew their memberships by that date.

Dues this year are \$18 per person, representing the first increase in four years in spite of inflationary cost increases. This amount includes \$9 for national dues and \$9 to support local Chapter activities. Chapter-only members, of course, should remit just \$9 to Philadelphia after paying national dues through their home chapter.

Please send your check immediately to:

Mr. Earle P. Finkbiner, Treasurer  
Philadelphia Chapter, NRHS  
1401 Riverton Road  
Cinnaminson, NJ 08077

Checks should be made payable to "Philadelphia Chapter, NRHS."

## ADDENDUM TO AMTRAK LOCOMOTIVE ROSTER

The following units should be added to the Amtrak locomotive roster as published in March Cinders:

<u>ROAD NUMBER</u>	<u>MODEL</u>	<u>QUANTITY</u>	<u>HORSE - POWER</u>	<u>WHEEL ARRANGEMENT</u>	<u>BUILDER</u>	<u>YEAR BUILT</u>	<u>AMTRAK NO.</u>	<u>ORIGINAL OWNER/NUMBER</u>
629, 639, 644, 649	SDP40F	4	3000	C-C	EMD	1974	-	-

All SDP40F's remaining on Amtrak's roster are now stored, following the last run of steam-heated equipment March 8-9 on Train 82, the Silver Star. However, units 639 and 649 are reportedly assigned to the Odenton (MD) maintenance base for use as emergency "tunnel helpers" during the eight-month rebuilding project now underway in Baltimore's B&P tunnels.



LOOK AHEAD-LOOK SOUTH

# Southern Railway Steam Schedule-1982

(First Edition)



LOOK AHEAD-LOOK SOUTH

Engine 2716 (2-8-4) will be used on all 1982 trips unless otherwise indicated below. Norfolk & Western's powerful J-Class Engine #611 (4-8-4) is presently being rebuilt in Southern's Birmingham steam shop with a target date for completion of July 1. The consolidated of Southern and Norfolk & Western into Norfolk Southern Corporation is expected by late spring 1982 following approval by the Interstate Commerce Commission. There may be some excursions powered by 611 later in the year. The Second Edition of our Steam Schedule will list any additional trips.

(signed) James A. Bistline  
Assistant to the President

SAT., MAR. 27 Birmingham, AL to Chattanooga, TN and return (Heart of Dixie Chapter, NRHS)  
 SUN., MAR. 28 same as above  
 SAT., APR. 3 Chattanooga, TN to Oneida, TN and return (Tennessee Valley Railroad Museum)  
 SUN., APR. 4 same as above  
 SAT., APR. 17 Atlanta, GA to Chattanooga, TN and return (Atlanta Chapter, NRHS)  
 SUN., APR. 18 same as above  
 SAT., APR. 24 Atlanta, GA to Toccoa, GA and return (Atlanta Chapter, NRHS)  
 SUN., APR. 25 same as above  
 WED., APR. 28 Chattanooga, TN to Sheffield, AL, one way (North Alabama Railroad Club, NRHS)  
 THU., APR. 29 Sheffield, AL to Memphis, TN, one way (Sentimental Journey)  
 FRI., APR. 30 Memphis, TN to Grand Junction, TN and return (Sentimental Journey)[To operate with FP7's]  
 SAT., MAY 1 Memphis, TN to Sheffield, AL and return (Sentimental Journey)  
 SUN., MAY 2 same as above  
 THU., MAY 6 Memphis, TN to Sheffield, AL, one way (Sentimental Journey)  
 FRI., MAY 7 Sheffield, AL to Huntsville, AL, one way (North Alabama Railroad Club, NRHS)  
 SAT., MAY 8 Huntsville, AL to Chattanooga, TN and return (North Alabama Railroad Club, NRHS)  
 MON., MAY 10 Huntsville, AL to Chattanooga, TN, one way (North Alabama Railroad Club, NRHS)  
 SAT., MAY 15 Knoxville, TN to Appalachia, VA, one way  
 SUN., MAY 16 Appalachia, VA to Norton, VA, and return [two trips](East Tennessee Rail Fan Ass'n., Inc.)  
 SAT., MAY 22 Knoxville, TN to Chattanooga, TN, via Harriman, and return (Old Smoky Chapter, NRHS)  
 SUN., MAY 23 same as above  
 SAT., MAY 29 Charlotte, NC to Columbia-Spartanburg-Charlotte, one-way-circle trip [Piedmont-Carolinas Chapter, NRHS]  
 SUN., MAY 30 Charlotte, NC to Columbia, SC and return  
 SAT., JUNE 5 Spartanburg, SC to Columbia, SC and return (Greater Greer Chamber of Commerce)  
 SAT., JUNE 12 Winston-Salem, NC to Greensboro-Salisbury-Barber Jct.-Winston-Salem, NC [Winston-Salem Chapter, NRHS]  
 SUN., JUNE 13 Winston-Salem, NC to Monroe, VA and return  
 SAT., JUNE 19 Raleigh, NC to Edenton, NC and return (East Carolina Chapter, NRHS)[to operate with FP7's]  
 SUN., JUNE 20 same as above  
 SAT., JULY 3 Greensboro, NC to Spartanburg, SC and return (Greensboro Chapter, NRHS)  
 SUN., JULY 4 Greensboro, NC to Alexandria, VA one way (Greensboro Chapter to Lynchburg, Old Dominion Chapter, NRHS beyond)  
 FRI., JULY 16 Alexandria, VA to Charlottesville, VA and return (National Model Railroaders Convention)  
 SAT., JULY 17 Alexandria, VA to Charlottesville, VA and return [Washington area chapters, NRHS and Chesapeake Division, RRE]  
 SUN., JULY 18 same as above  
 SAT., JULY 24 same as above  
 SUN., JULY 25 same as above  
 SAT., AUG. 7 Richmond, VA to Keysville, VA and return (Old Dominion Chapter, NRHS)[to operate with FP7's]  
 SAT., SEP. 11 Cincinnati, OH to Muncie, IN and return, via N&W (Cincinnati Railroad Club)  
 SUN., SEP. 12 same as above  
 SAT., SEP. 18 Huntingburg, IN to New Albany, IN and return (Mayor's Committee)  
 SUN., SEP. 19 same as above  
 SAT., SEP. 25 Louisville, KY to Lexington, KY and return (Kentucky Railroad Museum)  
 SUN., SEP. 26 same as above  
 SAT., OCT. 2 Lexington, KY to Chattanooga, TN, one way (Bluegrass Railroad Museum)  
 SUN., OCT. 3 Chattanooga, TN to Lexington, KY, one way (Bluegrass Railroad Museum)  
 SAT., OCT. 9 Knoxville, TN to Asheville, NC and return (Old Smoky Chapter, NRHS)  
 SUN., OCT. 10 same as above  
 SAT., OCT. 16 Chattanooga, TN to Crossville, TN and return (Tennessee Valley Railroad Museum)  
 SUN., OCT. 17 same as above  
 SAT., OCT. 23 same as above  
 SUN., OCT. 24 same as above  
 SAT., OCT. 30 Atlanta, GA to Toccoa, GA and return (Atlanta Chapter, NRHS)  
 SUN., OCT. 31 same as above  
 SAT., NOV. 6 same as above  
 SUN., NOV. 7 same as above

## CHAPTER SPONSORS EXCURSIONS NEAR AND FAR (Continued from Page 1)

(double occupancy), including air fare from and to New York, all rail and boat fares, hotel rooms and breakfasts, as well as lunch and dinner on the "Midnight Sun Special."

This tour promises to be a unique experience and early reservations are strongly suggested. Reservations and complete information may be obtained from:

Glen Roc Travel-Philadelphia NRHS Tours  
194 Scotch Road  
Trenton, NJ 08628

An illustrated brochure was mailed to all members with March Cinders and additional copies may be obtained from the above address.

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

## CHAPTER OFFICERS:

President/Editor.....R. L. Eastwood, Jr.  
First Vice President.....F. G. Tatnall, Jr.  
Second Vice President.....Douglas W. Watts  
Secretary.....Marie K. Eastwood  
Treasurer.....Earle P. Finkbinder  
National Director.....James S. Myers  
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. Finkbinder, 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.

CINDERS is published monthly except August by Philadelphia Chapter NRHS Inc. Correspondence regarding Cinders should be directed to the President at P. O. Box 41, Huntingdon Valley, PA 19006-0041.

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

## NOTICE OF ANNUAL ELECTIONS

You are hereby notified that election of officers for Philadelphia Chapter, NRHS will take place at our regular monthly meeting, Friday, April 16, 1982, beginning at 7:30 PM. Nominations for the positions of president, 1st vice president, 2nd vice president, secretary, treasurer and national director will be taken from the floor. Officers will be elected by a majority of the members present at the April 16 meeting.

MARIE K. EASTWOOD  
Secretary

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

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