

# CNNERS

May 1988



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Volume 49

Newsletter of the

Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

## OUR MEETING:

FRIDAY EVENING, MAY 20, 1988

The Engineers' Club, 1317 Spruce St., Philadelphia, PA

Dinner at 6:00 PM in the Club Dining Room (\$12 per person)

Meeting at 7:30 PM in the Conference Room (3rd Floor)

Our May, 1988 meeting will feature another in our continuing series of 16mm commercial films. Members present will see Grand Central, a present-day look at this major New York terminal and its planned restoration; Committed to the Land, which provides a review of the extensive natural resources of the Union Pacific Railroad; and A Steam Train Passes, an outstanding film treatment of a day's operation of an Australian steam passenger locomotive, from the NRHS Film Library.

Our usual sit-down dinner will be served in the Club Dining Room, at \$12 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, MAY 18, 1988 to President Tatnall at 215-828-0706. Those members desiring fish dinners MUST SPECIFY WHEN RESERVING!

Join your fellow Chapter members on May 20 for a fine evening of professional rail films.

## Blueliner Excursion Set to Run on June 5

Ticket orders are rolling in for Philadelphia Chapter's excursion with SEPTA's historic Blueliner electric cars on Sunday, June 5. The 56-year-old cars will follow an itinerary which includes both Chestnut Hill branches, the Airport Line and Amtrak's Harrisburg mainline to Downingtown and Thorndale, PA.



Three of the recently refurbished Blues will be used, all of them sporting open windows. These oldest of America's active commuter rail cars recently emerged from General Electric's Northeast Philadelphia shop in fresh paint inside and out, newly reconditioned seats and clear windows, and have received further electrical and truck work at Wayne shop. They are painted in SEPTA's current scheme of red, white, blue and gray, and present a very striking appearance. But their motors and gears still emit the traditional traction sounds! A good deal of high speed running is expected on Amtrak's mainline.

The special will leave 30th Street (Upper Level) at 10:20 AM, returning about 5 PM, and a number of photo stops have been programmed. A one-hour lunch stop at International Airport is also scheduled, and the appearance of these vintage cars in the Airport environment always brings a few surprised looks from air travelers.

Tickets are priced at \$20 per person and should be ordered from:

Philadelphia Chapter NRHS  
P. O. Box 7302  
Philadelphia, PA 19101-7302

Checks should be made payable to "Philadelphia Chapter NRHS" and a stamped, self-addressed envelope enclosed.

Remember, the days of riding these original Reading cars on the SEPTA Rail system may be numbered. Chapter officers do not know how much longer such excursions can be offered, in view of impending technological changes on the system. Don't miss this opportunity!

Rush-hour train 6756 to Chestnut Hill East had six vintage Blue cars as it pulled out of Market East Station on Wednesday afternoon, April 27. At the Temple U stop smoke was seen rising from car #9101 and the train was quickly evacuated. It was discovered that the car's old-style air blast transformer had caught fire, and the blaze damaged the car before it could be extinguished. Only 25 active Blues now remain in the SEPTA fleet.

## SEPTA RESTRUCTURES ITS OPERATIONS MANAGEMENT

In an unexpected management shakeup last month, SEPTA reorganized its Operations Division effective April 4. Devised by Assistant General Manager-Operations Charles W. Thomas, the new organization chart shows all top management people in the operations sector reporting directly to Thomas, effectively eliminating the former Transportation Department. Instead of each division--City Transit, Suburban Transit and Regional Rail--having its own ranking officer with authority over transportation, mechanical and training activities, these functions (with one exception) have now been reassigned to six groups with broad responsibilities across divisional lines. The groups are:

Service Operations, with responsibility for running the City Transit and Regional Rail Lines, headed by Jerome Kirzner as chief officer. Kirzner was formerly acting chief officer of the Regional Rail Division.

Rail Equipment Maintenance, with responsibility for day-to-day and heavy maintenance of all steel-wheel equipment operated by SEPTA. W. Eric Vogel is chief rail equipment officer, having formerly been chief mechanical officer.

Automotive Equipment Maintenance, which handles light and heavy maintenance of all rubber-tired equipment, including buses and trackless trolleys. Jeffrey H. McCormick continues as chief automotive officer.

Facilities Maintenance, headed by Ronald O. Swindell as newly-appointed chief engineer, supervising all track, bridge, building and other fixed facilities construction and maintenance.

District Operations, responsible for all operations at the "district" (or depot) level. This group, headed by Chief Officer-District Operations George T. Hague, must provide crews and serviceable vehicles when needed by Service Operations. Hague was formerly director of maintenance for Regional Rail.

Operations Safety & Training, which will handle all safety and training programs. It is headed by Kim S. Heinle, previously manager-administration for operations.

In addition, Suburban Operations remains a separate group charged with running all former Red Arrow/Frontier bus and rail lines. Ronald DeGraw, formerly chief officer of Suburban Transit Division, was named to the position of chief officer-suburban operations.

Also reporting to Thomas are four staff officers who continue with virtually unchanged duties. They are: Eugene K. Skoropowski, chief operations planning officer; Robert B. Birnbrauer, acting chief industrial relations officer; Frank X. Hutchinson, chief officer-labor negotiations; and James T. Gallagher, chief officer FERP operations ("FERP" means Frankford Elevated Reconstruction Project).

This reorganization takes place during a period when SEPTA is searching for a new general manager, who may have his own ideas on management structure. Thomas, also considered a candidate for GM, was appointed to his present position by short-term General Manager William G. Stead, replacing the now-departed Frank Wilson as head of operations.

## THIS IS A YEAR OF RAIL ANNIVERSARIES IN PHILADELPHIA

The year 1988 is a memorable one if just for the significant rail-related anniversaries of events which occurred in the Philadelphia area. Here are some historic milestones:

### 20th anniversary

Penn Central began operations February 1, 1968  
SEPTA began operations September 30, 1968

### 30th anniversary

Baltimore & Ohio ended passenger service here April 26, 1958  
Route 6 trolley service to Willow Grove ended June 8, 1958  
Budd Pioneer III electric cars began revenue service on PRR July 7, 1958

### 40th anniversary

Reading's re-equipped passenger train Wall Street made first run March 1, 1948  
Reading's re-equipped passenger train Schuylkill made first run November 14, 1948

### 50th anniversary

PCC trolleys made first revenue runs in Philadelphia August 15, 1938

### 60th anniversary

New Eddystone plant of Baldwin Locomotive dedicated June 28, 1928  
Philadelphia Rapid Transit opened Torresdale Avenue extension of Route 56 September 2, 1928

### 100th anniversary

Devastating Blizzard of 1888 struck City March 11, halting all rail and transit service for days

### 150th anniversary

Philadelphia & Reading ran its first revenue train, from Reading to Pottstown behind the Rocket, May 1, 1838

In addition, this spring marks the 40th anniversary of the end of double-deck bus operation in Philadelphia (on Broad Street). Readers who know of other major anniversaries are invited to share them with Cinders readers.

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

## CHAPTER OFFICERS:

President.....F. G. Tatnall, Jr.  
Senior Vice President.....Michael L. Burshtin  
Vice President & Treasurer.....David L. Kopena  
Secretary.....Sheila A. Dorr  
National Director.....James S. Myers  
Editor.....R. L. Eastwood, Jr.

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

ANNUAL MEMBERSHIP DUES: \$19.00 per person, which includes Chapter and National dues. Chapter-only dues \$10.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

ADDRESS CHANGES should be sent to the Editor at: Post Office Box 41, Huntingdon Valley, PA 19006-0041.

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EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 41, Huntingdon Valley, PA 19006-0041.



Philadelphia Chapter Members Joseph M. Mannix (second from left) and Willard Hart (third from left) receive their gold pins marking 50 years of NRHS membership, at the April 15 Chapter meeting in the Engineers' Club. Congratulating the recipients are Chapter President Frank Tatnall (left) and Eastern Region Vice President R. L. Eastwood, Jr. (right).  
--Photo by MICHAEL L. BURSHTIN



El Simon is on special duty.

His column will resume next month.

## "CINDERS" STILL LOOKING FOR NEWS COLUMNIST

As noted here last month, Cinders has an opening for a person to write a monthly column of news devoted to the activities of Chapter members. Anyone interested should contact Editor Larry Eastwood at 215-947-5769 (leave message on machine).

## CHAPTER OFFICERS RE-ELECTED; SHEILA DORR IS NEW SECRETARY

Most officers of Philadelphia Chapter were re-elected to new one-year terms at the Chapter's April 15 meeting in the Engineers' Club. They are:

President, Frank G. Tatnall  
Senior Vice President, Michael L. Burshtin  
Vice President & Treasurer, David Kopena  
National Director, James S. Myers

Sheila Dorr was elected Secretary to succeed Marie K. Eastwood, who has retired from that position.

## CHAPTER TO PURCHASE RADIOS FOR EXCURSION USE

At the suggestion of Senior Vice President Michael Burshtin, the Chapter has decided to purchase two single-channel Motorola Model HT90 radio sets for use on Chapter excursions. A unanimous vote to purchase the radios was taken at the April 15 Chapter meeting held in the Engineers' Club.

## ARTICLES AVAILABLE ON NORRISTOWN INTERLOCKINGS

A three-part historical sketch on the ex-Reading (now Conrail and SEPTA) interlockings at Norristown has recently appeared in the Colebrookdale Local, newsletter of the Pottstown & Reading Chapter NRHS.

Members wishing copies of this interesting eight-page series may obtain them by sending a stamped, self-addressed envelope to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

## PARK SERVICE ISSUES STEAMTOWN PLAN

The National Park Service has released a 28-page "Comprehensive Management Plan" for the proposed Steamtown National Historical Site in Scranton, PA. The plan provides for development of the former Lackawanna Railroad shop area and operating excursion line at an estimated cost of \$60.3 million.

COPIES OF 1987 FINANCIAL STATEMENT AVAILABLE. Members who wish a copy of Philadelphia Chapter's financial statement for 1987 should send a stamped, self-addressed envelope to: David Kopena, Vice President & Treasurer, 422-B Avenue A, Horsham, PA 19044-2061.



## FRANK G. TATNALL, JR.

SEPTA is ordering sophisticated automatic train control (ATC) equipment for its 305 Silverliner II, III and IV cars. This action is needed to comply with a Federal Railroad Administration order that all trains operating on AMTRAK's Northeast Corridor be ATC-equipped by July 1, 1990. The new equipment, which will be operative as far north as Wayne Junction together with a new cab signal system, will be paid for by a \$9.5-million grant from Uncle Sam. It will include an automatic cut-in/cut-out feature for entering and leaving controlled territory.

The dark side of this is the fact that the vintage Blueliners--and probably the five remaining Pioneer III cars as well--will not be equipped with ATC. This will force them into almost certain retirement within two years.



SEPTA lopped off another lightly-traveled service when it discontinued the Cynwyd end of Route R6 effective April 11. The R6 public timetable was delayed in issuance because it had to be revised following the early April decision to cut back the route. The current form shows just the service between Norristown and 30th Street Station, with a separate R6 shuttle bus timetable listing the six-day-a-week bus service between Cynwyd and Overbrook where connections are made to and from R5 trains. Serious delays had plagued the Cynwyd trains since vandals destroyed the signal controls at "Jeff" interlocking in West Philadelphia on April 18 (see April Cinders).

The combining of operations management on SEPTA's Regional Rail and City Transit Divisions last month (see separate story) was hardly mentioned in the press, but deposed RRD Chief Officer James Cira received considerable media attention. Reports have surfaced that a Federal grand jury is now probing Cira's role in arranging the long-term lease of 35 push-pull cars and seven locomotives from Bombardier, a deal strongly criticized by former General Manager William G. Stead. Cira was fired by SEPTA last month for alleged "double-dipping" in billing SEPTA for consulting services after he had signed on as a full-time employee.

Over the years one man received a great deal of credit for keeping the Reading Company's aging fleet of MU cars operating. He was Charles D. Van Sciver, long-time superintendent of Reading's electric car shops, who died April 11 in Philadelphia at the age of 69. Mr. Van Sciver proudly told friends that, on the day CON-RAIL took over the system in 1976, he delivered the entire fleet of "blue" and "green" MU cars to the successor road with not one of the 45-year-old cars having been retired. When asked why--with a fleet of new Silverliners arriving--he had spent the money to rebuild wrecked trailer #783, Van Sciver reportedly told his superiors that "My job is to fix cars--nobody told me not to fix that car!"

A curious raccoon crawled into a Philadelphia Electric substation in Germantown on the night of April 19, causing a power outage which shut down the entire Reading side of SEPTA's rail network for over two hours beginning at 10:33 PM. Several hundred other PE customers also were affected by the outage..... R5 train #581 was just pulling out of Chalfont station on the Doylestown Line at 7 PM on April 18 when a passenger attempted to jump onto the last step. The man fell under the wheels and was killed.....Work has begun on expanding the SEPTA parking area at Exton station from 100 to 200 spaces. The R5 station in Chester County has had a severe parking problem for some time.

The first overhauled Silverliner II, #9010, returned from Morrison-Knudsen's Hornell (NY) shop on April 8. It is undergoing tests before returning to service.....Deadhead train D9504 ran from Paoli shop to Wayne Junction on the night of April 13 with Blues #9116-9110-9125 towing repaired Pioneer III #244.....Steelwork is completed on the new Indiana Avenue bridge over SEPTA's mainline at 16th Street Junction in North Philadelphia.....Major trackwork on 30th Street Station's Upper Level is still scheduled to begin on May 13.

Willard G. Rouse III, chairman of the Pennsylvania Convention Center Authority, last month pledged to keep the Reading Terminal Market open during construction of the \$468-million convention center in the Terminal area. Merchants in the market have publicly expressed their fears that they will be forced out during the two-year construction period.....The Philadelphia Police transit unit has added two battery-powered Cushman golf carts--dubbed "Molemobiles"--to aid in patrolling the 3-1/2 miles of subterranean concourses and tunnels in the City Hall-Suburban Station area.....SEPTA has closed the part-time block and train order station at Allen Lane on the Chestnut Hill West Line. The operator at "A" tower on the Airport Line is now responsible for communications on the branch.....SEPTA has removed from service one of the two Norristown Line tracks between "CP-Kalb" interlocking in Norristown and "Norris" tower on the opposite side of the Schuylkill River.

## PHILADELPHIA EXPRESS (Continued from Page 4)



More than 30,000 Amtrak, SEPTA, NJ TRANSIT and PATH riders were delayed during the 40-minute outage.

Former AMTRAK Operator Thomas Connor will not have to face criminal charges for his role in the derailment of the Night Owl in Chester last January 29 (see February Cinders). Delaware County District Attorney William H. Ryan, Jr. announced April 13 that there was insufficient evidence to link Connor's apparent use of drugs with the accident, which injured 25 people and caused more than \$3 million in damages.....A power failure knocked out all service on AMTRAK's mainline between Bristol, PA and New York at 7:39 AM on April 7.

The Reagan Administration wants to transfer \$60 million of U.S. DOT funding to the Coast Guard to maintain patrols against drug runners. The money would be taken from current appropriations for AMTRAK, mass transit and local highway projects (Fast Mail).....As previously reported, the Administration has budgeted no funds for AMTRAK in Fiscal Year 1989 beginning October 1, but it is probable that Congress will ignore this recommendation.....As part of its 1988 bridge repair program, AMTRAK will convert eight sub-standard bridges on the Northeast Corridor from open-deck structures to ballasted-deck spans, and rehabilitate three others. Six of the bridges are on the Philadelphia Division mainline (Amtrak Newsbreak).....AMTRAK will spend \$1.1 million for the second phase of a project to set up production line facilities at the Bear (DE) shop for three and six-year Amfleet overhauls. Some cars are already being overhauled at Bear after completion of Phase I of the project (Newsbreak).

Renumbered E60CP 620 has been spotted pushing and pulling Capitoline cars on the Harrisburg 600-series trains. On April 16 F40PH diesel #268 was pushing the three-car Capitoline set eastward on train #608. ....AMTRAK and the Pennsylvania Public Utility Commission are locked in a court battle over who should assume the cost of replacing two bridges which cross the Harrisburg mainline in Chester County. The court's decision could set a precedent in other cases where Amtrak may be asked to pay for repair or replacement of so-called "orphan" bridges.....The average AMTRAK employee earned \$29,615 in 1987 (Newsbreak)..... Friends of the Railroad Museum are attempting to arrange a special passenger run on June 11 from Lancaster to Strasburg, PA with ex-Pennsy steamer #7002. The route would be AMTRAK and STRASBURG RAIL ROAD.

With its new Philadelphia CETC center functioning smoothly, AMTRAK has begun to close its remaining towers along the Corridor south of Wilmington.....AMTRAK will move its national operations center from Washington to Philadelphia in July.....AMTRAK's new 68-page national timetable will be effective May 15 through September 17. Featuring a stylized desert scene on the cover, this issue marks the transition from two to three system timetables per year.....AMTRAK is still offering its free full-color travel planner entitled "Amtrak's America." Pick up one at a travel agent, ticket counter or by calling 1-800-USA-RAIL..... AMTRAK has released an artist's rendering of its new AC-traction Model F69PH diesel-electric locomotives. Similar in appearance to the ubiquitous F40's, the two units (#410 and 411) apparently will feature a more streamlined front end design.....AMTRAK is moving to condemn 48.5 miles of GUILFORD's "Conn River Line" in Vermont and New Hampshire with the intention of rebuilding it and reinstating the discontinued Montrealer. The petition filed with the Interstate Commerce Commission last month proposes that Amtrak buy the line for \$506,000 under a rarely-used provision of the Rail Passenger Service Act, then resell it to the CENTRAL VERMONT RAILWAY for operation.



SEPTA's board is considering a \$550-million operating budget for Fiscal Year 1989 beginning July 1, \$26 million less than originally proposed because that amount was shifted to the capital budget. This "bare-bones" proposal was described by Acting General Manager James F. Kilcur as a "short-term survival plan" which maintains existing fares and services at the price of reduced maintenance expenditures. SEPTA said that unless it receives higher subsidies substantial deficits will be incurred in 1990 and beyond. The projected budget shortfall in 1990 will be \$40.7 million--on top of SEPTA's current accumulated deficit of \$100 million--and will require a 15-percent increase in farebox revenues to cover it. While State, Federal and local subsidies have been growing, to an anticipated level of \$242 million next year, their share of the operating budget has actually declined from 49 percent to 42 percent since 1980.

The Inquirer on April 6 reported that new SEPTA Chairman J. Clayton Undercofler III is receiving high marks for his efforts to unify the fractious SEPTA board, and to dismantle what one official called the "bunker mentality that has prevailed around here for a long time." Undercofler "does not intend to involve himself in the day-to-day operations of SEPTA and (instead) he intends to focus on the mega-issues--like addressing the capital funding problems," said H. Patrick Swygert, Governor Casey's appointee to the board and an outspoken opponent of former Chairman Lewis F. Gould, Jr. A recent consultant's estimate placed SEPTA's total capital needs at \$2.3 billion for new equipment and the rebuilding of the system's deteriorated physical plant.

Undercofler has decided that, rather than developing a full-blown strategic plan of its own, SEPTA will instead contribute to a major study of future transportation requirements to be prepared by a team of consultants for the Delaware Valley Regional Planning Commission. (Last fall's ten-page "Master Rail Plan for Southeastern Pennsylvania" was simply a wish list and was not part of any strategic planning process.) Elected officials in the five-county region who requested the study will soon decide on which of three general scenarios should be addressed: closing down SEPTA and creating separate transit agencies, developing new funding sources to maintain SEPTA's current service levels, or expanding the scope of mass transit in the region. Undercofler's priorities also include the hiring of a new general manager who will be given a free hand to run the system. Former PORT AUTHORITY TRANS-HUDSON Executive Louis J. Gambaccini may still be in the running in spite of his recent move to a New York-based "think tank."

(Continued on Page 6)

## PHILADELPHIA EXPRESS (Continued from Page 5)

SEPTA will again shut down the north end of Route 23 this summer--and possibly the entire line--for street and track work.....The Inquirer on March 31 reported on neighborhood opposition to the retention of trolleys on the Torresdale Avenue section of Route 56. "Nostalgia is good," said the president of the Tacony Business Association, "if it's workable. We're trying to bring this avenue back and modernize it, and here we have this old dinosaur." But Chapter Member Joseph Mannix, also interviewed, contended that the PCC's are a "treasure".....The Inquirer also did a piece on April 8 about an upcoming reunion of drivers who worked the double-decker buses on Broad Street until they disappeared in 1948.

SEPTA has decided to redesign the maintenance shop for suburban rail cars which is to be built adjacent to the el car shop at 69th Street. The new facility, intended to service both the standard-gauge P&W cars and the wide-gauge Media and Sharon Hill LRV's, will probably be delayed until 1990, meaning that at least some of the 26 new cars on order for the Norristown High Speed Line will initially have to be maintained at the 80-year-old 72nd Street shop.....A three-foot-long model of the new cars was on display last month at SEPTA's 2nd & Wyoming offices.

Kawasaki-built LRV #9061, speeding through the West Philadelphia trolley tunnel early Sunday morning April 10, derailed on a sharp curve at the 33rd Street station and crashed into a pillar. Twenty-six passengers were hurt and the operator suffered serious leg injuries. The front end of the Route 11 car was badly damaged but can be rebuilt. Excessive speed was blamed for the accident, possibly because the operator fell asleep .....Investigators from the Urban Mass Transportation Administration, conducting one of several probes of SEPTA's management practices, last month interviewed former General Manager William G. Stead. Now back at his old job as head of the SAN FRANCISCO MUNICIPAL RAILWAY, Stead repeated several of the charges which he made during his battle for control of SEPTA last December.....SEPTA is offering for sale two "classic" buses which had been saved for historic preservation. They are 1955 GMC #1060 and 1956 GMC #3227.

## CONRAIL

CONRAIL has reported net income of \$48 million or 69 cents a share during the first quarter of 1988, a 44-percent decline from the \$86 million or \$1.28 a share a year ago. Revenues, however, rose 5.5 percent from \$788 million to \$831 million. Chairman L. Stanley Crane explained that the drop in net was caused by reduced real estate sales and the loss of tax credits which in the first quarter 1987 eliminated Federal income tax payments.....CONRAIL was ranked 252nd among U. S. corporations in the market value of its stock last year, according to Forbes Magazine's recent listing of 500 top companies. Forbes also said that Conrail ranked 220th in assets (\$6.8 billion), 238th in revenues (\$3.2 billion) and 151st in net income (\$267 million--although Conrail reports \$299 million).....CSX CORP. ranked 99th, 110th, 81st and 88th respectively.....CSX, by the way, last month named John W. Snow, 48, as its president, a job formerly held by Hays T. Watkins who remains as chairman and CEO. Snow had been president of subsidiary CSX TRANSPORTATION.

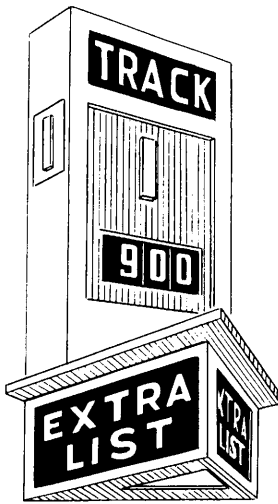
The new NORAC operating rules will become effective October 1 on CONRAIL (see April Cinders). Designed to bring uniformity to the rules of northeastern railroads, NORAC will take effect September 1 on AMTRAK, SEPTA and NJ TRANSIT.....The 44-car Ringling Bros. Blue Unit circus train will move May 30 from Portland, ME to South Philadelphia via GUILFORD-CONRAIL. After the show plays the Spectrum May 31-June 12 the train will depart for Tulsa, OK.....A total of 25 CONRAIL GP35's have thus far been removed from storage, repaired and leased to power-short CP RAIL. Six ex-Reading units (#3637, 3641, 3642, 3644, 3651 and 3656) are among those already on CP.....Tri-State Chapter has been informed that its two 1988 convention specials to Selkirk, NY will run as scheduled in spite of a planned closure of Conrail's River Line for major work this summer.....The first three units of CONRAIL's order of B40-8 diesel locomotives from General Electric were delivered on April 26. Units #5060-5062 appeared in Cleveland, OH.

## NJ TRANSIT

NJ TRANSIT will raise its fares by an average of nine percent on May 1, affecting 325,000 daily rail and bus riders. The increase is intended to offset a projected \$32.5-million deficit in NJT's \$590-million operating budget for FY 1989.....NJT's board has adopted a revised capital program for 1988-1989 totaling about \$472 million, of which \$100 million will go for rail infrastructure improvements and \$159 million for upgrading rolling stock (NJT Inside Track).....NJT has added two diesel-powered trains to its rush-hour Trenton-Princeton Junction-Newark service. A third evening diesel train from Newark to Trenton replaces discontinued AMTRAK Clobber #227. NJT does not have enough MU's and electric locos to meet booming demand on the NEC line.

NJ TRANSIT's ten remanufactured GP40FH-2 diesels have arrived from Morrison-Knudsen. Numbered 4130-4139, the 3,000-hp units were "kitbashed" from GP40's and F45's (Jersey Central Chapter News).....NJT will study the possible restoration of passenger service on CONRAIL's ex-Reading line between Manville and West Trenton, NJ. The last trains were removed in December 1982 (Tri-State Chapter Block Line).

Democratic Presidential Candidate Michael S. Dukakis rode an AMTRAK campaign train April 24 from Pittsburgh to Altoona, just prior to his victory in the Pennsylvania primary election two days later. Dukakis, who as governor of Massachusetts has strongly supported public transit, told audiences at several economically depressed towns enroute that he would put increased Federal money into Amtrak and the nation's transportation infrastructure to help build a strong economy. He spoke from the rear platform of Amtrak's business car 10000.



MAY 14, 1988: Lynchburg Special excursion via Norfolk Southern from Alexandria to Lynchburg, VA and return, sponsored by Washington, DC and Potomac Chapters NRHS and Chesapeake Division RRE. Diesels will be used southward and 2-6-6-4 steam locomotive #1218 returning. Fares to Lynchburg: \$59 adults, \$54 children (5-11), first class \$110. Fares to Charlottesville: \$45 adults, \$42 children, first class \$110. Optional box lunch \$4. For tickets and information, write: Steam Train, P. O. Box 456, Laurel, MD 20707, enclosing stamped, self-addressed envelope.

MAY 14: Field trip to Hagley Museum near Wilmington, DE, followed by ride on Wilmington & Western's ex-Pennsylvania doodlebug #4662, sponsored by Delaware Valley Chapter NRHS. Fare: \$27.50 per person, including bus transportation, admission to museum and train ride. Bus leaves Yardley, PA (carpool parking area at Interstate 95 and North Main Street extension) at 7:30 AM, returns about 6 PM. Order tickets from: Charles J. Benz, 85 Brook Drive, Holland, PA 18966, making checks payable to "Delaware Valley Chapter NRHS." Tickets will be held for pickup on bus.

MAY 15: Skyline Limited excursion from Alexandria to Front Royal, VA and return via Norfolk Southern. Motive power will be 2-6-6-4 #1218. Fares: \$45 adults, \$42 children (5-11), first class \$85. Skyline Caverns tour available for \$6 adults, \$4.50 children. Order tickets as in May 14 Lynchburg Special item.

MAY 19: Slide program "Steam-powered tourist railroads of North America" by Dr. Edward Steers, 8 PM at Canal Museum, Route 611, Easton, PA. For information, telephone 215-250-6700.

MAY 20: Tentative date for "Operation Lifesaver" special promoting grade crossing safety, from Philadelphia to Vineland, NJ, using Conrail E8 and inspection train equipment. Invited guests only.

MAY 21: Amtrak excursion from Harrisburg, Lancaster and Paoli to Mystic, CT and return, sponsored by Lancaster Chapter NRHS. Amfleet-equipped special will leave Harrisburg at 5 AM, Lancaster 6:30 AM, Paoli 7:25 AM, arriving Mystic 1 PM. Returning, train leaves Mystic at 5:20 PM, arriving Paoli 10:45 PM, Lancaster 11:35 PM and Harrisburg 12:35 AM. Fare of \$69 per person includes admission to historic Mystic Seaport or alternate tour of Yale University, New Haven and Shore Line Trolley Museum. Order tickets from: Lancaster Chapter, NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

MAY 21: Steam ramble from Hamburg and Temple, PA to Gettysburg, PA and return via Blue Mountain & Reading, Conrail and Gettysburg Railroad, sponsored by BM&R. Ex-Reading 4-8-4 #2102 will be used. Train leaves Temple 7 AM. Fare of \$62 per person includes tour of Gettysburg battlefield and visit to antique and flea markets. Order tickets from: 425 Concessions, P. O. Box 425, Hamburg, PA 19526, making checks payable to "425 Concessions, Inc." VISA and Master Card also accepted. For information, telephone 215-562-4083 weekdays.

MAY 21: Potomac Valley Special circle excursion from Alexandria to Front Royal, VA behind #1218, thence with Norfolk Southern diesels to Shenandoah Junction, WV and return to Alexandria via CSX (ex-Baltimore & Ohio) mainline through Harpers Ferry, WV and Washington, DC, using both Conrail and RF&P trackage. Fares: \$59 adults, \$54 children (5-11), first class \$110. Optional box lunch \$4. Order tickets as in May 14 Lynchburg Special item.

MAY 22: Piedmont Limited excursion via Norfolk Southern from Alexandria to Charlottesville, VA and return, using 2-6-6-4 #1218 southward and diesels returning. Fares: \$45 adults, \$42 children (5-11), first class \$85. Order tickets as in May 14 Lynchburg Special item.

MAY 29-30: Budd RDC specials via New York, Susquehanna & Western, sponsored by Jersey Central Chapter NRHS. Train will leave Saddle Brook, NJ (Garden State Parkway Exit 159) at 9 AM for Warwick, NY, returning about 5 PM. Fare: \$55 per person. For tickets and further information, write: "Susie Q Trip," Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066, enclosing stamped, self-addressed envelope.

MAY 30: Ringling Bros. 44-car circus train arrives at Conrail South Philadelphia yard from Portland, ME. Circus will perform at the Spectrum May 31 through June 12.

JUNE 4: Excursion on former Lackawanna branch now operated by North Shore Railroad from Northumberland to Berwick, PA and return, using SW8 diesel painted in Erie Lackawanna colors and ex-Reading open-window coaches. Train leaves Northumberland at 9 AM, and is sponsored by Central Pennsylvania Chapter NRHS. Fare: \$20 per person. Order tickets from: Central Pennsylvania Chapter NRHS, P. O. Box 145, White Deer, PA 17887, enclosing stamped, self-addressed envelope.

JUNE 5: All-electric excursion on SEPTA Regional Rail Division using 56-year-old ex-Reading Blueliner open-window cars, sponsored by Philadelphia Chapter NRHS. Train leaves 30th Street Station (Upper Level) at 10:20 AM, returns about 5 PM, covering both Chestnut Hill branches, Airport Line and Amtrak Harrisburg mainline to Downingtown, PA. Lunch and photo stops are scheduled. Fare: \$20 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

JUNE 11: Steam ramble from Hamburg and Temple, PA to Harrisburg, PA and return via Blue Mountain & Reading and Conrail, sponsored by BM&R. Ex-Reading 4-8-4 #2102 will be used. Train leaves Temple 9 AM. Fare of \$38 includes turning train on famed Rockville bridge west of Harrisburg. Order tickets as in May 21 Ramble item.

## EXTRA LIST (Continued from Page 7)

JUNE 16-19: 3rd annual American Railroad Conference at Altoona Campus of Pennsylvania State University. Conference features presentations on Pennsylvania Railroad President J. Edgar Thomson, 19th Century locomotives and cars, present Conrail operations and the John Bull. Guest lecturers include noted historians John H. White, Jr. and William L. Withuhn of the Smithsonian Institution. Tours will be conducted of Conrail's Juniata locomotive shops, Samuel Rea car shop and Allegheny Division control center, as well as Flood Museum in Johnstown, PA, Horse Shoe Curve, Allegheny Portage Railroad Historic Site and Conrail mainline. Cost: \$340 per person which includes tours, conference materials, meals and dormitory rooms (\$300 without room accommodations). Campus is accessible by rail, air or highway transportation. Registration deadline June 1. For brochure, write: Penn State Altoona Campus, Continuing Education, Ivyside Park, Altoona, PA 16601-3760 (telephone 814-949-5045).

JULY 9: Steam ramble from Hamburg and Temple, PA to Philadelphia via Blue Mountain & Reading-Conrail-Amtrak, sponsored by BM&R. Ex-Reading 4-8-4 #2102 will be used. Train leaves Temple 9 AM. Fare of \$36 per person includes bus service between 30th Street Station and Philadelphia Zoo and admission to the Zoo. Order tickets as in May 21 Ramble item.

JULY 9-17: "Lake Superior Rails" tour of western Great Lakes area, sponsored by Overland Chapter NRHS. Deluxe motor coach leaves St. Paul, MN for Duluth, Thunder Bay and Sioux Ste. Marie and, after rail tour via Algoma Central to Agawa Canyon and return, bus proceeds to Green Bay and Wisconsin Dells, WI. Connection to Amtrak Empire Builder for Chicago. Visits to museums at Duluth, Green Bay and North Freedom, WI included. Fare: \$796 per person St. Paul to Chicago. Single supplement \$150. Full payment is due by May 9. Make reservations with: Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265 (telephone 309-764-1834).

JULY 27-31: "Garden State in '88" national convention based in Somerset, NJ, sponsored by Tri-State Chapter NRHS. Pre-convention activities begin July 23. Five mainline steam trips behind ex-Nickel Plate 2-8-4 #765 have been scheduled, as well as several diesel and traction excursions, the annual banquet and many other rail-related and non-rail events. Complete brochure and ticket order form has been mailed to all members. For further information, write: Tri-State Chapter NRHS, P. O. Box 1217, Morristown, NJ 07960-1217.

AUGUST 14: Tentative date for special PCC trolley excursion commemorating the 50th anniversary of PCC service in Philadelphia, sponsored by Philadelphia Chapter NRHS. For further information, write: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. Details will be reported in Cinders.

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