



CINDERS

September 1982



IN THIS ISSUE

Philadelphia Chapter News.....	1, 8
ON THE SCENE, by El Simon.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4
Extra List.....	7

Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Philadelphia, Pa. 19101

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

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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.

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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 September 17, 1982 meeting features a feature-length, color 16mm movie from the NRHS Film Library.

Philadelphia Chapter members will enjoy viewing the 85-minute color and black-and-white movie entitled "Railroads in the Thirties," which contains some rare footage of steam and early diesel power on the Pennsylvania, New York Central, Santa Fe, Rock Island, Baltimore & Ohio and other railroads in the Chicago area. Funds for the purchase of this print were donated by Philadelphia Chapter and other East Coast NRHS chapters.

As has been our past custom, members are urged to enjoy a sit-down dinner in the Engineers' Club Dining Room (\$8.00 per person), beginning at 6 PM. Reservations (MANDATORY, PLEASE) should be made to Vice President Tatnall at 828-0706 ON OR BEFORE WEDNESDAY, SEPTEMBER 15.

Our members' meeting begins at 7:30 PM in the Conference Room of the Engineers' Club, which is located at 1317 Spruce Street, downtown Philadelphia. Why not come out, bring a friend, and enjoy an evening of railroading from the Thirties at our September 17 meeting?

SEPTA Donates Red Arrow Trolleys to Rail Museums

In a surprise move, SEPTA on August 31 "sold" seven of its out-of-service trolleys to non-profit museum groups at a price of \$1 each. The cars are to be removed from 69th Street yard by the end of September.

The following ex-Red Arrow cars were disposed of during the lottery-style proceeding:

#5 (Brill 1941)	- to Arden Trolley Museum, Arden, PA
#9 (Brill 1941)	- to Buckingham Valley Trolley Association, Philadelphia, PA
#15 (St. Louis 1949)	- to BVTA
#20 (St. Louis 1949)	- to New Hope Steam Railway, New Hope, PA
#78 (Brill 1932)	- to Arden
#80 (Brill 1932)	- to BVTA
#85 (Brill 1932)	- to East Penn Valley Traction, Tipton, PA

One other car, St. Louis #12, was not bid on and will be scrapped. The Railways to Yesterday Museum of Orbisonia, PA was represented but did not participate in the drawing. Under SEPTA's ground rules, only non-profit rail museums located in Pennsylvania were eligible to participate.

It is now expected that all 29 of the new Kawasaki cars will be on Red Arrow by October 1, and that operation of the remaining Brilliners, "80's" and St. Louis cars will cease on or before that date. Active cars to be taken out of service will be put up for sale under normal bidding procedures, with a minimum bid of \$200 per car required. Any museum group will be permitted to bid on these cars.

The "Farewell to the Brilliner Car" excursion set for Sunday, October 17, may well be the last revenue run for the soon-to-be-retired cars (see "Extra List" in this issue). The excursion is sponsored by Buckingham Valley Trolley Association, with all proceeds going to BVTA's Penn's Landing trolley operation in Philadelphia.



Beech Grove continues to perform overhauls on *Lake Shore Limited* cars, now three years after rebuilding. Over half of the 55 cars have been sent to the shops, and many of these have been restored to service.

The five baggage cars rebuilt from lounge or baggage-dormitory cars have two standard doors and the window area has been rebuilt with welded steel sections over the windows. These cars were former Army Ambulance cars, with five in all, numbered 1178-1181 and 1183.

Two Slumbercoaches have been purchased from High Iron and will be rebuilt as numbers 2096-2097. These are the former B&O *Dreamland* and *Slumberland*. Now, Amtrak has all 18 purpose-built Slumbercoaches from Budd (*Denver Zephyr* - 4, *Capitol Limited* - 2, *North Coast Limited* - 4, *20th Century Limited* - 4, *National Limited* - 4). Northern Pacific (and Burlington) picked up the cars built for the *Century* and *National* and ran them on the *Mainstreeter*. Reportedly, the two cars, plus three cars in Chicago-Washington service this summer, will introduce Slumbercoach service on the *Crescent*. Since the cars to Chicago are the earlier 2050-series cars, my guess is that the *Lake Shore Limited* will go back to this type of car (the 2050's were rebuilt for the NYC in 1961 from sleepers and have a different interior configuration).

The two coaches stranded when Topeka shops closed a year ago have been languishing at Beech Grove ever since. But now, 9941 and 9943 are being rebuilt as coach-dorms 39900-39901. (Cars 9900 and 9901 are the original prototype high-levels and will not be rebuilt for now).

Seven dome-coaches are to be rebuilt to HEP for assignment to the *Panama Limited* and *Capitol Limited*. We know that the 9480 and 9483 were moved from Los Angeles to Beech Grove in late August, so it may be that all of the cars involved will come from the 9476-9486 series of former Northern Pacific dome coaches. Reportedly, the project originated from Mr. Claytor himself. Now, about the Boston section of the *Lake Shore*.....

The "odd man out" among the "Congo" coaches, PC 1586, will be rebuilt to HEP coach 7419 as another "clocker" coach. (There were 32 cars built in 1951, but two were wrecked at Holmesburg Junction in 1971 and two more damaged by flood at Trenton a little later.) As I recall, the two flood-damaged cars became wire train rider cars 16312-16313.

Budd has now gone over the halfway mark in the delivery of Amfleet II cars — by the end of August 67 coaches and 14 lounges. This amounts to an extra coach and two lounges since the previous delivery on August 15. Still to come are 58 coaches and 11 lounges.

Amtrak moved cars from Odenton to Perryville on July 28 to free up space at the former point for the Track Laying System. Cars involved were: 1409, 2530, 2533, 2537, 2704, 2836, 3329, 3331, 3343, 4419, 4467, 4469, 4553, 5012, 5015, 5016, 5017, 5413, 5416, 5417, 5429, 5434, 5476, 5683, 5807, 6001, 6026, 8013 and 8023. Expert passenger car watchers will note most of these cars as having run during the last steam consist of Trains 81-82.

A couple of corrections to the August issue: Many of the cars damaged in the flood derailment of the *San Francisco Zephyr* were moved to Beech Grove shops in a hospital train arriving July 2 for repairs. The two baggage cars, however, have been approved for disposition and may be sold at Omaha. Also, the Superliner sleeper destroyed in that June 23 fire was the 32039, not the 32009 as previously reported.

The final AEM-7, #932, was released from EMD on July 31 and entered service in August. You may recall this unit was extensively damaged by fire while under construction last September at LaGrange.

"Steam" E60's 950 and 953 were restored to service in August, 1982, hauling work trains.

The Track Laying System moved to Maryland after laying new rail and concrete ties between Harrison and the North River tunnel portal. Now, it is laying the center track between Grove and Bowie interlockings — a stretch which includes a new diversion to improve a tight curve.

In commuter rail news, NJ TRANSIT, as August ended, was fielding four trainsets of new Bombardier push-pull cars on the Raritan Valley Line. They replaced as many trainsets of vintage push-pull coaches. Only about five of the 1931-vintage coaches survive — two on the West Trenton train and three in the consist of one Phillipsburg push-pull train (the balance of this train is made up of streamlined push-pull cars). The remaining two Raritan Valley trains consist of a ten-car train making a Phillipsburg turn and a similar-sized train assigned to Train 5408's cycle. This consist is made up of a mix of whatever coaches they can scrounge up.

(Continued on Page 3)

ON THE SCENE *(Continued from Page 2)*

MARYLAND DOT's Washington service now consists of four trains to Brunswick, each consisting of four cars (but the second outbound train has five). Power is a single rebuilt F unit, except one train also has an F unit rebuilt to an HEP power car (and run back-to-back with the locomotive). Nine RDC's are scheduled, with two operating to Martinsburg. Service to Baltimore is 100 per cent RDC, with trains of four, two and one car respectively. More than half of the RDC's have been refurbished and renumbered into MDOT's 9800-series. At least one of the two ex-Pittsburgh cars, 9913, was noted.

BOSTON's fleet of rebuilt RDC coaches has reached at least 11 cars, with a train each to Rockport (out of North Station) and to Framingham (out of South Station). Funding is available to rebuild the remaining RDC's and bidding will be solicited to see if Morrison-Knudsen or another company will get the job. The set running out of South Station replaced the last "steam" set of Shoreliner coaches, but two sets, converted to an ad-hoc HEP system, soldier on to Attleboro and Franklin. This winter, if the four boiler-equipped F10's have not been converted to HEP, they will presumably be assigned to pull trains of non-converted RDC's (in which one engine is retained to provide heat and light).

The 22 HEP cars which had been rebuilt for MARYLAND DOT are split into three groups: 1401-1415 are ex-N&W sleepers, 1501-1502 are ex-PRR sleepers, and 1511-1515 are ex-PRR sleepers, equipped with handicapped toilet facilities.

Of the three CONRAIL S-2E motors which survived into recent times, 4723 was being cut up at Croton-Harmon in late August, 4733 was still intact, and 4715 was missing and possibly delivered to a museum.

PAT of PITTSBURGH has signed a contract to purchase 55 LRV's from Siemens-Duwag, to be assembled at a former Blaw-Knox plant on Pittsburgh's north side. The streetcar lines have been discontinued west of Castle-Shannon for reconstruction and all of the earlier 1600-series cars have been placed in storage.

The ever-changing status of the Sharon Hill and Media lines seems to look like this: several visits to 69th Street Terminal have yielded three "80" cars (77, 84 and 86), two "Brilliners" (7 and 8) and nine St. Louis cars (13-14, 17-19, 21-24). The first group of LRV's (100, 107-112) is now being supplanted by a new group of cars from Boeing. The 113-116 were seen either in service or in the shops by late August.

The status of the third-rail division looks like this: there are nine active Strafford cars, which include five maroon (162-164, 166, 168), one orange (160) and two in the SEPTA scheme (165 and 167). There are nine active Bullets as follows: two maroon (201 and 206), four orange (200, 203, 205 and 207), and three in the SEPTA scheme (204, 208 and 209).



Don't Forget!



Philadelphia Chapter's ANNUAL RAILROADIANA AUCTION

Friday, November 19, 1982

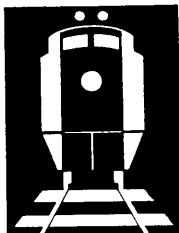
PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.

With its new commuter rail fares in place on September 1, SEPTA hopes to recapture at least 12,000 former riders who have deserted the system over the past three years. Cornerstone of this marketing effort is the monthly "TrailPass," good for unlimited rides on commuter trains as well as on SEPTA's transit routes. The passes cost anywhere from \$45 to \$115 depending on distance traveled—there are five expanded fare zones plus a close-in "terminal zone" in the new commuter fare structure. In most cases the TrailPasses offer substantial dollar savings when compared with the old monthly rail tickets, and the free transit privilege is an added inducement to lure back suburbanites who now drive to work or use van-pools. During the first week that the new tickets were on sale, SEPTA reports that about 2,700 were sold.



A minor glitch developed for riders using the Downingtown, Whitford and Exton stations in Chester County, when AMTRAK announced that it would not reduce its monthly ticket prices (\$145-\$162) to SEPTA's \$115 level. Only one of the weekday trains serving these stations is operated by SEPTA.....The Fox Chase-Newtown line is included in the new TrailPass plan—a departure from earlier policy. For the past year FCRTL, which is operated by transit crews, has charged a separate cash fare.....Another break for rail riders is the new bargain fare rule which allows off-peak tickets to be honored during rush hours in the non-rush direction.

PennDOT plans to begin reconstruction of the Schuylkill Expressway in the spring of 1984, but how long it will take to complete the \$250-million project remains an open question. The entire 20.4 miles of deteriorated roadway between King of Prussia and South Philadelphia will be rebuilt, causing substantial inconvenience to the 100,000 motorists who use it each weekday. PennDOT, however, is believed to be considering a role for SEPTA's rail system in handling some of the passenger load..... Work has begun on a new MU storage yard at Wayne Junction in North Philadelphia, to be used for laying up trains after the center city tunnel opens in 1984.....Rydal station on SEPTA's West Trenton line has recently been restored by a businessman who leases the 90-year-old building for office space. The waiting room is still open to passengers.....Does Bristol station take the prize as the commuter system's most disgraceful structure?

In late August the House of Representatives passed a bill which would: (1) authorize \$75 million to assist in transfer of commuter rail operations from CONRAIL to various transit agencies, including SEPTA; (2) transfer responsibility for the Northeast Corridor Improvement Project (NECIP) from the Federal Railroad Administration to AMTRAK and authorize an additional \$80 million for the project; (3) authorize another \$160 million for the so-called preference share program to finance railroad rehabilitation work, including \$80 million for Conrail; (4) authorize \$105 million for FRA's rail safety functions and direct the agency to write regulations for training railroad operating personnel and to set standards for passenger cars and equipment; (5) transfer the ALASKA RAILROAD from FRA to the State of Alaska at 75 percent of the line's liquidation value. The legislation must still be passed by the Senate and signed by the President. (Traffic World)

SEPTA



SEPTA's board on August 25 awarded a \$7-million contract to Neshaminy Constructors, Inc. of Bucks County for renovating the 11th Street subway station of the Market-Frankford line. The action was taken in spite of vehement protests from about 80 construction workers attending the board meeting. They complained that Neshaminy is using steelworkers not affiliated with the building trade unions.....At the same meeting the SEPTA board approved higher rates for light rail transit charters, effective September 1 (see August Cinders).....SEPTA held a hearing last month on its plan to extend ParaTransit van service for the handicapped to a citywide operation, and raise the one-way single-zone fare from 70 cents to \$1.

WILMINGTON & WESTERN will hold a "gala celebration" September 19 at Hockessin, DE, marking its purchase of the 10.2-mile Landenberg branch from CHESSIE SYSTEM. A doubleheaded steam special will be run from Greenbank (see "Extra List") and dedication ceremonies are set for 4 PM at Hockessin, the present end of track. W&W has been running its weekend steam trains on the branch for many years.....PATCO has received a \$3.8-million Federal grant to assist in rehabilitating its track structure on the Benjamin Franklin bridge. Total cost of the project is estimated by PATCO at \$27 million.....Ex-Reading T-1 locomotive #2100 is due to be moved this month from Hagerstown, MD to the Railroad Museum of Pennsylvania at Strasburg. A good deal of work will be needed to restore the "Iron Horse Ramble" veteran.....Nothing more has been heard of the proposed Shore Fast Line project in South Jersey. Several months ago we reported that a group using this name planned to purchase two short rail lines near Atlantic City for use in hauling sand, but CONRAIL has now received permission to abandon the two lines.....The Interstate Commerce Commission has authorized Pocono Northeast Railway, Inc. to acquire 11 short CONRAIL lines in the Scranton/Wilkes-Barre area, totaling about 40 miles of track.

Philadelphia Chapter's summer dinner August 20 at Langhorne attracted 33 members and guests..... Doug Brown, the Philadelphia rail enthusiast who owns ex-Jersey Central business car #97, was the subject of a photo story in the Inquirer last June 30. The story told of Doug's ten-year effort to restore the 1916 Pullman-built car, which will operate on two special trips this fall out of 30th Street Station (see "Extra List").

(Continued on Page 5)

PHILADELPHIA EXPRESS *(Continued from Page 4)*

The trips will feature gourmet meals prepared by the general manager of Philadelphia's Eden Restaurant..... We hear that a huge live-steam model of a Pennsy K4 is being built in Bordentown, NJ. The owner will soon donate his handiwork to the State Railroad Museum in Strasburg.....KYW Newsradio reports that the proposed PATCO extension from Lindenwood to Berlin, NJ will be shelved. A Port Authority study indicates that the six-mile, \$115-million project would not attract enough new passengers to justify the cost.

CHESIE SYSTEM reportedly is considering a new piggyback terminal at East Side yard in the Grays Ferry section of Philadelphia.....Ringling Bros. & Barnum & Bailey's 42-car "Blue Unit" circus train will travel from Chicago to East Rutherford, NJ in mid-November, thence to Long Island at the end of the month and home to Florida on December 13.....CONRAIL has sold two of its seven remaining Alco C430 locomotives, #2050 and 2052, to the NEW YORK, SUSQUEHANNA & WESTERN. In addition, C430 #2054 has gone to the MORRISTOWN & ERIE in New Jersey.....Energy Terminals, Inc. is building a loop track at Port Richmond, Philadelphia, to unload coal from rail cars to ships. A new conveyor system will make use of the existing grain pier facilities..... We read that TV commercials for Seashore Trolley Museum of Kennebunkport, ME have appeared on Channel 29 in Philadelphia. Chapter Member Dick Lane is general manager of the museum (Wilmington Chapter Transfer Table).

SOUTHERN's Berkshire #2716 developed serious mechanical problems following its sold-out Alexandria-Charlottesville, VA excursions in July, and will be out of action for the rest of the year. It's reported that Southern has leased ex-Nickel Plate Berkshire #765 from the Fort Wayne Railroad Historical Society to fill in for #2716 on several fantrips in the Midwest and South.....Meanwhile, NORFOLK & WESTERN 4-8-4 #611 completed its test runs last month and was ferried from Birmingham, AL to Roanoke, VA on August 20-22 in preparation for its Roanoke Chapter-sponsored excursions over the Labor Day Weekend (RRE Journal).....The 611 is also scheduled to operate on a private trip from Alexandria, VA to White Sulphur Springs, WV September 9.

Chester County's OCTORARO RAILWAY was the subject of an article in the August 24 Inquirer, which detailed the problems and potential of this shortline carrier. Octoraro is also the freight operator on WILMINGTON & WESTERN's newly-acquired Landenberg branch in Delaware (see item above).....Chapter Member Pat Purcell is newsletter editor of another historical society—the Civil War Round Table of Philadelphia.At the suggestion of Member Ev Edwards, Cinders is trying to compile a listing of all rail-theme restaurants in the Delaware Valley. After this is done, we will ask for volunteer gourmets to sample the food at each of these establishments.....On August 29 a truck carrying a used diesel engine from a railroad locomotive failed to clear a CONRAIL bridge on Whitford Road in Exton, Chester County. The bridge was dislodged from its foundation and the road blocked until the next day. The 18,000-pound engine was enroute from the Luria Brothers scrapyard at Modena, PA to Precision National Corp., Mount Vernon, IL.

Presidential emergency boards have recommended contract settlement terms between the nation's railroads and two major unions, the 26,000-member Brotherhood of Locomotive Engineers and the 86,000-member United Transportation Union. The two unions, which have been working without a contract since April 1, 1981, will be free to strike later this month when a Federally-imposed cooling-off period expires.....UTU members on the DELAWARE & HUDSON have agreed to wage and work-rule concessions demanded by Timothy Mellon's Guilford Transportation Industries as part of its \$500,000 purchase agreement for the D&H. The ICC has already approved the acquisition, under which D&H would become part of a larger regional rail system including the BOSTON & MAINE and MAINE CENTRAL.

Budd Company will begin delivering 316 new commuter rail cars to New York's MTA next March, completing the order in February 1985. This represents an 11-month delay which Budd attributes to the recent strike at Westinghouse Air Brake Company, a major supplier. Budd recently lost a \$662-million MTA order for 825 subway cars to Canada's Bombardier, Inc., but attempted to overturn the decision through an appeal to the U. S. government.....CSX CORP. is buying 50 new diesel-electric locomotives from General Motors' Electro-Motive Division, including 25 1,500-hp GP15P's for CHESIE and 25 3,500-hp SD50's for FAMILY LINES. The order comes in the nick of time for EMD, which was reported as ready to close its doors for lack of business.....Meanwhile, rival General Electric says it is doing well. Among the major orders it's working on is a \$65-million contract for 39 electric locomotives to be used on NATIONAL RAILWAYS OF MEXICO's newly-electrified Queretaro Division north of Mexico City.

"The West Chester Branch....35 Years Ago" is the title of an interesting photo article by Charles A. Brown in the September issue of Railpace Newsmagazine. The 40-page publication may be obtained for \$2 per copy at certain hobby shops, including Herb's Hobby, 248 West State Street in Doylestown, or by subscription at \$33 per year (first class mail) from: Railpace Company, P. O. Box 927, Piscataway, NJ 08854.....Ex-AMTRAK GG1 #4913, now at the Railroaders Memorial Museum in Altoona, is being repainted in authentic Pennsy tuscan red by a group of volunteers, including Chapter Members Mike Burshtin and Linda Johannesen.....We've been informed that the Railroaders' Memorial Museum will feature a Grif Teller painting exhibition during the entire month of October, as an added attraction for railfans visiting the Horseshoe Curve area during the fall..... STRASBURG RAIL ROAD's 150th anniversary Pennsylvania Special was operated on five days in June with the following all-Pennsy consist: Locomotive #1223 4-4-0 (built 1905), baggage car 6076 (1899), combine 4639 (1895), coaches 8177 (1896) and 3556 (1886). The engine is in regular service this summer at Strasburg, but the gleaming wooden cars have been returned to the State Railroad Museum. The train may run again in May of next year.

Baltimore's Metro subway is set to open for service in June 1983—the first eight-mile section of it—and test runs are being made this summer. Budd is building 72 cars for the brand-new system (RRE Journal).....The nation's domestic airlines collectively lost \$600 million in the first quarter of 1982.....CONRAIL

(Continued on Page 6)

PHILADELPHIA EXPRESS *(Continued from Page 5)*

furloughed 2,200 workers last month at four repair shops in Pennsylvania—Altoona, Hollidaysburg, Reading and Meadville—because of depressed business conditions. The layoffs began August 5 and were expected to last for five weeks.....The \$35-million modernization of CONRAIL's coal pier 124 in South Philadelphia will be completed late this year—boosting the pier's capacity from about 3.5 million tons to ten million tons annually. An 800-ton floating crane was used to hoist sections of the coal dumper into place on July 7....."Tuckahoe" tower at Tuckahoe, NJ was closed permanently on July 7. Located at the junction of CONRAIL's Cape May and Ocean City branches, "Tuckahoe" was the last mechanical interlocking plant in South Jersey. Now seeing only an occasional freight train, the tower has been replaced by a block limit station designated "Tuck," controlled from "Winslow" (West Jersey Chapter Crew Caller).

More than 300,000 rail and transit riders in New Jersey face a 25 percent average fare increase about October 1 unless the State legislature finds enough money to ease NJ TRANSIT's expected \$42.5-million deficit. NJT just increased its fares about 17 percent on July 1.....The State of Maryland has awarded operating contracts worth \$440,000 per year to the MARYLAND & DELAWARE and MARYLAND MIDLAND for providing freight service on four state-owned branchlines (Railway Age)....."Chessie," the sleeping kitten which has long been the corporate symbol of CHESSIE SYSTEM and C&O, will be 50 years old next year. Reports are circulating that the railroad will mark the anniversary with a series of special excursions and other events.....Little CLINCHFIELD 4-4-0 #1, now almost 100 years old, is being rebuilt in CHESSIE's Riverside locomotive shop in Baltimore. Apparently the railroad intends to use the veteran locomotive to haul short excursions out of the B&O Museum.....The national NRHS reports a bank balance of \$85,212.55 as of June 30, 1982 (Tampa Bay Chapter Orderboard).....The National Railway Bulletin plans to issue a series of booklets containing an all-time steam locomotive roster of the Pennsylvania Railroad. The first issue is expected next year.....CONRAIL reports that it handled 12,802 trailer-loads of fresh fruits and vegetables in the first half of 1982, a 70 percent increase over the same period in 1981.....You can subscribe to Chessie News, the CHESSIE SYSTEM's employee publication. For \$2.75 you'll get 11 issues. Write to: Chessie System, P. O. Box 6419, Cleveland, OH 44101 (Harrisburg Chapter Rail Review).....PATCO service cars #401 and 402 have been permanently removed from service. These are two of PATCO's three ex-Bridge line cars built by Brill in 1936. (West Jersey Chapter Crew Caller).

WATERFRONT TROLLEY DEDICATION SET FOR SEPTEMBER 9

Special invitations have been sent out for a "turn-of-the-century" tea party on Thursday, September 9 at 5:30 PM, which will inaugurate the "Penn's Landing Trolley Company" on Delaware Avenue in Philadelphia. The party will be held at the Penn's Landing Sculpture Garden, Delaware Avenue and Spruce Street, near the middle of the 1.1-mile trolley line which is to operate on tracks of the Philadelphia Belt Line Railroad (see August Cinders).

PLTC is a "Century IV" project of Buckingham Valley Trolley Association, Fidelity Bank and the City of Philadelphia. Initially, it will use ex-Wilmington single-truck car #120, most recently a rail grinder in the Broad Street subway, and ex-Red Arrow #26. Revenue service is expected to begin on Sunday, September 5 and continue on weekends through the end of November. Tickets are priced at \$1 for adults and 50 cents for children, and may be purchased at the Cruiser Olympia ticket booth. The boarding platform is at Delaware Avenue and Dock Street while the line's car barn and shop is located in City-owned Pier 5 North.

BVTA is using a diesel generator set as its 600-volt power source until a permanent rectifier unit can be installed in the Port of History Museum near Walnut Street.

UPDATE OF CONRAIL FREIGHT SCHEDULES

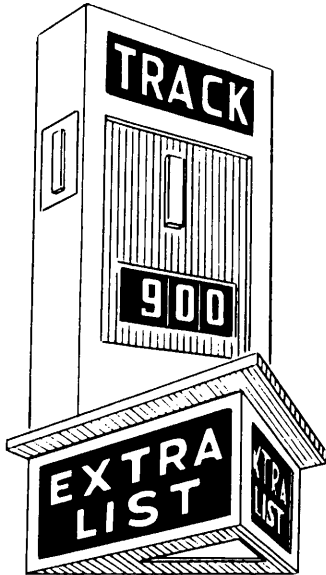
Conrail Eastern Region freight train schedules shown in the May and August issues of Cinders should be amended as follows:

OIPY (Oak Island to Potomac Yard) - now operates 7 hours earlier than shown, daily except Monday.

CHAPTER BOOKSTORE STOCKS UP FOR NEW SEASON

Chapter members are reminded that the Chapter bookstore will be in operation again this year, providing the latest in soft-cover books as the cold weather months set in, so you'll have something to read when sitting in front of the fireplace.

New titles are being ordered and present popular titles restocked. Plan to visit and pick up a few titles from John Rex and Bill Donnelly for your library at the September 17 meeting.



SEPTEMBER 19, 1982: Wilmington & Western Railroad will operate special doubleheaded passenger train from Greenbank Station, near Marshallton, to Hockessin, DE and return, celebrating purchase of 10.2-mile Landenberg branch from Chessie System. Train leaves Greenbank at 2 PM pulled by 4-4-0 #98 and 0-6-0 #3, with photo runs enroute, returning about 7:30 PM. Fare of \$15 per person includes dinner at Hockessin fire hall. Tickets may be ordered from: Historic Red Clay Valley, Inc., P. O. Box 1374, Wilmington, DE 19899, enclosing stamped, self-addressed envelope.

OCTOBER 2: Boston & Maine special train from Boston, MA to Bellows Falls, VT and return via B&M Fitchburg and Connecticut River lines, with optional side trip to Steamtown, U.S.A. at Bellows Falls. MBTA F40's and commuter equipment will be used. Fare: \$34.95 adults, \$22.95 children (increased to \$39.95 and \$26.95 respectively after September 20). Additional run to White River Junction, VT costs \$5 extra. Order tickets from: Massachusetts Bay RRE, P. O. Box 208, East Walpole, MA 02032, enclosing stamped, self-addressed envelope.

OCTOBER 2: Second annual Hoboken Terminal Renaissance Festival at former Erie Lackawanna terminal, Hoboken, NJ, sponsored by NJ Transit. Displays will include locomotives and other rail equipment, 12 noon to 6 PM. Admission is free.

OCTOBER 2: Special excursion on South Branch Valley Rail Road from Romney to Green Spring, WV and return, sponsored by Winchester Chapter, NRHS. Alco MRS1 locomotive and open window coaches will be used. Train leaves Romney 10 AM, returns about 5 PM. Fare: \$19 adults, \$17 children. Order tickets from: Winchester Chapter, Inc., NRHS, P. O. Box 282, Winchester, VA 22601, enclosing stamped, self-addressed envelope.

OCTOBER 3: Third annual train meet sponsored by Reading Company Technical & Historical Society, Morgantown, PA firehouse, 9 AM to 3 PM. Admission: \$3 adults, \$1 children.

OCTOBER 8-11: 1982 national convention of Railroad Enthusiasts, Inc. will be held at Newark, NJ, featuring parlor car trip on Long Island Rail Road Saturday, October 9, and regular service ride Sunday, October 10 on NJ Transit's North Jersey Coast line. Convention headquarters will be at Hilton Gateway Hotel in downtown Newark, adjacent to Amtrak station. For further information, write: New York Division, RRE, P. O. Box A-1353, Grand Central Station, New York, NY 10017, enclosing stamped, self-addressed envelope.

OCTOBER 9-10, 16-17: Circle trips from Philadelphia to Pittsburgh, Washington, DC and return to Philadelphia aboard luxurious ex-Jersey Central open-platform business car #97 Jersey Dawn, owned by Philadelphia rail enthusiast Douglas Brown. Pullman-built (1916) car will leave 30th Street Station 10 AM October 9 and 16 on the rear of Amtrak train #47. After overnight stay in Pittsburgh, car will be attached to Amtrak #440 operating via Chessie mainline to Washington. Fare: \$315 per person (does not include hotel). For information, contact Douglas Brown, 1322 Jericho Road, Abington, PA 19001 (telephone 885-5047).

OCTOBER 10: Queen of the Valley special train will operate via Conrail lines from Newark, NJ to Allentown, PA and return, sponsored by Tri-State Chapter, NRHS. Train is expected to consist of NJ Transit E8 locomotives and conventional coaches, and will operate westbound via ex-Jersey Central route to Phillipsburg, NJ, returning via Conrail (ex-Lehigh Valley) mainline. Train leaves Amtrak Newark station 9 AM, returns 5 PM. Fare: \$28 per person. Order tickets from: Tri-State Railway Historical Society, Inc., P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope.

OCTOBER 17: "Farewell to the Brilliner Cars" trip on SEPTA's Media and Sharon Hill lines, using 1941 Brill-built car #7. Sponsored by Buckingham Valley Trolley Association, this trip is expected to be the last revenue run of a regular-service pre-Kawasaki car. Trip leaves 69th Street Terminal at 1 PM. Fare: \$10 per person. Order tickets from: Mike Corcoran, 3614 Berry Avenue, Apt. 1A, Drexel Hill, PA 19026.

OCTOBER 17: Lancaster Chapter, NRHS will sponsor excursion from Lancaster and Harrisburg to Horseshoe Curve, at Altoona, PA and return, using two F40's and a 16-car train. Tickets: \$35 per person, ordered from: Lancaster Chapter, NRHS, 342 West Fritz Avenue, Quarryville, PA 17566.

OCTOBER 23-25: Ninth annual Railfans' Weekend at Steamtown, U.S.A., Bellows Falls, VT, featuring steam-powered excursions and special steam and diesel displays. For information, send stamped, self-addressed envelope to: Steamtown Foundation, P. O. Box 71, Bellows Falls, VT 05101.

NOVEMBER 6: Special steam-diesel trip over entire length of New Hope & Ivyland Railroad, sponsored by Jersey Central Chapter, NRHS. Details in next issue of Cinders.

NOVEMBER 6, 7, 13, 14: "Doodlebug Days" on Octoraro Railway using Wilmington & Western's restored Pennsy motor car #4662, sponsored by Wilmington Chapter, NRHS. Trips will depart from Greenville, DE at 8:30 AM each day, operating to Oxford, PA on Saturdays and to Elsmere Junction, DE and South Modena, PA on Sundays. Fares: \$22.50 per person for Saturday trips, \$20 per person for Sunday trips, combination weekend tickets \$41 per person. Order tickets from: Wilmington Chapter, NRHS, P. O. Box 1261, Wilmington, DE 19899, enclosing stamped, self-addressed envelope.

(Continued on Page 8)

EXTRA LIST

(Continued from Page 7)

NOVEMBER 12-14: Fall meeting of NRHS directors will be held at Philadelphia Centre Hotel, 17th & JFK Blvd., Philadelphia. All-day SEPTA excursion on Saturday the 13th will be open to Chapter members. Details will be announced in October Cinders.

NOVEMBER 12-14: First annual Railroadiana and Train Show sponsored by West Jersey Chapter, NRHS, at Cherry Hill Mall, Route 38 and Haddonfield Road, Cherry Hill, NJ. No admission charge. Hours: 9:30 AM-9:30 PM Friday and Saturday, 11 AM-5 PM Sunday. Charge of \$40 per table for three days (free for non-commercial exhibitors). Reservations and information from: West Jersey Chapter, NRHS, P. O. Box 101, Oaklyn, NJ 08107 (telephone 609-665-0491).

NOVEMBER 21: Fall Railroad Extravaganza sponsored by Tri-State Chapter, NRHS, featuring more than 100 tables of railroadiana, at Boy's and Girl's Club of Union, Jeanette Avenue, Union, NJ, approximately one mile west of Garden State Parkway and U.S. Route 22. Hours: 10 AM to 4 PM. Admission: \$2 adults, children under 12 and senior citizens \$1. For information write: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015 (telephone 201-857-2987).

CHARLIE BUSTARD RECOVERS FROM HEART ATTACK

Chapter Member Charles Bustard, an inveterate train rider and "mileage collector," suffered a serious heart attack last May 15 in Littleton, NH, while on a two-day railfan trip from Boston to northern New Hampshire. He was taken to Littleton Hospital and, after several days in the intensive care unit, was able to return home to Wayne, PA about two weeks later.

We are pleased to report that Charlie has enjoyed an excellent recovery, recently returning to work with a rail consulting firm in Wilmington, DE. He is a retired signal engineer from the Penn Central and Pennsylvania Railroads.

As an indication of his rapid recovery, Charlie was seen riding the August 28-29 excursion over the New York, Susquehanna & Western Railway's ex-Lackawanna line from Binghamton to Utica and Richfield Springs, NY. We hope that he will resume his regular attendance at Philadelphia Chapter meetings this month or next.

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