



CINDERS

September 1988



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Volume 49

Newsletter of the

Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

FRIDAY EVENING, SEPTEMBER 16, 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 September 16 meeting of Philadelphia Chapter will feature our annual slide review of the summer's activities, as viewed through the lenses of numerous Chapter members. The "Garden State in '88" national convention will be reviewed, as well as other railfan activities. In addition, time permitting, a mini-auction will be conducted to sell some hard-cover books donated by the late Earle Finkbiner.

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, SEPTEMBER 14, 1988 to President Tatnall at 215-828-0706.

Join us on September 16 as we beginning our 1988-89 meeting season. Bring a friend!

EXCURSION SET FOR NOVEMBER 5 AS TIME RUNS OUT FOR BLUELINERS

Sunday BVTA Trips Round Out Philadelphia Traction Weekend

Another in Philadelphia Chapter's semiannual series of Blueliner excursions has been scheduled for Saturday, November 5. This will be an "all-Reading" itinerary as the special train travels on four of SEPTA's former Reading electrified branches in and around Philadelphia.

SEPTA is already planning the final phaseout of its two-dozen remaining Blue cars, all of them dating from 1931-32. In October one of the three sets now operating in weekday rush-hour service will be sent to storage as additional Bombardier push-pull equipment is placed in service. It is not known at this time how much longer the Chapter can continue to offer these popular excursions with America's oldest regular-service passenger cars.



The November 5 special will depart promptly at 10:05 AM from the Upper Level of Philadelphia's 30th Street Station, allowing convenient Amtrak connections for passengers arriving from New York, Washington and other Northeast Corridor points. A lunch stop will be made and numerous photo stops and runbys will be performed before the train returns to 30th Street at 4:50 PM. Featured in the open-window consist will be #9135, the last active car still in Reading-style blue and white paint with Reading diamond logos (assuming that the car is still available on the trip date).

Tickets are priced at \$20 per person and may be ordered from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, with checks payable to "Philadelphia Chapter NRHS" and stamped, self-addressed envelope enclosed.

This trip, however, is just the first half of a double-header Philadelphia traction weekend. On Sunday, November 6, Buckingham Valley Trolley Association will sponsor a pair of excursions on SEPTA's suburban rail routes out of 69th Street Terminal. The first of these will cover the ex-P&W Norristown High Speed Line and will feature either one or two of the famed 1931-vintage Brill Bullet cars, depending on availability. This excursion will leave 69th Street at 10:10 AM and will again be highlighted by a series of BVTA's well-planned photo stops and runbys. In the afternoon a tour of the former Red Arrow trolley routes to Media and Sharon Hill will be taken aboard two of the double-ended Kawasaki-built cars leaving 69th Street at 1:30 PM. Again photo stops and runbys will be offered.

The fare for BVTA's trips is \$15 for each or \$26 combination 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.

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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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JAMES S. MYERS

August 25, 1988

We sadly report to you that National Director James S. Myers, of Elkins Park, Pennsylvania, passed away on Thursday, August 25, 1988, after a brief illness. Jim had suffered a serious stroke on Sunday, July 17, preventing his attendance at the Convention, and had returned to his home on August 25 when he passed from us.

Jim's service to NRHS through nearly 50 years of membership was monumental, although quiet, as this gentleman served the Society at one time or another as Assistant to the President, National Publicity Chairman and National Secretary. Philadelphia Chapter was the beneficiary of Jim's devoted efforts as well, as he served, in addition to National Director, as Chapter President, Secretary and Editor during his long association with us.

Funeral services were held on Sunday, August 28 at Rosenberg's Raphael Sacks Funeral Home in Logan. Our sincere condolences are extended to his brother, Chapter Member Harry S. Myers.

SENIN NAMED NATIONAL DIRECTOR OF PHILADELPHIA CHAPTER

Peter M. Senin, Jr. of Ardsley, PA has been named to serve as national director of Philadelphia Chapter, filling the vacancy created by the death last month of longtime Director James S. Myers. President Frank Tatnall made the interim appointment for a term extending until the annual election of officers in April 1989.

Pete Senin has been an active member of the Chapter for several years and, with the assistance of his wife Judy, has served the national Society as director of publication sales. The national director is the principal link with the NRHS organization and represents Philadelphia Chapter as a voting member of the national board of directors.

VIGRASS RETIRES FROM PATCO; WILL OVERSEE P&W REHAB

Chapter Member J. William Vigrass will retire from his position as assistant general manager of Port Authority Transit Corp. this month, to join the transportation consulting firm of Hill International based in Willingboro, NJ. A resident of Cherry Hill, Bill retires after more than 20 years of service with PATCO, having joined the staff of the high-speed rail system several months before its official opening in January 1969. PATCO has since been hailed as a textbook example of good transit planning and efficient operation.

Bill's first assignment at Hill will be as manager of project management oversight (PMO) for SEPTA's multiyear project to modernize the 13.7-mile ex-Philadelphia & Western, now known as the Norristown High Speed Line, which includes construction of a new shop, new signal system, rebuilding of track and purchase of 26 new AC-propulsion passenger cars. Under the PMO concept, the Urban Mass Transportation Administration contracts with an outside firm to act as project overseer to insure that Federal funds allocated for capital improvements are prudently spent.

Philadelphia Chapter has on many occasions enjoyed the slide programs presented by Bill Vigrass, along with his authoritative descriptions of transit operations around the world. The Chapter extends its best wishes to Bill in his new career.

BLUELINER TRIP SET AS PART OF NOVEMBER 5-6 TRACTION WEEKEND (Continued from Page 1)

In a cooperative effort, both Philadelphia Chapter and BVTA have been authorized to sell tickets for all three excursions scheduled for this weekend. This "one-stop shopping" feature allows riders to send just one check payable to one organization for any or all of the trips. Note the joint excursion flyer attached to this issue of *Cinders*.

Anyone interested in enjoying the hearty sounds of 1930's-era traction motors in high-speed action is urged to participate in the Blueliner and Bullet trips. And for the best in modern electric technology in a traditional trolley environment, the Red Arrow special cannot be beat!

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA plans to open its Frazer maintenance facility on September 19, at which time four Bombardier push-pull trains will begin operating weekdays out of the new yard on the Downingtown/Paoli line. Then, after the systemwide timetable change set for October 9, six of the "Bomb" sets will be running in regular service, leaving the seventh as a spare. As a result, one of the three active sets of ex-Reading Blues will be placed in storage, with the other two most likely assigned to Paoli trains 9536/9569 and Media trains 9304/9363.



The \$16.5-million Frazer complex, to be staffed by SEPTA personnel, will utilize the European-style "intact" method of maintenance in which the entire train consist--AEM-7 locomotive and five cars--is brought into the shop and serviced as a unit rather than handling the locomotive and cars separately. Located along the AMTRAK mainline in East Whiteland Township, Chester County, the new facility now has its own diesel switcher. Eighty-ton #55 (to be renumbered 60) was moved from Powelton Avenue yard in Philadelphia to Frazer on August 22.

This summer's unprecedented heat, together with a series of violent wind and rainstorms, has caused problems along SEPTA's Regional Rail system. With the daytime temperatures exceeding 90 degrees virtually every day during the first half of August, SEPTA imposed its mandatory 50-mph speed restriction on all SEPTA-owned lines. In addition to the troubles described in the last issue of *Cinders*, the following storm-related incidents should be reported: (1) Lightning struck a power cable near Bethayres on July 26, darkening northbound signals on the R1 West Trenton line; (2) On August 17 another electrical storm knocked out signals and grade crossing protection on the West Trenton line and the R5 line suffered downed wires at Lansdale; (3) Winds of up to 48 mph--spawned by the remnants of Tropical Storm Chris--blew a large tree across AMTRAK's four-track main near St. Davids station on August 29. SEPTA's R5 service to Paoli/Downingtown was suspended for three hours (although Harrisburg train #617 managed to get by the scene). That same afternoon, R6 Norristown trains were halted for two hours because of water over the tracks at Conshohocken.

SEPTA last month completed work on rebuilding the six tracks through the Upper Level of 30th Street Station. Weekday service between Marcus Hook and Warminster, which was severed on July 24, resumed on Monday, August 29.....Work has begun to replace the 104-year-old Cresheim bridge on the Chestnut Hill West Line, which was closed in June 1987 because of structural weakness. Tracks are being removed from the old bridge and the area cleared prior to demolition and replacement with a new \$10-million structure.....A \$1.1-million track improvement project on the R5 mainline between Oreland and Lansdale has resulted in midday operating delays as single-tracking was necessary in the work zone. Beginning August 15, however, the normal half-hourly service to and from Lansdale was reduced to hourly north of Glenside to help speed the work, and effective August 29 the hourly service was confined to Ambler-Lansdale. Special R5 timetable supplements for weekday service were issued on both dates.

SEPTA has been plagued with a shortage of engineers on its Regional Rail trains, in spite of an aggressive training program for new hires. The reason: higher wage levels on NJ TRANSIT, AMTRAK and CONRAIL, and a union agreement allowing older employees to "flow back" twice a year to Conrail. An ongoing shortfall of about 25 engineers has now led SEPTA to offer a \$1,500 incentive to dissuade the more experienced men from flowing back in November. Engineers are also receiving free parking privileges and SEPTA passes.....A one-day sickout by 30 engineers August 15 was an apparent protest against the lack of a new contract between SEPTA and the Brotherhood of Locomotive Engineers. The BLE is the only union which has not signed with SEPTA since the old agreements expired in 1986. Few delays resulted from the sickout as SEPTA supervisors filled in to run the trains.

The new AEM-7 electric locomotives have been having their share of woes this summer on the commuter rail system. Hot weather apparently led to a number of failures, several of them on R1 West Trenton trains. On August 19 AEM-7 #2306 hauling Trenton train 720 stalled at Eddington on AMTRAK's Northeast Corridor, and passengers had to be transferred to following train 9722. Then the next Monday, August 22, the same train broke down at Trenton with unit #2307.....All Bombardier trains are now operating with the locomotives on the south or west end, which is to be the permanent arrangement.

SEPTA plans to send two of its 1958-vintage Budd Pioneer III cars for display at the Hoboken Festival on September 24. Blues have gone the past two years.....Solar electric destination signs are being installed on the Silverliner IV's. Car 338 was recently spotted with the new signs.....Work on the new Roberts Avenue Running Repair & Maintenance Facility south of Wayne Junction is moving right along. The project is scheduled for completion in March 1989.....The Ivy Ridge Line to Cynwyd is now under the jurisdiction of the operator at "A" tower on the Airport Line, and is using SEPTA radio channel #2 (160.35).....SEPTA now employs 78 tower operators at five locations to control its 460 daily scheduled trains, extras and CONRAIL freights. The locations are: "A", "Broad", "Mark", "Media" and "Wayne"- "Wind".....Trenton train #752 snag-

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PHILADELPHIA EXPRESS (Continued from Page 3)

ged the catenary near AMTRAK's "Zoo" tower at 4:15 PM on September 2, causing serious rush-hour delays on the mainline and forcing SEPTA to bus passengers on the Chestnut Hill West Line.

SEPTA will place the new NORAC uniform operating rules (see June Cinders) into effect on September 1, even though AMTRAK and CONRAIL have postponed their participation until October 1.....A SEPTA consultant is taking a rider survey concerning plans to shut down the ex-Reading mainline between Wayne Junction and center city during the summers of 1990, 1991 and 1992. The shutdown, forcing rail passengers to divert to the Broad Street subway, will allow SEPTA to proceed with its planned \$225-million replacement of bridges, track and catenary on this vital link.....SEPTA has removed from service the 5.2-miles of ex-Pennsy single track between Cheyney station and West Chester. The last revenue run on the line was Philadelphia Chapter's Blueliner special on October 26, 1986.....Check the new movie "Stealing Home," starring Mark Harmon and Jodie Foster. Some scenes were filmed on SEPTA.....Member Jim Davies tells us that Immaculata College is conducting a survey of residents in the East Whiteland area to determine sentiment for a new SEPTA station at Frazer, near the Bombardier train shop. Another new station is proposed by a developer at Glen Loch, just west of the Route 202 overpass about two miles from Frazer.

Alternate uses for SEPTA rail stations were examined in an Inquirer article August 23. Under SEPTA's lease-and-maintain program, 17 stations have been turned over to outside firms for restoration and use as restaurants and offices. The article highlighted the most recent conversion, Gourmet Junction in the North Wales station, and to encourage further deals SEPTA may eliminate its "recapture" clause which allows the Authority to reclaim a station with little notice to the lessee. Probably the best-known conversion to date is the Greenwood Grille at Jenkintown station but a more recent project is the Puffin' Billy restaurant at Philmont, which is still under construction. All lessees must maintain a ticket office and waiting room for SEPTA commuters.The Jenkintown Station Improvement Committee, headed by Chapter Member Bill Polk, has helped refurbish the outboard station building at Jenkintown, not covered by the Greenwood Grille lease. Sixteen potted plants were also hung from the roof through a joint effort with the Kiwanians and the Old York Road Garden Club.



AMTRAK lost the services of another of its AEM-7 locomotives when #909 caught fire on train 123 August 21 at Odenton, MD. It took firefighters more than seven hours to extinguish the blaze, which caused an estimated \$1.3 million in damage to the unit and delayed a dozen other trains. The fire was blamed on an oil leak in an electrical thyristor converter.....The first of seven new AEM-7's on order from Electro-Motive should be delivered to AMTRAK by late this month.....AMTRAK has agreed to pay \$8.2 million to

the survivors of 15 passengers killed in the January 1987 crash of the Colonial near Chase, MD. Like CONRAIL, which has already put up \$58 million toward the settlement, Amtrak admitted no responsibility for the accident. More than \$2 billion in lawsuits have been filed against the two railroads on behalf of those killed and injured in the collision, which occurred when three Conrail diesel units ran through a switch into the path of the speeding train.

The Republican Party platform adopted last month at the convention in New Orleans does not recommend the defunding of AMTRAK, as proposed by the Reagan Administration for the past seven years. Instead, the platform calls for a gradual phaseout of subsidies to the passenger carrier and development of high-speed rail for intercity travel. The Democratic Party platform is silent on transportation issues.....When Congress recessed in mid-August it still had not completed action on AMTRAK's funding for Fiscal Year 1989 beginning this October 1. The Senate's \$10.6-billion transportation appropriations bill includes \$600.8 million for Amtrak while the House bill calls for \$615 million, including Northeast Corridor capital projects.....AMTRAK's fall timetables will be issued effective September 18.

August 11 was a bad day for AMTRAK in the Philadelphia area. First, the Broadway Limited, train #40, was delayed more than two hours when E60 #608 failed at Holmesburg Junction in Philadelphia. Relief unit #603 died enroute to the scene but #600 finally succeeded in taking the train on to New York. Then E60 #601 broke down on the Crescent, train #19, just after it left 30th Street and, after a two-hour delay, F40 diesels 306-374 came to the rescue. Later that afternoon, no electric locomotive could be found for Harrisburg train 617 so GP9 #770 was dispatched to haul the two demotored Capitoliners. This unit ran out of fuel at Thorndale, 35 miles from Philadelphia, and the unlucky passengers were transferred to train #43 after an hour-and-a-half delay.

This summer's record heat seriously affected AMTRAK's performance on the Northeast Corridor. On several days train speeds had to be cut to 80 mph because of the danger of buckled rails.....AMTRAK has re-configured the track on the Schuylkill River bridge in Philadelphia with tracks 3 and 4 now leading directly to the duckunder toward 30th Street Station.....It now appears unlikely that AMTRAK will be able to start its Atlantic City service next spring as long promised.....The "power breakfast" is touted by AMTRAK as a feature of its Metroliner service in recent newspaper ads (Rail Travel News).....The \$150-million restoration of Washington (DC) Union Station is on schedule, and a grand opening celebration has been set for September 29.

Philadelphia will not host the Army-Navy football game in December 1989, when it will be played in East Rutherford, NJ. But the game will return to Veterans Stadium in 1990 under the service academies' long-term agreement with the City. It's not known if AMTRAK will operate special trains to East Rutherford.....AMTRAK posted new records for the first six months of this fiscal year ending March 31, with ridership totaling 10.3 million, passenger miles 2.6 billion and revenues \$509.9 million. Amtrak's current ridership record for a full year is 21.4 million in 1979, which almost certainly will be topped in 1988 (RTN)....AMTRAK's June

PHILADELPHIA EXPRESS (Continued from Page 4)

revenues are estimated at \$102 million, the first time that a single month's revenues have topped \$100 million. The cost/revenue ratio for the previous 12-month period was 69 percent, the highest in Amtrak history and two percent better than forecast (NARP).....Equipment failures, however, have contributed to worsening on-time performance. Systemwide, only 63.9 percent of AMTRAK trains were on time in June, down 3.7 percent from the same month of 1987. On the Northeast Corridor, however, performance improved 2.2 percent to 78.8 percent (Newsbreak).

AMTRAK will spend \$1.7 million as its share of a joint project with NJ TRANSIT to upgrade three interlocking plants on the New York Division. This is the first phase of a plan to establish centralized traffic control between Harrison, NJ and Morrisville, PA, similar to that already in service between Wilmington, DE and Washington, DC which is controlled from the CETC center in Philadelphia (NARP).....The Interstate Commerce Commission ruled last month that GUILFORD must sell 50 miles of its BOSTON & MAINE Connecticut River Line to AMTRAK for \$2.4 million, under the condemnation authority granted Amtrak by Federal law. Rebuilding of the line, however, will not be completed until next year, meaning that restoration of Montrealer service is not imminent.



Louis J. Gambaccini took office as general manager of SEPTA on August 29, with a host of major problems staring him in the face. "The overarching issue, unquestionably, is capital rehabilitation and funding," Gambaccini told the Inquirer. "That is something that will probably not be put in place solidly for two or three years (and) will call for long-term capital commitments..." Estimates indicate that SEPTA needs up to \$3.6 billion in capital funds to rebuild its deteriorating physical plant. Gambaccini, a former New Jersey commissioner of transportation and a nationally-known transit expert, is seen as a low-key, efficient administrator in sharp contrast to his mercurial predecessor William G. Stead, whose stormy five-week tenure ended with his resignation last December. It is not yet known if Gambaccini will bring any of his own people into SEPTA's top management, but the new GM must quickly become involved with the regional mass transit plan now being written and prepare for negotiations with the Transport Workers Union, whose three-year contract expires next March.

SEPTA is finally planning to build track connections between Routes 15 and 23 along Girard Avenue, to allow PCC's moving between Luzerne depot and Woodland shop to operate on their own wheels. At present, center city office workers often see the strange apparition of a PCC mounted on a lowboy trailer being trucked along Market Street or JFK Blvd.....Route 15, now bused over its entire length, should return to rail operation by November, after switches are installed to permit a detour around the bridge construction project at Girard & Belmont.....Route 23 will get its trolleys back this month after the usual bus hiatus during the summer.....SEPTA is working on a revision of its 1984 Philadelphia street and transit map, as well as a new five-county area map.....That Norristown Transportation Center, advertised to open this fall, probably will be delayed until early next spring.

Proposed reroutings of two SEPTA bus lines are focusing public attention in two widely separated areas of the City. In South Philadelphia SEPTA wants to reroute its 47 buses from 9th to 7th Street between Wharton and Christian to avoid the heavy congestion in the Italian Market area. In Chestnut Hill local residents along Evergreen Avenue are agitating to get the Route L buses permanently removed from their street. (The northbound buses are temporarily using Gravers Lane because of a bridge construction project on Evergreen.) Though buses have operated along Evergreen since 1926, a leader of the protest group told the Inquirer that "it doesn't make sense to bring those stupid buses down two quiet residential streets where none of the riders live." But the line does carry hundreds of passengers daily between Olney, Logan, Mount Airy and the heart of the Chestnut Hill shopping district, as well as to Erdenheim and Plymouth Meeting. "What you have up there is a classic confrontation where people who don't use transit attempt to deprive the service of those who do," said one SEPTA official. "The sad thing about it is that sometimes they are successful."



CONRAIL said last month that it has narrowed its search for a new corporate headquarters to five sites in center city Philadelphia, and is still looking at three locations in the suburbs. The railroad currently leases about 500,000 square feet of office space at Six Penn Center and One Liberty Place, both at 17th & Market Streets, where some 1,900 employees are based.....CONRAIL's plan to reopen a former Reading spur through the Borough of Phoenixville has stirred considerable local opposition, according to press reports. The 1.2-mile Pickering Valley industrial track would be used to reach customers on the ex-Pennsy Devault industrial track, which can now be served only over a round-about route via Perkiomen and Oaks.....CONRAIL will acquire 1,000 fully-enclosed multi-level railcars, valued at \$34.3 million, to handle increasing shipments of new automobiles.....CONRAIL has installed "TeleTrak," a computerized telephone system which allows customers to trace their shipments 24 hours a day, seven days a week. It currently is handling about 1,200 inquiries a day, Conrail said.

The ICC last month granted DELAWARE OTSEGO CORP. a 180-day extension of the directed service order under which DO's NEW YORK, SUSQUEHANNA & WESTERN RAILWAY has been operating the bankrupt DELAWARE & HUDSON since June 23.....CONRAIL's industrial development efforts were the subject of a business section article in the Sunday Inquirer of August 28. The story described an office car inspection trip run the previous week from Harrisburg to Philadelphia to showcase the railroad for State and local development officials....."Don't meet us on the crossing" is the slogan of CONRAIL's new "Operation Lifesaver" grade crossing safety campaign. The railroad has fielded a mobile exhibit housed in a large highway trailer which is currently touring the system. The public is invited to view the safety exhibits and films.

PHILADELPHIA EXPRESS (Continued from page 5)

CONRAIL now plans to spend about \$550 million on capital projects in 1988, a ten-percent increase over previous estimates.....CONRAIL this summer reissued its pamphlet showing train schedules for visitors to Horse Shoe Curve near Altoona. Copies are available at the Curve.....CONRAIL has filed a \$45,000 lawsuit against four Limerick (PA) youths and their parents to recover damages for injuries suffered by a freight train engineer last year. He was struck in the face by a rock hurled by one of the youths, the suit charged.One of CONRAIL's ex-Erie Lackawanna SD45-2 locomotives--usually confined to helper service out of Altoona--was spotted on the point of train CAAL (Camden-Allentown) in Philadelphia this summer. The unit, 6661, appeared to be freshly shopped and painted.....That Washington, DC Chapter excursion to Reading appears to be on for the weekend of September 24-25. The AMTRAK train, pulled by F40's will travel via CONRAIL's Port Road and Harrisburg Line to Reading, visit the BLUE MOUNTAIN & READING, then return on Sunday to Philadelphia's 30th Street Station via Phoenixville, West Conshohocken and the Belmont connection.

NJ TRANSIT

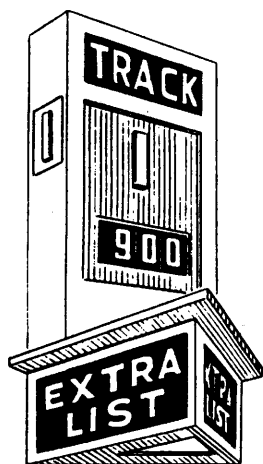
NJ TRANSIT has awarded a contract for six new electric locomotives to ABB Traction, the U.S. agent for ASEA/Brown Boveri. The RC4-type units will cost \$6.5 million each, less than General Motors' competing bid for AEM-7's (Mike Burshtin).....Jerome C. Premo remains as executive director of NJT in spite of last spring's revelation that he improperly charged more than \$12,000 in personal expenses to his NJT business account. Though Premo attributed the error to sloppy bookkeeping, the NJT board ordered him to repay the money and fined him \$10,000, according to an Inquirer report.....NJT has approved an \$875,000 study of the possible purchase of bi-level rail coaches, and will borrow a GO TRANSIT car from Toronto for testing (NJT Inside Track).....NJT will purchase 119 longer-distance commuter buses from Eagle International, which will reduce the average age of NJT's bus fleet to less than six years. With the 384 urban transit buses already ordered from Flxible, NJT will receive 503 new buses in 1989 (Inside Track).

NJ TRANSIT will demolish the 1910-vintage Newton Avenue bus garage in Camden to make way for a new facility. Built for trolleys by the Camden & Suburban predecessor of Public Service, Newton Avenue still has rails visible in certain areas. The possibility exists that an historic building or walls may be preserved (Jack O'Connor).....The long-delayed Camden Transportation Center on Broadway is virtually complete, but remains closed because of a dispute with the contractor over construction defects. The center will serve PATCO trains and NJT buses.....NJT's operating budget for FY 1989 is \$585.4 million or seven percent higher than in 1988. It assumes a State subsidy of \$193.5 million and \$38.8 million in Federal operating assistance (Inside Track).

In June and the first half of July NJ TRANSIT rail riders experienced the poorest on-time performance since NJT took over direct operation of the system in January 1983. Massive equipment failures, record-breaking hot weather causing speed restrictions, and track maintenance work all contributed to the systemwide performance of 84.1 percent in June and only 79 percent in the first two weeks of July, NJT said. But it denied that the new electrification to Long Branch, which opened July 2, was responsible for the extremely poor 71.5-percent record on the North Jersey Coast Line in July (Inside Track).....NJT's eight active E60 electric locomotives have become so unreliable that, beginning this fall, technicians will be assigned to ride with the engineer of each E60-powered train to make on-the-spot repairs. (Shades of the Metroliners!) A contract is to be awarded this month for the overhaul of the 13-year-old E60's, with the first rebuilt unit to be delivered in 1989.

Negotiations have begun between the nation's major railroads and their unions on a new national contract, but trouble is expected over such issues as productivity gains, job security and which railroads will be covered by the talks.....We're glad to see longtime Member Walt Zackon up and around after serious heart and eye operations. And Bill Wagner's wife Pat is feeling much better after recent surgery.....STRASBURG put its beautifully rebuilt parlor car Marian in service this summer. Painted brown with gold trim, the premium service car cost more than \$150,000 to rebuild in the railroad's own shop.....STRASBURG plans to return ex-CANADIAN NATIONAL 2-6-0 #89 to service this season, after several years of idleness.....The original Budd Pioneer III demonstrator car was sold at the June 23 Transit America auction for \$750--to a scrap dealer. The 13 SPV-2000 body shells stored on trucks at the northeast Philadelphia plant were sold to a broker for \$1 million (Mike Burshtin).....A new Pepsico bottling plant to be built at Oxford, PA should provide substantial business for OCTORARO RAILWAY.

UNION PACIFIC CORP., holding company for the UP RAILROAD, moved its executive offices from New York City to Bethlehem, PA earlier this month. The company has leased space in Bethlehem Steel's headquarters building, which is about 35 miles from UP Chairman Drew Lewis' home in Schwenksville.....A. R. Carpenter has been named president of CSX RAIL TRANSPORT in Jacksonville, FL, succeeding Ronald Drucker who moved up to senior VP of parent CSX CORP. in Richmond, VA.....CSXT proposed a "gain-sharing" program under which the company hoped to cut its 40,000-person workforce by 25 percent in exchange for sharing the cost savings with remaining employees. But the United Transportation Union, representing most of the affected employees, vetoed the scheme. Now CSX has announced a special \$778-million second-quarter charge against earnings for severance payments and other force-reduction expenses.....The Daily News reports that CSX and the City of Philadelphia have been unable to agree on a proposal to lease part of the Packer Avenue Marine Terminal to CSX's Sea-Land subsidiary for an intermodal rail yard. Talks foundered, the newspaper said, when City officials discovered that CSX wanted most of the property to handle domestic traffic rather than international cargo. CSX's own intermodal terminal, which is operating at near capacity, is located on Delaware Avenue about a half-mile north of Packer Terminal.



SEPTEMBER 18, 1988: Passenger excursions between Lancaster, Columbia, PA and Perryville, MD via Conrail's former Pennsylvania Railroad lines, sponsored by Lancaster Chapter NRHS. Celebrating the Bicentennial of Columbia Borough, the special train leaves Lancaster (Amtrak station) at 7 AM, arriving Columbia 7:30, leaving at 8:30 and arriving Lancaster 9 AM. Then it leaves Lancaster 10 AM, arrives Columbia 10:30, leaves Columbia 12:30 PM, arrives Perryville 2:30, leaves Perryville 3:30, arrives Columbia 6, leaves Columbia 7 and arrives Lancaster 7:30 PM. Equipment will consist of Strasburg Rail Road steel coaches and Conrail diesel power. Light food service will be available. Fares: Round trip between Lancaster and Columbia \$10, between Columbia and Perryville \$35 per person. Tickets may be available on day of trip, or order by mail from: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope. For information telephone 717-786-2660 or 717-684-3200.

SEPTEMBER 24: Hoboken Terminal Festival VIII at former Lackawanna Terminal, Hoboken, NJ, 11 AM to 5 PM, sponsored by NJ Transit. Locomotive and equipment displays, train rides, railroadians sales and a wide variety of foods will be featured. Admission free.

SEPTEMBER 24-25: "Take a Ride on the Reading" excursion from Washington, DC to Temple, PA and return using Amtrak equipment for the entire trip, sponsored by Washington DC Chapter, NRHS. Saturday route will be via Amtrak Northeast Corridor, Conrail (ex-PRR) Port Road branch along the Susquehanna River and Conrail (ex-Reading) Harrisburg and Reading Lines to Temple, where train will be interchanged to Blue Mountain & Reading. On Sunday BM&R 4-8-4 #2102 will power a round trip to Hamburg, PA and return, then passengers will reboard the Amtrak special for the return to Washington via Conrail's Harrisburg Line to Philadelphia and the Northeast Corridor. Train leaves Washington Union Station 7 AM Saturday, Baltimore 7:50 AM, arriving Temple 1:45 PM. On Sunday departure from Temple will be at 9 AM with return to Washington at 5:40 PM. Fares: \$119 per person in coach, \$199 in first-class car Dover Harbor. Hotel will be additional cost (information sent with ticket orders). Order tickets from: Washington, DC Chapter NRHS, P. O. Box 456, Laurel, MD 20707, enclosing stamped, self-addressed envelope.

SEPTEMBER 25: Railroadians and model railroad show & sale at Dieruff Senior High School, Irving Street, Allentown, PA, 10 AM to 4 PM, sponsored by Lehigh Valley Chapter NRHS. Admission: \$2 per person or \$3 per family. Tables \$20 each. For information, write: Paul A. Kuehner, P. O. Box 300, Laurys Station, PA 18059 (telephone 215-799-2530).

OCTOBER 1: 10th annual New England States Limited fall foliage excursion from Boston, MA to Brattleboro, VT and return via Amtrak, Central Vermont and Conrail lines, sponsored by Massachusetts Bay Division RRE. Diesel-powered train will leave Boston (South Station) 8 AM enroute to New London, CT, thence via CV to Brattleboro and returning to Palmer, MA for interchange to Conrail. Optional side trips available from Amherst, MA. Fares: \$53 adults, children (12 and under) \$32 (\$58 and \$38 after September 19). Order tickets from: Mass Bay RRE, Inc., P. O. Box 525, Bedford, MA 01730, indicating smoking or non-smoking car, boarding location (South Station, Back Bay, Route 128) and enclosing stamped, self-addressed envelope. For information telephone 617-876-9472.

OCTOBER 1-30: 2nd annual railroad art & photography show in downtown Hanover, PA, sponsored by Hanover Area Art Guild. Admission is free to the public but there is \$5 registration fee for those wishing to exhibit art or photography. For information, contact: John R. Mowrer, 112 Fulton Street, Hanover, PA 17331 (telephone 717-632-0982 between 9 AM and 3 PM).

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 GG1 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. For information, write: EBT Railroad, Rockhill Furnace, PA 17249 (telephone 814-447-3011).

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

EXTRA LIST (Continued from Page 7)

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 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.

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.

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: Second 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: Fourth 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, 12 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.

PHILADELPHIA EXPRESS (Continued from Page 6)

Eastman Kodak Company has announced the merger of its photofinishing operation with Colorcraft Processing Laboratories, the resulting company to be known as Qualex. Colorcraft has contracts with such retail giants as K-Mart and Walgreens for photo processing, but whether the merger will have any effect on the well-known quality of Kodak's own processing remains to be seen (Jersey Central Chapter News).....Have you seen the new Warner paperback novel entitled The Trainmasters, about building the Pennsy in the 1850's? Written by Jesse Taylor Croft, the price is \$3.95.....The Brotherhood of Locomotive Engineers has decided not to affiliate with the AFL-CIO, but the 28,000-member BLE is still being targeted for takeover by the 100,000-member UTU, which already represents 8,000 engineers (Journal of Commerce).

The Allegheny Railroad is the subject of the lead article in September Trains Magazine. The article tells how Hammermill Paper Company of Erie, PA pulled together several pieces of railroad in northwestern Pennsylvania (all of them segments of the Pennsy's old Philadelphia & Erie), to make a successful 150-mile regional railroad specializing in hauling forest products. Chapter Member Gary Landrio is general manager of the ALY, based in Warren, PA.....Another shortline in our area recently gained attention in the press, as the Inquirer in May did a complimentary article on the Winchester & Western Railroad based in Bridgeton, NJ. Stitched together in 1986 from castoff CONRAIL branches (ex-PRSL and Jersey Central), W&W gets much of its revenue from hauling sand for its parent Unimin Corp. and other South Jersey producers.

The National Park Service has ginned up a stopgap program for Steamtown this season, using a leased BRE-Leyland railbus to transport visitors from the Hilton at Lackawanna Station in downtown Scranton to the nearby ex-Lackawanna yard, where several steam locomotives are spotted for display.....The railroad industry seems happy with the Republican Party platform which endorses the continued deregulation of transportation. The platform further calls for random drug and alcohol testing of all transportation workers in safety-related positions (Traffic World).....Secretary of Transportation James Burnley said last month that he did not think that proposed legislation to partially reregulate the railroads will be passed by Congress this year or in the future (Journal of Commerce).

Conrail Business Car Roster

CAR NO.	TYPE	BUILDER/YEAR	PRIOR OWNER/NAME/NUMBER
1	Office car (HW)*	Pullman 1920	Pullman Shannon, 1816; SOU 3102, 10, 3
2	Office car (HW)*	Pullman 1931	NYC 5; PC 5, 6; CR 2
3	Office car (HW)*	Pullman 1928	MC 1; NYC 10
4	Office car (HW)*	Pullman 1927	Pullman; SOU Tennessean, 4
8	8-bedroom sleeper (HW)	Pullman 1917	Pullman Penvir, Windsor Castle; SOU 1041; CR 24
9	Theater car (LW)	P-S 1954	CN 428; VIA 428; CR 23
10	Inspection car (HW)*	Pullman 1924	Pullman Queen Elizabeth, Hudson River; NYC Kalamazoo River, Victoria Park, 30; PC 30, 76; CR 76
11	10-5 sleeper (LW)	P-S 1954	Erie Spirit of Youngstown; EL same
12	Conference car (LW)	Budd 1952	PRR Baron de Kalb; PC 7138
20	Test car (LW)	P-S 1940	Pullman Chicopee Falls; NYC 10597, 10648, X-23417; PC 23417
21	Track geometry car (HW)*	Pullman 1924	ATSF 32, 55
22	Rail analyzer car (LW)	P-S 1939	Pullman American Milemaster; SP 9500; EMD ET-800
23	Support car (HW)	?	NYC; PC; CR (baggage car)
25	Coach (HW)	Pullman 1929	Pullman Robert Y. Toombs; SOU 1042
26	Coach (HW)	Pullman 1913	Pullman Kokomo, Seaside; SOU 1043
27	Coach (LW)	Budd 1947	NYC 2949; PC 2949; AMTK 5667
55	Dome Coach (LW)	Budd 1954	ATSF 552; Auto-Train 514, CSS 552
100	Office car (HW)*	Pullman 1911	N&W/NS 100 Pocahontas
5197	Coach (LW)	Canadian 1937	CN 5197
5306	Coach (LW)	Canadian 1941	CN 5306
5653	Coach (LW)	Budd 1947	NYC 2922; PC 2922; AMTK 5653
5655	Coach (LW)	Budd 1947	NYC 2926; PC 2926; AMTK 5655

CARRIER ABBREVIATIONS

AMTK - Amtrak
 ATSF - Atchison, Topeka & Santa Fe Ry.
 CN - Canadian National Rys.
 CSS - Chicago, South Shore & South Bend RR
 CR - Consolidated Rail Corp.
 EL - Erie Lackawanna Ry.
 EMD - Electro-Motive Division
 MC - Michigan Central RR
 N&W - Norfolk & Western Ry.
 NS - Norfolk Southern Corp.
 NYC - New York Central System
 PC - Penn Central Transportation Co.
 PRR - Pennsylvania RR
 SOU - Southern Ry. System
 SP - Southern Pacific Co.
 VIA - VIA Rail Canada

BUILDER ABBREVIATIONS

Budd - Budd Co.
 Canadian - Canadian Car & Foundry Co.
 Pullman - Pullman Car Works/Pullman Car & Mfg. Co.
 P-S - Pullman-Standard Car Mfg. Co.

SOURCES

Conrail
 El Simon

* - Open platform car
 LW - Lightweight car
 HW - Heavyweight car

PENN'S LANDING TROLLEY GAINS REPRIEVE TO MARCH 1989

Buckingham Valley Trolley Association has received an extension of its announced November 1988 deadline for removal of the Penn's Landing Trolley operation from the Philadelphia waterfront (see June Cinders). The City has informed BVRT that it may keep its three active cars in Pier 9 until at least March of next year, while officials continue to ponder the future of the line.

The annual Santa Claus excursions will therefore be operated on Delaware Avenue during the first week of December.

The Philadelphia Electric rail line near King of Prussia in Chester County has been withdrawn as a possible relocation site for the trolley operation, but the Wilmington & Western Railroad has approached BVRT with a suggestion for two possible sites on its line near Wilmington. The recent intervention of City Councilwoman Joan Specter may also cause the City of Philadelphia to reconsider its decision to oust the tourist trolleys from their six-year home on Delaware Avenue.

BERT PENNYPACKER PROFILED BY RAIL MAGAZINE

Well-known author and Philadelphia Chapter Member Bert Pennypacker was the subject of an article in the March-April issue of Locomotive & Railway Preservation Magazine, entitled "The man who saw yesterday." Written by Beverly Diehl, the article describes Bert's long career as a respected writer of more than 400 articles covering the locomotives and operations of the Pennsylvania, Reading and many other railroads. "He is staggeringly knowledgeable in the nature and breadth of his writing and entirely devoted to rail history, its understanding and preservation," writes Ms. Diehl.

Bert Pennypacker's most recent article, concerning PRR's Ilsa steam locomotives, appears in Issue #2, 1988 of the National Railway Bulletin.

50TH ANNIVERSARY PCC EXCURSION IS A BIG SUCCESS

Philadelphia Chapter's excursion with vintage PCC car #2054 on Sunday, August 21 turned out to be a real success, with more than 50 revenue passengers on board to commemorate a half-century of PCC operation in Philadelphia.



Philadelphia Chapter
NATIONAL RAILWAY HISTORICAL SOCIETY

The 1940-built St. Louis car, repainted by SEPTA into its original Philadelphia Rapid Transit color scheme of silver, blue and tan and complete with silver headlight wings, is the only pre-World War II PCC still on the roster of any major U.S. transit system. The car was adorned with a special destination roll sign reading "50 YEARS OF PCC CARS," which was custom painted by Chapter Member Andy Maginnis. The "50" was the actual designation of former trolley Route 50 and the car's block number was also turned to 50.

The chartered car pulled out of SEPTA's vast Luzerne depot shortly after 1:45 PM and covered North Philadelphia's only currently-operable trolley line, Route 56, over its entire length on Erie and Torresdale Avenues, as well as depot trackage, the Hunting Park loop and the pullout track for Route 23 on Old York Road and Germantown Avenue. Return to Luzerne was at approximately 5:30 PM. Beautiful sunny weather, low humidity and a high temperature of only 80 degrees made for a perfect day of trolley riding and photo stops.

As pointed out in a 50th anniversary brochure prepared for the trip, Presidents' Conference Committee cars were introduced to Philadelphia in the summer of 1938 with the arrival of #2001-2020 from St. Louis Car Company. The sleek new cars made their first revenue runs on Route 53-Wayne Avenue on Sunday, August 14 of that year. Later purchases, culminating in the delivery of 110 all-electric cars in 1948, brought the total city PCC fleet to 590, though not all were on the property at the same time. SEPTA currently rosters just over 100 postwar cars (plus #2054), which are confined to Route 15-Girard Avenue, Route 23-Germantown Avenue and Route 56.

Member Joseph M. Mannix contributed commemorative artwork and historical material to the trip brochure, and other material was provided by Members Robert L. Abrams, Michael L. Burshtin and Russell Jackson, all of whom were on the excursion. Mike Burshtin served as trip chairman and the brochure was produced by Larry Eastwood and Frank Tatnall.

The Chapter wishes to thank the people of SEPTA for their outstanding cooperation in making this 50th anniversary excursion possible.

POSTAL SERVICE ISSUES NEW RAIL STAMPS



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The U. S. Postal Service has expanded its popular transportation series of postage stamps with three new issues. They are:

- Coal car of the 1870's - 13.2-cent bulk rate stamp for third class mailing
- Railroad mail car of the 1920's - 21-cent presort stamp for first-class mailing
- Cable car of the 1880's - 20-cent stamp for first-class (second ounce) mailing

The coal car stamp was issued July 19 with first-day events in Pittsburgh. The mail car stamp was introduced August 16 in Santa Fe, NM and the cable car stamp will be officially issued October 28 at the most logical post office for that event: San Francisco.

LIMITED EDITION PRINT OF COLUMBIA RAIL BRIDGE IS OFFERED

A 29" x 20" limited edition print of the Reading's Columbia bridge across the Schuylkill River is now available. The original zinc plates of Samuel Tobias Wagner's engineering drawings of the bridge were used to produce this numbered series of 250 copies on buff stock, which are suitable for framing. The graceful concrete arch span in Philadelphia's Fairmount Park is still in use by Conrail.

The Philadelphia Girls' Rowing Club and Wagner Free Institute of Science are offering the prints as a fund-raising effort at \$75 each. Orders may be addressed to: Roberta Snow, Philadelphia Girls' Rowing Club, 903 South 47th Street, Philadelphia, PA 19143, making checks payable to "PGRC."



READING RAILROAD

BLUE LINER TRIP

ALL READING LINES
 Chestnut Hill, East
 Fox Chase
 Neshaminy
 Lansdale
 FARE \$20.00

TAKE A RIDE ON THE READING

NOVEMBER 5, 1988 Saturday 10AM 30th St.

DEPARTING 30th STREET, UPPER 10:05 AM, A train of SEPTA "Blue Liners", will cover only former Reading Company commuter lines... the lines they were built to serve. A few sets of these cars, now the oldest railroad commuter cars operating in the U.S. still "soldier-on" during rush-hours. Philadelphia is the only place left where you can experience this kind of railroad equipment. TAKE A RIDE ON THE READING.

BLUE LINER CARS



P & W RAILROAD

P&W TRIP ONLY

Non-BVTA Memb. \$15.
 BVTA Member \$13.

RED ARROW COMBO

Non-BVTA Memb. \$26.
 BVTA Member \$25.

TAKE A RIDE ON THE P&W

NOVEMBER 6, 1988 Sunday 10:10 AM 69th St.

These historic cars, after fifty six years, still operate in regular service. Their use, however, has been restricted to weekends only. Only 5 of the original 10 cars remain in use and due to their limited numbers and utilization, they are subject to retirement at any time. RIDE'UM WHILE YOU CAN!

2 CAR BULLETS



RED ARROW LINES

RED ARROW TRIP ONLY
 Non-BVTA Memb. \$15.
 BVTA Member \$13.

P&W COMBO

Non-BVTA Memb. \$26.
 BVTA Member \$25.

TAKE A RIDE ON RED ARROW

NOVEMBER 6, 1988 Sunday 1:30PM 69th St.

A two-car train of these so-called "K" Cars will be operated over the Media and Sharon Hill routes of the former Red Arrow Lines. These cars built by Kawasaki Heavy Industries of Japan in 1981, are an example of current light rail transit technology. They are normally operated as single cars, so this trip will provide an opportunity to ride and photograph them running in trains. THE RED ARROW TODAY.

2 CAR KAWASAKI

YOU MAY ORDER TICKETS FOR ALL TRIPS FROM EITHER ORGANIZATION, BELOW...

Please make checks payable to "Phila. N.R.H.S." or "B.V.T.A." and return form below to respective address with a S.A.S.E., please.

Phila. Chapter, NRHS Box 7302 Phila. PA 19101
 B.V.T.A. 130 Springton Lake Road Media, PA 19063

----- CUT ----- HERE -----

___ tickets for "BLUES" ___ tickets for P&W ___ tickets for RED ARROW
 \$20 for : Non-BVTA Members, \$15 Either Sunday Trip \$26 Both Sunday Trips
 everyone : BVTA Members, \$13 Either Sunday Trip \$25 Both Sunday Trips

NAME _____ Phone _____

ADDR _____ NRHS Memb Y N

CITY-ZIP _____ BVTA Memb Y N

PENNSY K4s MAKES IT TO YORK; HAS TROUBLE GETTING HOME

Pennsylvania K4s #1361 almost didn't make it to the big party in York, PA on August 26-28. But last-minute repairs by members of the Altoona Railroaders Memorial Museum appeared to resolve certain mechanical problems which had troubled Conrail officials. On the gloomy afternoon of August 24 the resplendent steam locomotive, red keystone glistening on her smokebox door, pulled out of Altoona at 30 mph, in tow but under steam behind Conrail GP38-2 #8123. Trailed by tool car (ex-RPO-baggage) #6509 in fresh tuscan red paint, the big Pacific headed for York which planned to use her as the centerpiece for its 150th anniversary celebration of the Northern Central Railway's arrival in 1838.



Over the weekend the 1361 successfully operated seven excursions via the ex-Northern Central to Hanover Junction, PA and via the former Frederick branch to Menges Mills, PA, just west of Spring Grove, lines now operated by the Stewartstown and Maryland & Pennsylvania Railroads respectively. The K4s pulled a nine-car train consisting of the tool car, five ex-Lackawanna steel coaches from the Strasburg Rail Road, Strasburg's ex-Western Maryland London Run coach and two of Stewartstown's ex-Reading coaches. The Railroad Museum of Pennsylvania's restored PRR P70 coach did not appear as advertised, reportedly because of a mixup with the Strasburg. It was the most ambitious outing for the 1361--one of only two surviving engines of her class--since being brought down from her display site on Horse Shoe Curve in 1986 and restored to operation last year.

Bennett Levin's NW2 diesel from Juniata Terminal, painted as PRR #9251, remained coupled to the rear of the train and powered the backup runs to York. Chapter Member Eric Levin operated this locomotive throughout the weekend.

On the return trip to Altoona #1361 ran into problems. Leaving York early in the morning of August 29, the engine derailed one wheel of the trailing truck at Enola yard near Harrisburg, but this was rerailed with no damage. Moving west on Conrail's Pittsburgh Line (the old Middle Division) behind GP10 #7579, the 1361 actuated the hotbox detector at Hawstone, PA, milepost 162.3. Inspection revealed a hot journal on the third driving wheel, left side, apparently caused by a lack of lubrication, which forced the train to move at 5 mph to Lewistown yard, three miles away.

After further inspection it was determined that the K4s could not be moved at more than 10 mph and, in order to avoid delaying other trains, it was decided to hold the engine at Lewistown until September 5 when light Labor Day traffic would permit the movement to Altoona, a distance of 70 miles. Short trips between Altoona and Duncansville, PA via Conrail's Cove secondary track, scheduled for the Labor Day weekend, had to be cancelled.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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