

CINDERS

October 1988



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Volume 49

Newsletter of the

Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

OUR MEETING:

FRIDAY, OCTOBER 21, 1988

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

Dinner at 6:00 PM in the Club Dining Room (\$13 per person)

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

The October 21 meeting of Philadelphia Chapter will feature "A Scandinavian Spring", a narrated slide program by Mike and Lynn Burshtin, covering their spring, 1988 visit to Finland, Norway and Sweden. Among the subjects covered will be Helsinki City Transit, the North line to Narvik, Andalsnes, Flam and the Bergen-Oslo line. You'll want to be present to view rail action in the North Sea area presented by Mike and Lynn.

Our usual sit-down dinner will be served in the Club Dining Room, at \$13 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, OCTOBER 19, 1988 to President Tatnall at 215-828-0706.

Join us on October 21 as we view beautiful Scandinavia!

Last "Reading" Blue to Run November 5

Blueliner 9135 is the last of SEPTA's active Blueliner fleet still painted in the blue-and-white scheme applied by Reading shops in 1964-65. It will be taken out of service this fall along with several of the other surviving 1931-32 cars, as more of the new Bombardier push-pull cars are placed in operation. The Blues are the oldest passenger cars in America still in regular public service.

Philadelphia Chapter has been informed that #9135 will be the lead car on the excursion scheduled for Saturday, November 5. In common with #9129--still painted in an earlier SEPTA scheme--9135 was not among the 20 Blues which went through a rehabilitation program two years ago. All of the two dozen remaining Blues must be retired before the Federal government's mandatory speed control rules take effect in 1990--and they all may be gone before that.



The November 5 special will depart from the Upper Level of 30th Street Station at 10:05 AM to cover all or parts of four former Reading branches: Chestnut Hill, Fox Chase, New York and Bethlehem. Following a number of photo stops and runbys, as well as a lunch break, the train will return to 30th Street about 4:50 PM. The fare is only \$20 per person.

Tickets may be ordered by mail from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to the Chapter and enclosing a stamped, self-addressed envelope.

As the second half of a "Philadelphia Traction Weekend," Buckingham Valley Trolley Association will sponsor two excursions on Sunday, November 6 covering SEPTA's ex-Red Arrow rail system. At 10:10 AM a two-car train of 1931-vintage Brill Bullets will leave 69th Street Terminal for an excursion on the former P&W Norristown High Speed Line. Then, at 1:30 PM a two-car train of modern Kawasaki cars will depart for a photo tour of the Media and Sharon Hill lines. The fare for each trip is \$15, or \$26 for both. Tickets may be ordered from: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "BVTA" and enclosing a stamped, self-addressed envelope.

Both Philadelphia Chapter and BVTA have been authorized to sell tickets for all three trips on this weekend in a "one-stop shopping" arrangement. Trip flyers have been mailed to all Chapter members and tickets will be on sale at the October 21 monthly meeting.

This weekend offers a golden opportunity to ride classic railcars from the early '30's as well as modern state-of-the-art light rail cars, all with one ticket order.

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.....Peter M. Senin
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.

ANNUAL MEMBERSHIP DUES: \$22.00 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.

CSX WILL BUY BACK ITS COMMON STOCK, SELL MAJOR NON-RAILROAD HOLDINGS

CSX
The Company
That Puts Things
In Motion.

CSX Corp. announced last month that it will restructure itself by repurchasing up to 38 percent of its outstanding common stock, as well as selling off two of its energy-related subsidiaries, Texas Gas Transmission Corp. and CSX NGL Corp. The move was seen by some Wall Street analysts as an effort to boost the stock price and reduce the risk of a possible takeover by corporate raiders. After the September 19 announcement, the price of CSX stock rose \$3.75 per share to close at \$30-5/8 on the New York Stock Exchange, well below its high for the last 12 months of \$41.

"The restructuring program evidences our continued commitment to increasing stockholder value by concentrating our resources on our core transportation businesses," said Chairman Hays T. Watkins of the Richmond (VA)-based holding company. CSX has a number of important subsidiaries, including CSX Transportation, CSX Energy, CSX Properties, CSX Technology and the Sea-Land Corp. CSX was expected to buy back up to 60 million shares, some of them on the open market. Reportedly, CSX may also sell off some of its resort properties, including the famed Greenbrier at White Sulphur Springs, WV, to raise money for the stock purchases and for a concurrent plan to trim 8,200 jobs from its railroad payroll.

Financial sources said the natural gas and resort properties should bring in more than \$1 billion, which would supplement the \$1.1 billion which CSX now holds in cash reserves and short-term investments.

Earlier, CSX and the RF&P Railroad revealed a plan to commercially develop much of the 350 acres of prime real estate now occupied by Potomac Yard in Alexandria, VA. The land is owned by the RF&P, and in turn CSX holds a majority interest in that railroad.

RAILPACE FEATURES BARRY ARTICLE ON NRHS CONVENTION

The recent "Garden State in '88" NRHS convention is the subject of a five-page article in the September issue of Railpace Newsmagazine, written by Chapter Member Steve Barry. The illustrated article pulls no punches in describing the trips operated during the week-long convention and the host of problems which arose both on and off the trains. But Author Barry is fair in his analysis, making allowance for the overly ambitious program attempted by the sponsoring Tri-State Chapter.

The colorful 48-page magazine, which sells for \$3.50 per copy, also includes a report on Delaware Otsego's takeover of the bankrupt Delaware & Hudson Railway, as well as many other items of interest to railfans in the Northeast. Chapter Member Gerry Williams is also featured with his monthly "SEPTA Scene" column.

CONVENTION REFUNDS IN THE WORKS

Many members are expecting refunds for trips cancelled during the "Garden State in '88" national convention last July. Officials of Tri-State Chapter were working last month to clear up these refunds.

Inquiries should be directed to:

Mr. John K. Fiorilla
Tri-State Railway Historical Society
P. O. Box 1217
Morristown, NJ 07960-1217

ADDENDUM TO LIST OF MEMBERS ATTENDING 1988 NATIONAL CONVENTION

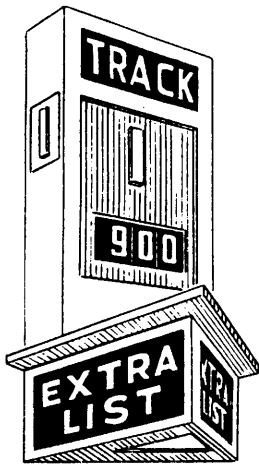
The following Philadelphia Chapter members were inadvertently omitted from the list of those attending the 1988 national convention in Somerset, NJ, as published in the Summer issue of Cinders:

Richard O. Adams

James Boyd

Kermit E. Geary, Jr.

EL SIMON'S "ON THE SCENE" AND FRANK TATNALL'S "PHILADELPHIA EXPRESS"
WILL RESUME NEXT MONTH.



OCTOBER 1-30, 1988: 2nd annual railroad art and photography show in downtown Hanover, PA, 15 miles southwest of York, sponsored by Hanover Area Art Guild. Admission free to public but there is \$5 registration fee for those wishing to exhibit. For information, contact: John R. Mowrer, 112 Fulton Street, Hanover, PA 17331 (telephone 717-632-0982).

OCTOBER 8: Railroad Festival '88 at Morristown & Erie depot, Whippany, NJ, 11 AM to 4:30 PM, sponsored by Whippany Railway Museum and M&E Railway. Equipment displays will include M&E Alco diesels, ex-PRR GGI electric #4873, NJ Transit equipment, NRHS-owned cars and antique passenger buses. Photographer O. Winston Link will be on hand to autograph copies of his new book, Steam, Steel & Stars. "Operation Lifesaver" display will be presented by Conrail and NJT. Admission by donation to Whippany Museum.

OCTOBER 8-9: East Broad Top Railroad fall spectacular with special steam trips and Shade Gap trolley operations, plus tours of authentic EBT shops, at Rockhill Furnace (Orbisonia), PA. All-day EBT pass \$20. For information, write: EBT Railroad, Rockhill Furnace, PA 17249 (telephone 814-447-3011).

OCTOBER 8-9: Diesel-powered autumn leaf special on Norfolk Southern Hagerstown, MD to Luray, VA and return for 19th annual Page County Heritage Festival at Luray. For information, write: Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601 (telephone 703-662-8964).

OCTOBER 9: Blue Mountain & Reading excursion from Hamburg and Temple to Tamaqua, PA and return via BM&R and Conrail, powered by ex-Reading GP30 diesel #5513 and C630 #5308. Train leaves Hamburg 8 AM, Temple 9 AM, arriving Tamaqua 11:15 AM. Returning, leaves Tamaqua 4 PM, arriving Temple 6:15 PM, Hamburg 7:05 PM. Fare: \$29 per person. Order tickets from: 425 Concessions, Inc., c/o BM&R, P. O. Box 425, Hamburg, PA 19526, making checks payable to "425 Concessions, Inc." For information, telephone 215-921-1442.

OCTOBER 15: Fall foliage excursion via Metro-North and Conrail from New Haven, CT to Croton-Harmon, NY and return, sponsored by New Haven Historical & Technical Association. Powered by NH-painted FL9 units, the train will operate via Danbury, CT and Beacon, NY, and execute several photo runbys. Train leaves New Haven 8:30 AM, Danbury 11 AM, returning to Danbury about 6 PM and New Haven at 8 PM. Fares: from New Haven adults \$49, children \$44; from Danbury \$44 adults, \$39 children. Order tickets from: New Haven H&T Association, 5 Cannondale Drive, Danbury, CT 06810, enclosing stamped, self-addressed envelope.

OCTOBER 16: Blue Mountain & Reading excursion from Hamburg and Temple to Jim Thorpe, PA and return, via BM&R and Conrail, powered by ex-Reading 4-8-4 #2102. Train leaves Hamburg 8 AM, Temple 9 AM, arriving Jim Thorpe 1 PM. Returning, leaves Jim Thorpe 5 PM, arriving Temple 9 PM, Hamburg 9:50 PM. Fare: \$43 per person. Order tickets from: 425 Concessions, Inc., c/o BM&R, P. O. Box 425, Hamburg, PA 19526, making checks payable to "425 Concessions, Inc." For information, telephone 215-921-1442.

OCTOBER 19: Tentative date for commemorative passenger train from Harrington to Seaford, DE via Conrail to mark anniversary of duPont Company plant in Seaford. Invited guests only.

OCTOBER 22: Railfanning by boat along the Water Level Route, a chartered boat on the Hudson River sponsored by New York Division of RRE. Connecting train leaves Grand Central Terminal, New York 8:50 AM, and boat leaves Peekskill (NY) dock 10:15 AM. Train returns to Grand Central 5:07 PM. With optional dinner at restaurant in ex-New York Central Cold Spring station, return to Grand Central will be at 8:10 PM. Fares: \$45 per person for boat trip only. Round-trip rail fare is \$8.75 each, box lunch \$7 and optional dinner \$25. Order tickets from: RRE New York Division, c/o Frank Bollwage, 621 Emerson Avenue, Elizabeth, NJ 07208, making checks payable to "RRE, NY Div. Trip Fund" and enclosing stamped, self-addressed envelope.

OCTOBER 22: Fall foliage excursion from Lancaster and Harrisburg to Altoona, PA, Horse Shoe Curve and return, sponsored by Lancaster Chapter NRHS. Special Amtrak train leaves Lancaster 7 AM and Harrisburg 7:40 AM, returning to Harrisburg 8:55 PM and Lancaster 9:45 PM. Fare: \$67 per person. Order tickets from: Lancaster Chapter NRHS, 249 Julia Avenue, Strasburg, PA 17579, enclosing stamped, self-addressed envelope.

OCTOBER 30: South Branch Valley Special on South Branch Valley Railroad from Green Spring to Petersburg, WV, with return by bus, sponsored by Chesapeake Division RRE. Train leaves Green Spring 9 AM to cover entire 52-mile ex-Baltimore & Ohio branch. Photo runbys planned. Fare: \$35 per person, box lunch \$5 additional. Order tickets from: Chesapeake Division RRE, c/o Wes Vernon, 1605 Billman Lane, Silver Spring, MD 20902, enclosing stamped, self-addressed envelope.

OCTOBER 30: New York, Susquehanna & Western excursion from Vernon to Butler, NJ and return via newly-rebuilt Sparta Mountain line, sponsored by Anthracite Railways Historical Society. Diesel-powered train leaves ex-Lehigh & Hudson River station at Vernon 10 AM, returning about 4:30 PM after sidetrip to Warwick, NY. Fare: \$45 per person, box lunch at Butler \$5 additional. Order tickets from: ARHS Rail Trip, c/o Brad L. Bair, 419 Derstine Avenue, Lansdale, PA 19446, making checks payable to "ARHS".

NOVEMBER 5: Reading Blueliner excursion covering four of SEPTA's ex-Reading electrified lines, sponsored by Philadelphia Chapter NRHS. Open-window 1931-vintage Blues will be used, including last active car in blue-and-white reading paint scheme (#9135). Photo stops and runbys. Special train leaves 30th Street Station (Upper Level) 10:05 AM, returns 4:50 PM with lunch stop. Fare: \$20 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope. For information telephone 215-828-0706 evenings before 10 PM.

(Continued on Page 4)

EXTRA LIST (Continued from Page 3)

NOVEMBER 5: Annual banquet of Delaware Valley Chapter NRHS at Cock 'N' Bull Restaurant, Peddlers Village, Lahaska, PA, featuring George Leilich, retired Vice President, Operations, Western Maryland Railway, with a vintage film show on the Western Maryland. Cocktail hour begins 6 PM, banquet at 7. Tickets: \$19.50 each for complete buffet dinner. Order tickets from: Charles J. Benz, 85 Brook Drive, Holland, PA 18966 (telephone 215-357-6609). Make checks payable to "Delaware Valley Chapter NRHS". Tickets will be held.

NOVEMBER 6: Twin excursions on SEPTA's suburban traction routes, sponsored by Buckingham Valley Trolley Association. Morning trip via ex-P&W Norristown High Speed Line leaves 69th Street Terminal 10:10 AM using one or two Bullet cars, and afternoon excursion via ex-Red Arrow trolley lines to Media and Sharon Hill leaves 69th Street Terminal 1:30 PM. Photo stops and runbys. Fares: \$15 each trip, \$26 for both. Tickets may be ordered separately or jointly with Saturday Blueliner excursion (see above) from: George Metz, BVTA, 130 Springton Lake Road, Media, PA 19063 or Philadelphia Chapter at above address, making checks payable to "BVTA" or "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope.

NOVEMBER 19: 2nd annual Holiday Railroad Extravaganza toy train and railroadiana show sponsored by Abington Township Police Association at Abington (PA) Junior High School, Susquehanna Road, Abington, PA, 9 AM to 2 PM. Admission: \$2 per person. Limited number of tables may still be available. For further information, contact Jack McNally, Abington Township Police Association, P. O. Box 211, Abington, PA 19001-0211.

NOVEMBER 19-20: 4th annual Erie Depot Train Show at former Erie station, Port Jervis, NY, sponsored by Depot Preservation Society. Dealers will sell railroadiana, model railroad equipment and toy trains, plus films, exhibits and door prizes will be featured. Hours: 10 AM to 5 PM, Saturday, Noon to 5 PM Sunday. Proceeds will be used for the Port Jervis Erie Depot Museum. Admission: Adults \$2, children \$1. For information, telephone 914-856-6734.

DECEMBER 3: "Shoppers Special" steam excursion from Hamburg and Temple to Norristown, PA and return via Blue Mountain & Reading and Conrail, with connecting SEPTA chartered train to the Philadelphia Gallery at Market East, sponsored by BM&R. Pacific #425 will be used to Norristown and return. Train leaves Hamburg 8 AM, Temple 9 AM, arriving Norristown about 10:45 AM, with connecting train arriving Philadelphia 12 Noon. Returning, leaves Philadelphia 6 PM, arriving Temple 9:15 PM, Hamburg 10:05 PM. Fare: \$36 per person. Order tickets from: 425 Concessions, Inc., c/o BM&R, P. O. Box 425, Hamburg, PA 19526. For information, telephone 215-921-1442.

DECEMBER 3-4: 7th annual railroadiana & train show sponsored by West Jersey Chapter NRHS at Moorestown Mall, Route 38 and Lenola Road, Moorestown, NJ. Antique and toy trains, model railroad displays and sales, railroadiana and exhibits will be featured. Hours: Saturday 10 AM - 9:30 PM, Sunday 10 AM - 6 PM. Admission free. Dealers' tables \$40 each for two days (plus 6 percent sales tax). For information, write: West Jersey Chapter NRHS, P. O. Box 1022, Haddonfield, NJ 08033 (telephone Herman Lotstein at 215-968-7630).

MORE RAIL ANNIVERSARIES LISTED FOR THIS YEAR

Following up the item in May Cinders, shown here are several additional rail-related anniversaries to be marked this year in the Philadelphia area:

10th anniversary
SEPTA resumed Route 23 trolley service to Germantown & Bethlehem Pike loop after installation of new track in Chestnut Hill, October 28, 1978. Peter Witt car #8534 and historic PCC #2054 operated

20th anniversary
PTC introduced exact fare policy September 22, 1968

30th anniversary
Westgate Hills service, last remnant of Red Arrow's West Chester trolley route, abandoned August 23, 1958

40th anniversary
Last of 627 steam locomotives built at Reading (PA) shops (G-3 Pacific #219) completed September 1948
PTC converted Route 75-Wyoming Avenue from rail to trackless trolley April 17, 1948

50th anniversary
PRR began electrified service to Harrisburg January 15, 1938
PRR introduced Raymond Loewy-designed streamlined Broadway Limited equipment, June 15, 1938
Broad Street subway service extended to Snyder Avenue, South Philadelphia, September 18, 1938

60th anniversary
Broad Street subway opens between Olney Avenue and City Hall September 1, 1928
PRT abandoned Route 23B trolley line between Chestnut Hill loop and Northwestern Avenue June 6, 1928
PRT abandoned Route 23A trolley line between Chestnut Hill and Wheel Pump loops July 15, 1928

70th anniversary
PRR began electrified service to Chestnut Hill April 1, 1918

80th anniversary
Market Street subway-elevated opened from 15th & Market to 2nd & Market August 3, 1908
Market Street subway-elevated further extended from 2nd & Market to Delaware & South October 4, 1908
Juniper Street subway-surface car loop opened June 22, 1908

We thank Members Henry Adamcik, Bert Pennypacker and Bill Sawicki for suggesting a number of the above items.

SUSQUEHANNA RUNNING DAILY TRAINS THROUGH PHILADELPHIA

Last June 23, after Delaware Otsego Corp. received a directed service order from the Interstate Commerce Commission, DO began operating the bankrupt Delaware & Hudson Railway. Through its subsidiary New York, Susquehanna & Western Railway, DO took over D&H operations from owner Guilford Transportation Industries. GTI had earlier failed in a bid to lease the D&H to another Guilford carrier (Springfield Terminal) which enjoyed more favorable labor agreements than did D&H itself.



One of NYS&W's first actions was to revive daily rail service between northern New York State and Philadelphia, utilizing D&H trackage rights over Conrail from DuPont, PA, near Wilkes-Barre, to Allentown, Reading and Park Junction, where connection is made with CSX. Before the management change, Guilford had been running daily service via Harrisburg and Perryville, MD directly to Potomac Yard, Alexandria, VA, but in light of CSX's financial support of the Susquehanna takeover the Pot Yard traffic now flows through Philadelphia and onto CSX's former Baltimore & Ohio mainline.

NYS&W is currently operating daily service with three-man crews to and from East Side yard in Philadelphia, the power running all the way through to Pot Yard and return. Southbound, the trains are symbolized RPPY (Rouses Point, NY to Pot Yard) and northbound as PYRP. (It should be noted, however, that Conrail identifies them instead as DHNE and DHEN respectively.) Operating times vary widely, but RPPY most often leaves Allentown in the early morning and arrives in Philadelphia between 6 and 10 AM. Northbound, PYRP generally leaves East Side in the pre-dawn hours but it is not unusual to see this train moving up Conrail's mainline toward Reading well after the sun is up. As a rule CSX locomotives predominate on RPPY/PYRP, supplemented by D&H and borrowed Norfolk Southern units as well as--on occasion--NYS&W's own yellow-and-black SD45's and F45's. Even its brand-new General Electric B40-8's have been spotted in Philadelphia! (If a photographer is really fortunate, the Susquehanna power will be on the point.)

With the ICC's action in August to extend the DO service order for 180 days (to February 1989), local railfans should continue to enjoy the unique color combinations now seen on the head end of RPPY and PYRP.

TOP NJT RAIL EXECUTIVES DEPART AMID CRITICISM

Alan G. Dustin, vice president & general manager of NJ Transit Rail Operations, will take early retirement on October 1 amid mounting public criticism of poor performance and equipment shortages on NJT's busy rail system. One of Dustin's top deputies, Assistant Vice President-Development Stanley Feinsod, is also retiring at the same time.

Dustin, 59, came to NJT four years ago from the presidency of the Boston & Maine, at the time that Guilford Transportation Industries took control of the B&M.

Last summer NJT took steps to beef up its mechanical department, which is responsible for car and locomotive maintenance, after road failure rates had measurably increased. Joseph S. Crawford, former Amtrak chief mechanical officer in Philadelphia, was hired as AVP & chief mechanical officer of NJT, replacing Gary Eelman. Crawford's mission is to make the best use of the new \$120-million Meadows Maintenance Facility at Kearny in keeping locomotives, coaches and MU cars on the road.

NJT's board indicated that it will conduct a nationwide search for a qualified person to replace Dustin.

K4s 1361: THE REST OF THE STORY

On the last weekend of August, ex-Pennsylvania K4s #1361 thrilled thousands as she hauled seven special passenger trains sponsored by the York (PA) Area Chamber of Commerce. But, as reported in last month's Cinders, the husky steam locomotive ran into trouble on the August 29 return trip to Altoona, derailing in Enola yard and then developing a hot journal on Conrail's mainline near Lewistown, PA.

After a week's delay at Lewistown, the 1361 was towed by a diesel locomotive at 10 mph from Lewistown to Altoona, the move timed to take advantage of reduced traffic on Labor Day, September 5. After arrival in Altoona, further inspection of the engine revealed that it would be necessary to remove the third set of driving wheels for repairs, and arrangements to do this in Conrail's Juniata shops were being made.

It is not known at this time how long the famed Pacific will be laid up for the wheel work.

RAIL TOURS PLANS SERIES OF FALL FOLIAGE RUNS FROM JIM THORPE

Fall colors this year will bring a return of the foliage excursions operated by several tourist railroads in this area. Among the most interesting are the 34-mile round-trip excursions offered by Rail Tours, Inc. from Jim Thorpe to Haucks, PA and return over a former Jersey Central branch which includes the spectacular bridge near Hometown. Rail Tours hopes to have ex-Canadian Pacific 4-6-0 #1098 available for the trips. The trips will operate on the weekends of October 8-9, 15-16, 22-23 and 29-30, leaving Saturdays and Sundays at 10 AM and 1:30 PM (except on the 29th and 30th when only the 1:30 PM trip will operate). An additional 1:30 PM trip will run on Columbus Day, October 10. The excursions extend about 2-1/2 hours. Fares are \$10 for adults and \$6 for children five to ten years old. Advance purchase is recommended by sending a check to: Rail Tours, Inc., P. O. Box 285, Jim Thorpe, PA 18229, enclosing a stamped, self-addressed envelope. Phone 717-325-4606.

SEPTA CLOSSES WARMINSTER LINE FOR TRACK REPLACEMENT

On September 25 SEPTA began a ten-week, \$3.9-million effort to rebuild its ex-Reading Warminster Line between Glenside and Hatboro. The 6.5-mile segment will see welded rail installed on the single track south to Roslyn and on both tracks from there to "Carmel" interlocking at Glenside, where the branch joins the mainline. The passing siding will also be extended at Willow Grove and a new southbound platform built to help eliminate train delays at that station.

With replacement of 17 miles of worn rail, 9,000 ties and five highway crossings, SEPTA said that the current 25-minute running time between Warminster and Glenside would be reduced by four minutes. Future signal improvements will cut the running time even further. For well over a year the nominal 40-mph speed on the branch has been restricted to 30 mph (25 mph on the single track between Hatboro and Roslyn) because of track conditions.

Riders may use shuttle buses to and from Glenside station, with express buses operating during peak hours to serve Hatboro and Warminster while local buses cover the stations between Glenside and Willow Grove. At other times, buses will stop at or near all of the branchline stations. Regular R2 trains from and to Marcus Hook are turning back at "Carmel" for the duration of the project. SEPTA has issued a special timetable for the shuttle buses as well as reissuing the basic R2 timetable with a September 25 effective date.

Rail service is scheduled to resume on December 5.

ADDENDUM TO "CINDERS" TOURIST ROAD SURVEY

As an addition to the survey of area tourist railroads published in the June issue of Cinders, the following information has been made available:

MIDDLETOWN & HUMMELSTOWN RAILROAD, Brown Street, MIDDLETOWN, PA (Telephone 717-944-4435)

Schedule: Saturdays and Sundays: Leave Middletown for Hummelstown (Indian Echo Caverns) 1:00, 2:30, 4:00 PM.

Fares: Adults \$4.50, children (4-11) \$2.50.

Distance: Middletown-Hummelstown 6 miles.

Probable Power: Steam 2-6-0 #91.

Added Attractions: Indian Echo Caverns near Hummelstown, remains of old Union Canal along right-of-way.

Note: Earlier this season, prior to reopening of the Swatara Creek bridge, train has been operating 5 miles from Middletown to Stoverdale and return.

PHILADELPHIA CHAPTER
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