

CYNDERS

OCTOBER 1995



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Volume 56

Newsletter of the

Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

OUR MEETING:

FRIDAY EVENING, OCTOBER 20, 1995

Eakins Lounge, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks
south of Market East Station)

Dinner at 6:15 PM (\$19.50 per person), Meeting at 7:30 PM

Parking in Wills Eye Hospital garage, 9th Street above
Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th
above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut
Street east of 10th (\$5.00 after 6 PM)

Our October 20 meeting will feature a narrated slide lecture, "CATENARY TO HARRISBURG", presented by National Director Frank Tatnall. This highly acclaimed slide presentation from the 1995 NRHS Lancaster Convention is a real treat and you'll not want to miss it! This program will feature all of the electrified lines to Harrisburg operated by the Pennsylvania, Penn Central, Conrail and Amtrak.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, OCTOBER 17, 1995 to National Director Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

Railroadiana collectors beware! Our November 17, 1995 meeting features our Annual Railroadiana Auction. Dig through your attics and find some lots of material to be sold to your fellow members at this popular event. Donations to the Chapter are most welcome.

VOLUNTEERS STILL NEEDED FOR TRAIN SHOWS

On the weekend of October 21-22 three train or trolley shows are scheduled in the Philadelphia area, and Philadelphia Chapter is invited to staff a sales table at each of them. But we can do this only with a sufficient number of members volunteering to pitch in.

SEPTA's TrolleyFest '95 will have a sales area at Market East Station 10 AM-6 PM both days. Greenberg's Great Train Show will be at the Valley Forge Convention Center 11 AM-5 PM and the Great Scale Model Train Show will occupy the Fort Washington Expo Center 10 AM-4 PM. Depending upon the number of volunteers, the Chapter will be represented at each show to distribute membership information and sell T-shirts, books and videos to benefit the Chapter's activities.

Members are urged to volunteer for any of these shows, for one or both days or even half-days. Please call Sales Committee Chairman Harry Garforth at 215-671-0983, leaving a message on his answering machine and he will return the call. Free admission to the show or shows is an added benefit.

Representing the Chapter at the NMRA's Fall Train Show September 23 at Upper Darby High School were Harry Garforth, Doug Watts and Frank Tatnall.

PENNS LANDING TROLLEY ANNOUNCES SHUTDOWN

After 13 years of operation on Delaware Avenue in Philadelphia, the Penns Landing Trolley will carry its last passengers on Sunday, October 14. A volunteer project of the Buckingham Valley Trolley Association, the trolley line had handled as many as 16,000 riders per season in its restored cars--most of them of Red Arrow heritage--along a 1.1-mile route in the center of what is now known as Columbus Blvd.

Reasons given for the shutdown were increased costs, falling ridership and a lack of support from the Penns Landing Corp. which holds jurisdiction in the waterfront tourist area. BVTA said that it will most likely disperse its large collection of historic cars to other museums, with preference given to those in Pennsylvania.

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

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$19.50 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$28.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE NEW PHONE NUMBER!

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302.

EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

FP7'S HAUL FREIGHT, RUN PASSENGER SPECIALS

Philadelphia Chapter's ex-Reading FP7 #903, paired with Lancaster Chapter's #902, last month had several opportunities to stretch its legs on the Delaware Valley and Brandywine Valley Railroads. These roads operate segments of the former Reading Wilmington & Northern branch.



On Saturday, September 9, the two handsomely-restored units operated a short excursion train from their Pocopson base to Chadds Ford, PA and return, carrying a group of NRHS members gathered for Lancaster Chapter's annual picnic held this year at Pocopson. Some 15 Philadelphia Chapter members attended under an open invitation from their sister Chapter. Passengers rode in three nicely-finished Brandywine Scenic Railway open-window coaches of Lackawanna heritage, plus a caboose, with Chapter Member Bill Oates, a regular DV engineer, at the throttle.

Later, on Friday, September 22, the two FP7's again ran on home rails, handling a four-car DV freight train from Chadds Ford to South Coatesville, then turned and ran south to CSX's Wilsmere yard near Wilmington with two flatcars loaded with steel plate. The venerable cab units had been pressed into service after DV Alco RS32 #211 developed a gearbox problem the previous night on the run from Wilsmere, and sister #212 was on the shop track at Kennett Square. The F's spent Friday night at the Wilmington & Western enginehouse in Marshallton, DE.

The next day, Saturday the 23rd, #902 and 903 together with W&W 4-4-0 #98 (under steam) and a coach, were moved from the W&W interchange through Wilsmere yard behind a CSX pilot engine. The historic locomotives were then placed on display on a Conrail track near the Wilmington Blue Rocks baseball stadium, one of many attractions comprising the huge DuPont RiverFest held that weekend to benefit the Boys & Girls Clubs of Wilmington. During the day, many visitors toured the cab of #903, assisted by W&W crewmen. Philadelphia Chapter Members Bill Oates and Frank Lancaster were also on hand to assist.

On Monday the 25th the twin FP7's were given a real lugging job. But they easily handled 20 loaded freight cars and four empties out of Wilsmere and up the 1.1-percent grade to Greenville with only slight assistance from RS32 #212. Setting off 17 cars at Chadds Ford, the F's continued north, picking up the three Brandywine passenger cars at Pocopson and proceeding to the Brandywine Valley yard at South Coatesville where they laid over that night.

On Tuesday, two "dry runs" were operated from Coatesville to a point near Embreeville (six miles), with #903 on the north end and 902 on the south bracketing the three coaches. This was a rehearsal for the "Coatesville Heritage Trains" sponsored by Lukens Steel on Saturday, October 21, part of a day-long celebration which will include dedication of the Lukens Historic District in Coatesville as a National Historic Landmark. Four Lukens buildings, including corporate headquarters and three steel mill structures, have been placed on the National Register of Historic Places. U.S. Senator Rick Santorum of Pennsylvania will be the featured speaker.

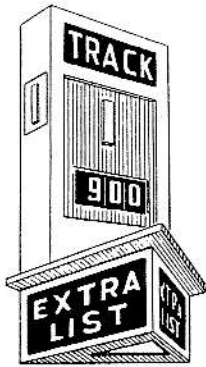
Some 5,000 people are expected in Coatesville for these events, but only 210 can be accommodated on each of the four special trains which leave at 9 and 10:30 AM, 12 Noon and 3 PM. Departure point will be from the parking lot behind the Lukens building on 1st Street, with passengers required to purchase tickets in advance through offices of the Lukens Employees Federal Credit Union. Proceeds will go to the Greystone Historical Society, which plans to restore an historic block of buildings in Coatesville. Assisting on the train will be Chapter Members Mike Hopkins and Bob Morris, with Bill Oates as engineer.

There is also the possibility that the FP7's will see limited duty this fall on Brandywine Scenic excursions, which are planned to run on DV track out of Northbrook, eight miles north of Chadds Ford.

SOUTHERN NEW JERSEY EXCURSIONS DELAYED

The planned excursions on Southern Railroad of New Jersey between Salem and Woodstown, NJ did not begin as previously announced on September 30. Some track damage and locomotive problems prevented this, but the trips should start in mid-October. Leaving Salem (Grant Street) at 10 AM and 2 PM Saturdays and Sundays this fall, the trains are to be powered either by SRNJ's ex-Bessemer & Lake Erie F7's #727-728 or F3's #56 and 57 owned by Anthracite Railroads Historical Society. For information, telephone 215-634-2582.

--Gerry Williams



OCTOBER 13, 1995: SEPTA Transit Store opens for business in new headquarters building, 1234 Market Street, Philadelphia. PCC trolley #2733 now on concourse level will be centerpiece of planned SEPTA museum.

OCTOBER 14: "Autumn Leaf Special" steam excursion from West Leesport to Jim Thorpe, PA and return via Reading, Blue Mountain & Northern and Carbon & Schuylkill Railroads, behind 4-6-2 #425. Train leaves West Leesport 9 AM, returns 8 PM, with three-hour layover in historic Jim Thorpe. Fares: \$42 adults, \$7 children (12 and under), vista dome \$72 adults, \$62 children. Order tickets from: Reading, Blue Mountain & Northern Railroad, Passenger Service, P. O. Box 215, Port Clinton, PA 19549-0215 (telephone 610-562-2102).

OCTOBER 14: Diesel-powered fall foliage excursion from Hagerstown to Cumberland, MD and return, sponsored by Hagerstown Chapter NRHS and Hagerstown Railroad Museum. MARC special leaves Hagerstown 7:30 AM, returns 6:30 PM. While in Cumberland, passengers have option of riding round-trip to Frostburg via Western Maryland Scenic steam train. Hagerstown-Cumberland fares: \$35 adults, \$30 seniors, \$20 children. Order tickets from: HRM, P. O. Box 2838, Hagerstown, MD 21741.

OCTOBER 14-15: "Pocono Mountain Special" from Scranton to Pocono Summit, PA and return via former Lackawanna mainline, using ex-Milwaukee 4-8-4 #261. Train leaves Steamtown station, Scranton 9 AM, returns 3 PM each day. Eight photo runbys are planned. Fares: \$39.95 per person coach, \$100 first class, night photo session \$30, chaser's pass \$30. Order tickets from: Pocono Mountain Special, c/o Friends of 261, 4322 Lakepoint Court, Shoreview, MN 55126, enclosing stamped, self-addressed envelope.

OCTOBER 14-15: Altoona Railfest '95 at Altoona, PA, sponsored by Railroaders Memorial Museum in cooperation with Conrail. For information, contact Convention & Visitors Bureau of Blair County, Route 220 & Goods Lane, Altoona, PA 16602 (telephone 814-943-4183).

OCTOBER 15: "Sussex Fall Foliage Express" from Hoboken, NJ to Warwick, NY and return via NJ Transit and Susquehanna, sponsored by United Railroad Historical Society. Either Erie-painted E8's or Lehigh Valley-painted F7 diesels will haul NJT equipment. Train leaves Hoboken Terminal at 10 AM, also stopping at Lyndhurst. Photo opportunities will be offered and on-board food available. Train returns to Hoboken about 6 PM. Fares: \$45 adults, \$10 children, box lunches \$6 each. Order tickets from: URHS/NJ, P. O. Box 564, Park Ridge, NJ 07656, enclosing stamped, self-addressed envelope. For information, telephone 908-671-9644 (7-9:30 PM).

OCTOBER 15: New England fall foliage excursion from Boston, MA to Windsor, VT and return via Conrail and New England Central Railroad, using chartered Amtrak train, sponsored by Mystic Valley Railway Society. Train leaves Boston South Station at 7:55 AM. Fares: \$65 adults, \$50 children (5-16), including lunch. For tickets and information, contact Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136 (telephone 617-361-4445).

OCTOBER 19: B&O Railroad Museum Director John Ott will present slide lecture on the history of the B&O Railroad and the museum collection, at Farinon Center, Lafayette College, Easton, PA, beginning at 8 PM. Lecture is sponsored by Hugh Moore Historical Park & Museums and admission is free.

OCTOBER 21: Four excursions from Coatesville to Embreeville, PA and return via Brandywine Valley and Delaware Valley Railroads using NRHS-owned FP7's #902 and 903, starting at 9 AM. (See story elsewhere in this issue.)

OCTOBER 21: "Autumn Glory Special" from Baltimore (Mount Clare) to Harpers Ferry and Martinsburg, WV and return, sponsored by B&O Railroad Museum. MARC diesel train leaves Baltimore 8 AM, returns 7:15 PM. Fares: \$45 adults, \$35 children. Order tickets from: B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD 21233-2699 (telephone 410-752-2393).

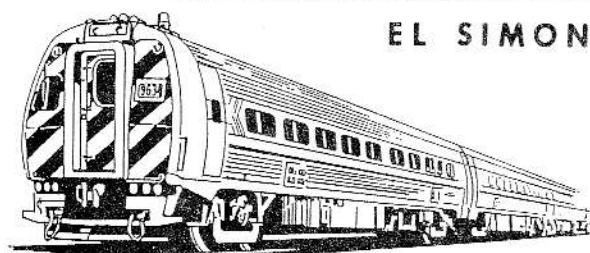
OCTOBER 21: Special excursion over former Maine Central Mountain Division from North Conway to Crawford Notch, NH and return, using ex-Boston & Maine F7A #4266, ex-VIA FP9 and Conway Scenic coaches. This line has recently been reopened by Conway Scenic, allowing this excursion sponsored by 470 Railroad Club. Train leaves North Conway 10:30 AM, returns about 4:15 PM. Fares: \$30 adults, \$15 children (12 and under), box lunch \$8. Order tickets from: 470 Railroad Club, 37 Longwood Drive, Portland, ME 04102, enclosing stamped, self-addressed envelope.

OCTOBER 21: Fall excursion from Lancaster and Harrisburg to Johnstown and Pittsburgh, PA and return, including loop via freight-only Mon Line in Pittsburgh and Conrail mainline, sponsored by Lancaster Chapter NRHS. Chartered Amtrak train will be used. Fare: \$83. For tickets and information, contact Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

OCTOBER 21: Excursions on Eastern Shore Railroad between Pocomoke, MD and Parksley, VA, sponsored by Worcester-Accomack-Norhampton Daycoach, Inc. Some NRHS-owned equipment will be used. Train leaves Pocomoke 11:30 AM, 2:30 and 5:30 PM; from Parksley 10 AM, 1 and 4 PM. Parksley Fall Festival and Pocomoke City River Rail Festival will be featured. Round-trip fares: \$13 adults, \$8 children. Trips include three-and-one-half hour layovers. Order tickets from: WAND, Inc., P. O. Box 135, Parksley, VA 23421, specifying which trip is desired.

OCTOBER 21: CATSME Lines model railroad club open house for HO and HO3 layout at Madison & Prospect Avenues, Fort Washington, PA, 1 to 5 PM. Admission by donation. For information, telephone 215-646-2033.

OCTOBER 21-22: Philadelphia Trolley Fest '95 sponsored by SEPTA, 10 AM-6 PM both days. Principal location will be at Market East Station in center city, with numerous exhibitors and vendors including Philadelphia Chapter. Other events will include rides on vintage trolleys, tours of new Overbrook and 72nd Street shops, dedication of SEPTA Transit Museum at 1234 Market Street. For information, telephone 215-580-3773.



ON THE SCENE

coaches 25058, 25052, 25074 and 25008. The two F40's and the first two MHC's were added at Philadelphia.

#40: F40's 286 and 291, MHC's 1441 (all off at Philadelphia), 1435, 1512, 1522, 1535, baggage 1195, Slumbercoach 2087-Loch Ness, 10-6 sleeper 2435-Pacific Meadow, diner 8510-Silver Cafe, Amfleet II lounge 28006, Amfleet II coaches 25084, 25038, 25064, Heritage coach 4009, and Bennett Levin's Pennsylvania 120 (800241). E60 #610 replaced the F40's at Philadelphia to take #40 on its final miles to New York's Penn Station.

Among passengers I encountered on #40 were Mike and Lynn Burshtin, and numerous other acquaintances were on both trains. Since the Alder Falls and Mountain View had been scratched from #41 at the last minute (just why appears to be a matter of dispute), we westbound riders got a great view from the rear vestibule as we rounded Horseshoe Curve for the last time (avoiding the assistant conductors in the process -- I'm so ashamed!).

Amtrak's replacement train between New York and Pittsburgh, the Three Rivers, did not look initially too promising, but the Intercity SBU was attempting to insert some Amfleet II coaches on this train (as well as the Pennsylvanian and Carolinian, the other two Intercity trains using Northeast Corridor Amcoaches). Nevertheless, the SBU has a higher priority, committed to replacing the last Heritage leg-rest coaches on the Lake Shore Limited.

Some Amfleet II's will come available by year's end, when Amtrak expects to have on hand the 15 Superliner II coaches it needs to replace these cars on the Auto Train. At that time, the distinctive Heritage food service equipment on #52 and #53 will also be replaced.

The five MHC's that were running on #40 and 41 are now being handled to Chicago on the Lake Shore Limited (three cars) and the Three Rivers (two cars). With the Broadway's demise, the Capitol Limited and Lake Shore did not, initially, add any passenger-carrying cars. However, when Amfleet II coaches go on #48 and 49, seating capacity will increase. (Ed. Note: In a late-breaking development supplied by E1, it appears that the Intercity SBU operated its last Heritage coaches over the weekend of September 16-17.)

The Capitol Limited has been seen with ten head-end cars west of Pittsburgh. Since the minimum passenger-carrying consist of this train is eight cars (transition, diner, lounge, three coaches and two sleepers), an exemption to Amtrak's arbitrary 18-car limit will be needed every time even one extra car is needed. At the same time, the Lake Shore Limited is also running up to six head-end cars, which also finds it maxing out at the 18-car limit. One result will be a reduction in the availability of incentive fares, since demand will likely be much closer to available capacity.

The Cardinal, living yet another life, is now operating as a four-car Superliner train between Washington and Chicago, consisting of two coaches, a lounge and a sleeper. The view of the New River Gorge in West Virginia must be superb from the Sightseer lounge, which also offers a modified tray meal service. Since a transition car is not assigned, the train cannot easily handle private varnish (not permitted on the longer Lake Shore and Capitol Limited due to consist limits). Logically, this is the only train which could handle extra cars for peak period ridership between east and west. Those who are adventurous and can't get space on these trains can ride via Toronto, staying overnight, but getting two daylight trips!

The Northeast Corridor was assigned 46 Heritage cars at last count. These were mostly 37 "Clocker" coaches, and the balance made up of the three special Vermonters baggage cars and six 10-6 sleepers for the Night Owl. These are, of course, overshadowed by the 411 Amfleet cars which seem to be everywhere on local trains here now!

A prototype conversion of Heritage coaches to baggage cars have plating over the window area and a single center door. As with many rehabilitated head-end cars, a roll-up door has replaced the heavy sliding door. The two cars attempted have not yet been released from Beech Grove. Plans may see as many as 40 coaches so rebuilt-- a total of 70 are available. As a result, some of the Heritage fleet will live yet another life!

The first two Viewliner sleepers have finally been delivered! Cars 62000-62001 were deadheaded from Hornell to Buffalo and added to the eastbound Maple Leaf to Albany. There, they were added to the westbound Lake Shore Limited to Chicago. Since there was also a deadheading Heritage coach on this train, the train had a 21-car consist (so much for the 18-car limit!). At Chicago, one car was sent to Washington for an incredulous management to finally see.

Since you'll be getting to ride one of these cars soon, here are some notes of interest. Each car includes 12 double-sleeping compartments (economy rooms), two deluxe bedrooms and a handicapped bedroom. Also, there is an attendant's room, shower and food service unit. Each room has a video screen and vacuum-type toilet. The handicapped bedroom is located at the vestibule end, and wheelchair-bound passengers can be moved straight into their room without having to navigate the passageway around the deluxe rooms.

ON THE SCENE (Continued from Page 4)

The deluxe rooms have crosswise sofas with an extra chair and a shower/toilet section (as on a Superliner). The seat folds down beneath the double crosswise seat, which becomes the lower bed. The upper bed hinges down in the deluxe and handicapped rooms.

The economy rooms have one seat narrower than the other (to accommodate the adjacent toilet). Baggage storage is available over the adjacent aisle, accessible from the room. The lower bed is made up by converting the facing cushioned seats and the upper bunk pulls down from the ceiling. The video screen in the economy room is very small, and positioned so that only the person in the narrower seat can see it.

There is a food-service module in the car with hot and cold water faucets, an ice dispenser and a coffee maker. Each Viewliner is 14' 0" high, 10' 6" wide and 85' 4" long. Construction is stainless steel except for the end underframe.

By late August, dual-mode General Electric locomotives #700-707 were in service, and the final two were expected shortly on the Empire Corridor. Amtrak's ten rebuilt switchers (to SW1000 standards) have all been received and are assigned as follows: Chicago (790-794, 799), Los Angeles (795), New Orleans (796) and Washington (797, 798).

By mid-August, over 130 private or railroad-owned cars had been noted operating on Amtrak's trains. Included was former Reading business car 15, now based in California, which was scheduled to operate to the AAPRCO convention in Nelson, British Columbia last month.

Some additional long-distance changes were made on September 10 which were not covered in our last column. The Texas Eagle rail connection to Houston has been replaced by a much-faster non-stop bus between Longview and Houston. The Desert Wind and California Zephyr have swapped departure days to provide for better utilization of equipment.

On the Corridor, as things turned out, Custom Class service was added to two Washington-New York round trips (shown in the schedules). Nine Metroliner Service coaches were redesignated "Custom Class" for these trains and a car on the Adirondack. This leaves 58 Metroliner Service coaches, enough for scheduled service, plus a 20% shop margin. Names have been dropped from many NEC trains, including virtually all trains running between New York and Washington.

The Piedmont's consist has been expanded on certain weekends for football crowds. All four currently-active North Carolina-owned coaches and assigned Amtrak lounge 3104 were augmented by "Clocker" coaches 7608 and 7620 and a second lounge, the 3120.

For consist fans, two other make-ups from final trips: The last Cape Codder on September 10 had F40 #235, Amcoach 21092, Amcafe 20052 and Amcoach 21141. The final Niagara Rainbow had F40 #354 (to FL9 484 at Albany-Rensselaer), Amfleet 21214, 20236, 21095, 44162, 21112 and sleeper 2911-Pacific Forest.

EXTRA LIST (Continued from Page 3)

OCTOBER 21-22: Greenberg's Great Train, Dollhouse & Toy Show at Valley Forge Convention Center, King of Prussia, PA, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

OCTOBER 21-22: Great Scale Model Train Show at Fort Washington Expo Center, Fort Washington, PA, 10 AM-4 PM. For information, telephone 410-730-1036.

OCTOBER 27-29: Wellsboro Rail Days sponsored by Tioga Central Railroad, offering seven Alco-powered excursions over former New York Central line out of Wellsboro, Tioga County, PA, now the Wellsboro & Corning. Certain trips will operate to Hammond Lake reservoir, one to near Corning, NY (31 miles). Other events such as model railroad show will be sponsored by Wellsboro Area Chamber of Commerce. Fares vary. Weekend pass good on all but Corning trip: \$45 adults, \$40 seniors, \$20 children. For schedule and reservations, write: Tioga Central Railroad, RD 3, Box 419, Wellsboro, PA 16901 (telephone 717-724-0990 Tuesdays or Fridays 9-11 AM).

NOVEMBER 4: "Steam in the Valley" excursion via Conrail and New England Central to New London, CT using diesel-powered Amtrak train, with transfer to Valley Railroad steam train. Special leaves Boston (South Station) 8 AM, returns at 9 PM. Fares: \$50 adults, \$40 children (5-16). Order tickets from: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486 (telephone 617-361-4445).

NOVEMBER 11-12: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center off Route 73, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

NOVEMBER 18: Train Show & Sale sponsored by Chalfont Boro Police Benevolent Association, at Unami Middle School, 160 South Moyer Road, Chalfont, PA, 9 AM-3 PM. Admission: \$3 adults, children under 12 free. For dealer information, contact Paul Myers at 215-345-5017.

NOVEMBER 18-19: Final open house at Gateway Model Railroad Club, 3rd & Market Streets, Gloucester City, NJ, 10 AM-4 PM both days. Donation: \$2 adults, children under 12 free. For information, contact Nick Caccavo at 610-532-2271.

NOVEMBER 19: Railroadiana & Model Train Show at Parsippany P.A.L., 33 Baldwin Road, Parsippany, NJ, 9 AM-3 PM, sponsored by Tri-State Chapter NRHS. Admission: \$4 adults, children and seniors \$3, family \$6. For information, write: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962 (telephone 201-488-5429).

NOVEMBER 25-26: Cheltenham Hills Model Railroad Club open house at 8000 Old York Road, Elkins Park, PA, 12 Noon-5 PM. Admission free. For information, telephone 215-357-3990.

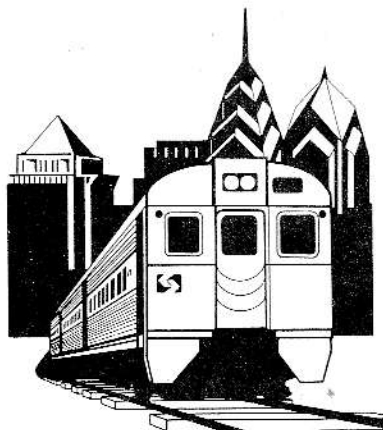
PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

In reissuing its Regional Rail timetables last month, SEPTA decided to dress them up with a photo and new typeface on the cover, including larger route numbers. Conductors and supervisors posed for the photos, a different one on each of the 11 issues, often showing the employee assisting a passenger to illustrate SEPTA's new "At your service" theme. Chapter Member John Ciavatta is the subject on the R5 Lansdale-Doylestown timetable, as he discusses a schedule with a smiling passenger. The only sour note to this otherwise laudable PR effort was the refusal of the Brotherhood of Locomotive Engineers to allow any of its 180 members to have their pictures taken. The BLE is still engaged in contract negotiations with SEPTA, and "we're in no mood to get involved in any feel-good stunts," General Chairman Stephen Bruno told the Daily News. The United Transportation Union, representing the conductors, has agreed to a new contract with SEPTA.

SEPTA did indeed implement its reorganization of the Railroad Division on September 1, breaking the system into three regions each headed by a chief officer and naming a director for each of the seven lines (plus deputy directors for the heavier routes). A director was also named for each of the center city stations. The route directors and deputies have their offices out on the lines, although all were not in place by late September. Their names and phone numbers will appear in future timetables, as part of the overall plan to bring railroad management closer to the customers. The goal for on-time train performance has been set at 95 percent, versus the actual 91.4 percent during fiscal year 1995 ended in June. Average weekday ridership, 86,000 last year, is expected to grow to 90,000 in the current year (it was 88,000 in June).



SEPTA has dropped its plan to convert its five 1958-vintage Pioneer III cars into push-pull coaches, and instead will put them up for sale. It is hoped that one of these original Silverliner-style cars will go to the Railroad Museum in Strasburg.....SEPTA now expects ALP-44 electric locomotive #2308 to be delivered next month.....No new push-pull cars are currently on order, but will be when funding becomes available.....SEPTA tried running a push-pull set on Doylestown trains 6576-511 for three days starting September 11, but its five cars proved unable to handle the load previously carried in a six-car MU train.....As part of its expanded advertising plan, SEPTA is toying with the idea of once again selling space above the seats in MU cars, à la the subways.....Have you seen the new red metal benches recently installed in Suburban Station? These came to SEPTA without charge from TDI, the advertising agency.

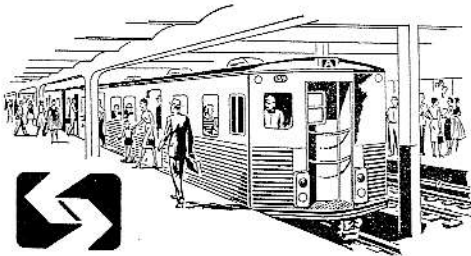
PennDOT will commission a new study of AMTRAK's "Keystone Corridor" between Philadelphia and Harrisburg, to determine its current value and future potential. Bids from consultants were due last month. As part of its list of goals for 1996, SEPTA's Railroad Division will develop plans for taking over the Harrisburg service should PennDOT seek an operator other than Amtrak.....As of mid-September, SEPTA had not come up with a contingency plan to be used in the event that AMTRAK were forced to shut down the Northeast Corridor. That conceivably could occur if Congress cuts off all funding for Amtrak, which now seems unlikely.....SEPTA and AMTRAK have reached a new agreement allowing Amtrak to run ballast trains over SEPTA's West Chester Line from a quarry in Glen Mills, Delaware County. The present base trackage charge is \$1.05 per car mile, indexed for inflation.....The October TrailPasses feature a photo of old MP54 red cars, plus PRR logos.

SEPTA plans major service improvements on its Media-Elwyn route when the ongoing signal replacement project is completed, probably late this month. Reduced travel time will be one result, and both tracks between Media and Elwyn will be fully utilized. All interlockings will be controlled from Philadelphia, allowing the closure of "Media" tower located in the station. To speed the project along, the line is being bused for five consecutive weekends through October 21-22.....Meanwhile, welded rail installation continues on the #2 northbound track, advancing southward along the Mainline from Gwynedd Valley. When it reaches the section south of Ambler there will be single-track operation from Oreland during midday, but the current half-hourly turns at Ambler should be retained.....SEPTA has begun testing a "seat guarantee" program on its R2 Wilmington line, supplementing the existing on-time service guarantee. Under the new plan, a rider's fare will be refunded (after a claim card is filed) if he or she is unable to find a seat on an inbound or outbound train. The guarantee, however, does not apply between University City and center city. The line carries about 7,000 daily passengers, but if the program is successful it will be extended to all Regional Rail customers.

SEPTA has issued an attractive new "Regional Rail Travel Guide," giving many facts about the services offered. The folder also contains a more-or-less geographically-correct system map showing all lines and fare zones, a big improvement over earlier diagram-style maps.....SEPTA is considering the idea of naming more rush-hour express trains. The only current named train is the Schuylkill Flyer on the R6 Norristown Line.....University City station averaged 1,500 daily "trips" in July, and Temple U 2,500.....No rehab work has yet begun on historic (1858) Overbrook station, but a contract has been let for cost estimates on the \$1-million-plus project.....Cab car #2401 has been equipped with the new EPIC electronic braking equipment.....The Inquirer reports that the State has released \$7 million to build new platforms and baggage-handling facilities at Philadelphia International Airport for passengers transferring to or from SEPTA trains.....Many employees are now sporting SEPTA's new "At your service" buttons.

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)



SEPTA has begun a \$150,000 multi-media campaign to increase ridership, highlighted by ten and 30-second TV commercials and a 60-second radio spot, plus print ads focusing on weekly area newspapers. Among the unusual features are sponsorship of traffic and transit reports on KYW Newsradio and classified ads in the Inquirer that read: "SEPTA. Make our wheels yours. Dependable. Affordable. 215-580-7800." To further entice potential riders, SEPTA is offering the "Pass Plus" program which give passholders special discounts at many restaurants, stores and attractions such as the Zoo, the Phillies, the Art Museum and the soon-to-open Transit Museum. The Daily News can be purchased for only 25 cents per copy using coupons given to passholders.....

To boost revenues, SEPTA Assistant General Manager Stephan Rosenfeld is putting together a companion program to offer more SEPTA space to paying advertisers. Possibilities include transfers, token packs, maps, timetables and additional car cards. Currently, SEPTA gains about \$4 million from advertising per year.....More fully-painted bus ads are also planned, including one to be painted like a limo to pitch SEPTA's own services. Some of those now on the street are #3446 with an eye-catching display for the NBC-TV show "Friends," and #3163 hawking the Potamkin auto dealerships. Reportedly, Potamkin wants to order ten more full bus ads. (To date, no trolleys have been seen with an ad covering their entire exterior!)

SEPTA's total marketing program for fiscal year 1996 will cost about \$600,000--an infinitesimal part of its \$716-million operating budget. This includes the "On time or on us" program which provides refunds for railroad, subway and Route 100-101-102 riders who arrive at their destinations more than 15 minutes late. Passholders on buses have "trip completion protection" which guarantees to get them to their destination one way or another.....When the Route 100, 101 and 102 timetables are reissued, they will feature employee photos on the cover similar to the new Regional Rail timetables.

PCC #2733, freshly restored to its as-delivered appearance, was unveiled in front of SEPTA headquarters at 1234 Market Street on September 16. After several days of lifting and positioning, the 1947 trolley, painted PTC green with maroon belt rail and silver roof, was finally lowered onto its display track in the concourse level during the night of September 20. The 18-ton car had been stripped of much of its heavy underfloor gear, but its interior was faithfully restored including crank windows salvaged from a trolley found in a Bucks County junkyard. The car will be a drawing card for SEPTA's new Transit Museum in the building, and the Transit Store on the ground floor set to open October 13. SEPTA said the total cost of building the museum and store, including restoration of the trolley, will be about \$500,000, but overall renovation of the 1234 building came in well under budget. At the Saturday unveiling ceremony, General Manager Gambaccini spoke of SEPTA's commitment to light rail, and Deputy Mayor Denise Goren observed that PCC's are "one of Philadelphia's most beloved and recognizable vehicles...Trolleys are the future of the City."

SEPTA and other transit agencies are awaiting a final decision from Congress on funding for fiscal year 1996, but it appears certain that Federal contributions will be cut substantially (see August Cinders).....SEPTA has changed its order for new Ikarus buses so that all 400 will be 40 feet long and 102 inches wide (meaning that they'll be barred from certain lines such as Route 23). But SEPTA is considering a future order for about 60 shorter buses, primarily for Frontier routes.....Currently, SEPTA needs 903 buses for its rush-hour line, but last month was about 14 units short. The total fleet is 1,441, whose average age is 11 years. SEPTA has begun applying "At your service" stickers to its bus fleet.....SEPTA managed to restore trolleys to Route 10-Lancaster Avenue the second week in September, but repeated an error committed last June. At that time, Route 10's Kawasaki cars were shifted to Route 15-Girard Avenue for the summer while the 10 was bused due to street construction, but both Route 15 bus and trolley schedules appeared on the racks. Last month, once again, both bus and trolley Route 15 schedules appeared with September 10 effective dates, although the trolleys had returned.

SEPTA contractors started work in late August to remove paving on 58th Street between Chester and Woodland Avenues, uncovering the old Route 46 rails buried since 1957. The idea is to utilize this track to detour Route 13 trolleys onto Route 11 when PennDOT closes the Chester Avenue bridge near 49th Street next year. A new bridge will be constructed there over SEPTA's West Chester Line. The Route 13 is SEPTA's heaviest subway-surface line, carrying some 21,000 riders each weekday between Darby, center city and intermediate points.....The SEPTA operator who was fired in 1990 after the fatal Market Street subway crash, when he was found to have high levels of cocaine in his blood, has been suspended from his latest SEPTA job as a cashier, the Inquirer reported. He had been reinstated earlier this summer in line with an arbitrator's ruling that he was not at fault in the crash (see August Cinders). No reason was given for the most recent suspension.

Construction has begun on SEPTA's \$59-million Midvale bus garage, on the site of the old Midvale-Heppenstall steel plant in North Philadelphia.....DVARP reports that trolley wires have been cut on Germantown Avenue at Wayne Junction, as SEPTA prepares to replace the old Reading overhead bridge which carries SEPTA's Mainline tracks.....The new Girard Avenue el station is finally completed and open for business (DVARP).....SEPTA has started a 90-day test with the League Island Ferry Company to offer joint water-bus-subway service to South Jersey commuters. For years the ferry carried workers to the now closed Navy Yard. Weekly cost for the service is \$27.....SEPTA's Customer Service office completed its move this summer from 841 Chestnut Street to SEPTA's new headquarters at 1234 Market Street. It's located on the lobby floor--look for the timetable racks.....The SEPTA-operated Phlash bus service in center city has been named "Best Alternative Transportation" in this year's Philadelphia Magazine "Best of Philly" awards.....SEPTA has issued a green-colored brochure listing all light rail events scheduled this fall.

PHILADELPHIA EXPRESS (Continued from Page 7)

Amtrak



AMTRAK is still deep in troubled waters, but the immediate threat of an October 1 shutdown has passed. Late last month both houses of Congress approved a stopgap measure to continue all government operations for six more weeks. This averts the political "train wreck" (as the media calls it) that would occur if the White House and Congress failed to agree on a new spending plan for the 1996 fiscal year starting this month. Meanwhile, the leadership is trying to work out compromise appropriations bills for the Department of Transportation and all other agencies. The problem of reauthorizing Amtrak (see September Cinders) was apparently resolved last month when the House Transportation & Infrastructure Committee, headed by Bud Shuster of Pennsylvania, approved a bill to continue funding for Amtrak through 1999. The troublesome labor issues would be settled through arbitration. But the level of Federal support will be sharply cut to well below Amtrak's total request of \$1.06 billion for FY 1996, though the final numbers are still to be determined. Amtrak sought \$260 million for operations versus \$392 million received in FY 1995, but the House Committee approved only \$215 million and a Senate bill provides just \$185 million.

AMTRAK took in total revenues of \$684.7 million during the first nine months of FY 1995 (through June), while expenses totaled \$1.4 billion, producing a net loss before subsidies of \$720.9 million. Of its 14 "product lines," including Metroliner service, only special trains had an operating profit.....AMTRAK has come up with a "customer satisfaction index" (CSI) based on recent passenger surveys. In June the Intercity Business Unit had an overall CSI of 83 out of a possible 100, the Northeast Corridor 79, Amtrak West 88 and Amtrak as a whole 82 (Amtrak Ties Express).....AMTRAK is still pressing its plan for earmarking one-half cent of the existing gas tax for an Amtrak capital trust fund, a provision included in the Senate's Amtrak reauthorization bill.....AMTRAK President Thomas Downs told employees last month that the low level of Federal operating support anticipated for this fiscal year may force further cuts in service. Anything less than the \$260 million requested by Amtrak "means some further adjustments, but we just don't know where yet," he said.....Downs also reported that AMTRAK would go over the final offers for Northeast Corridor high-speed trainsets with the three pre-qualified bidders, and the board would review the offers by November. Amtrak must also determine how much of the cost can be funded through borrowing and how much will require government funding.

AMTRAK last month issued a colorful 20-page "Keystone Service Schedule & Travel Guide," packed with information on Philadelphia-Harrisburg train service, local attractions and transit information.....On the night of August 28 AMTRAK ran a train from Harrisburg to Philadelphia consisting of a locomotive and Superliner car, intended to test clearances for the higher cars. But the Superliner would not fit into the Lower Level of 30th Street Station. The car returned west the next day on the Broadway Limited.....AMTRAK last month installed concrete ties on tracks #2 and 3 between "Zoo" and North Philadelphia, one of the last locations on the Corridor previously without them.....AMTRAK has returned #2 track from Bryn Mawr to Overbrook to normal speeds after more than a year of limited use. Some 500 new ties were installed.....30th Street Station's main concourse was bedecked with new banners advertising the schedule changes. They were hung on the north wall window level, opposite the banners advertising the food court on the south side.....Reflectorized metal numbers have been affixed to mileposts along the Corridor east and south of Philadelphia, as well as on the Harrisburg main.....NARP reports that the first new Viewliner low-level car was to be displayed in Washington last month.....A male trespasser was struck and killed by AMTRAK's Crescent #20 September 16 at Bensalem, PA.....AMTRAK is broadcasting an hour-long "infomercial" on the National Empowerment Television cable network. NET Founder Paul Weyrich formerly served on the Amtrak board. "It's a very cost-effective way of getting our message to a conservative audience we need to reach," said Amtrak Spokesman Clifford Black (Traffic World).

CONRAIL



history, but President and CEO David M. LeVan noted that "our new double-stack route enables Pennsylvania businesses to compete in national and international markets, and further encourages expanding industries to look at Pennsylvania for growth opportunities. The project is a clear demonstration that Conrail is strongly committed to Pennsylvania's commercial future." The State contributed more than \$30 million to the program which covered some 130 locations, among them five tunnels including Flat Rock and Phoenixville along the Schuylkill River. Work is progressing in Philadelphia to extend the stack route to the port area by the end of the year, with undercutting at the Girard Avenue tunnel now underway.

The first double-stack trains to run through Pennsylvania were TV-11 enroute from Elizabethport, NJ to Chicago late on September 6, and TV-2M from Chicago to Morrisville the next morning. TV-2M carried four double-stack cars but this had grown to nine within a few days. (Double-stack cars often contain five wells capable of handling ten containers.) In this area the cleared route is via the ex-Reading Trenton Line through West Trenton to Woodbourne ("CP-Wood"), then via a new connection to the ex-Pennsy Morrisville Line to Norristown and the former Reading Harrisburg Line via Pottstown and West Reading to Harrisburg. Beyond that, the ex-Pennsy mainline (now the Pittsburgh Line) is followed through Altoona and Johnstown to Pitcairn, continuing via branches around Pittsburgh to Conway and then on to Cleveland, OH where the Chicago Line (ex-New York Central) is joined. Between West Trenton and "Wood" only the #1 track can be used because the SEPTA wire over #2 must still be raised. Other trains now handling stacked containers are TV-1 (Morrisville to Chicago), TV-61 (Harrisburg to Chicago) and TV-12 (Chicago to Elizabethport), TV-213 (Kearny to Atlanta via Hagerstown) and TV-214 (Atlanta to Kearny via Hagerstown). All are night runners through the Delaware Valley. A dedication ceremony for the new service was held September 28 in Harrisburg.

(Continued on Page 9)

UPDATE OF SHORTLINE/REGIONAL RAILROAD ROSTERS

The following additions and changes should be made in the locomotive rosters published in the February through August issues of Cinders:

<u>DELAWARE VALLEY RAILWAY (DV), Kennett Square, PA</u>							
Add	341	B-B	GP7R	D/E	EMD	1950	Former Octoraro 341
Add	346	B-B	GP7R	D/E	EMD	1953	Former Octoraro 346
Add	902-903	B-B	FP7	D/E	EMD	1950	Former Reading 902, 903 (Note 2)
<u>Note 2: Owned by Lancaster, Philadelphia Chapters NRHS</u>							
<u>EAST JERSEY RAILROAD & TERMINAL (EJR), Bayonne, NJ</u>							
Add	8634	B-B	SW900	D/E	EMD	1955	Former Conrail 8634
<u>EAST PENN RAILWAYS (EPRY), East Greenville, PA</u>							
Add	8990	B-B	SW9	D/E	EMD	1953	Former Everett 8990
<u>EVERETT RAILROAD (EV), Claysburg, PA</u>							
Delete	8990	B-B	SW9	(Sold to East Penn)			
<u>MARYLAND MASS TRANSIT ADMINISTRATION (MARC), Baltimore, MD</u>							
Delete	83	F9PH	(Traded to MK Rail)				
<u>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ</u>							
Delete	436	SW9	(Donated to United Railroad Historical Society)				
Delete	438	SW9	(Donated to URHS)				
Delete	4172	U34CH	(Donated to URHS)				
Add	4300-4302	B-B	GP40-2	D/E	EMD	1968	Former Conrail 3189, 3196, 3197 (Note 9)
Add	4303	B-B	GP40-2	D/E	EMD	1965	Former Conrail 3008 (Note 9)
<u>Note 9: Rebuilt by Conrail from GP40's 1995</u>							
<u>SMS RAIL SERVICE (SMS), Bridgeport, NJ</u>							
Add	300	B-B	S12	D/E	BLH	1952	Former Smoky Hill Museum 1842
Add	554	C-C	AS616	D/E	BLH	1952	Former Trona 54
<u>BUILDER ABBREVIATIONS</u>							
BLH - Baldwin-Lima-Hamilton Corp.							
EMD - Electro-Motive Division, General Motors Corp.							

PHILADELPHIA EXPRESS (Continued from Page 8)

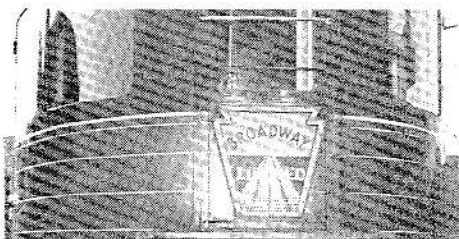
CONRAIL CEO LeVan has again made it clear that he intends to keep Big Blue independent, but the financial community is abuzz with merger rumors. Last month CSX Chairman and CEO John Snow told the press that he believes the eastern railroads will eventually consolidate, with Conrail sold to either CSX or NORFOLK SOUTHERN or split between the two (Traffic World).....CONRAIL last year collected \$3.6 billion in freight revenues, ranking #5 behind the now-combined BURLINGTON NORTHERN SANTA FE, UNION PACIFIC, CSX and NS in that order.....CONRAIL's employee magazine Inside Track carries a nostalgic article on towers in the current issue. In 1978 Conrail had 75 active towers but now has only a third of them left.....The same magazine reported that CONRAIL last April allowed GP15-1 #1621 to be lettered with the Nike slogan "Just do it" for the Boston Marathon.....CONRAIL has returned some its stored 5000-series B36-7's and B40-8's to service to meet a motive power shortage.....The next to last of 80 new SD60I locomotives, #5653, was delivered late last month.....The consolidated employees timetable issued by CONRAIL last summer contains an interesting new feature: a track diagram for each line.

NJ TRANSIT enjoyed a ten percent increase in ridership on its Atlantic City line this past June as compared with 1994, with about 16,000 passengers riding to and from Philadelphia. But if AMTRAK's year-ago loadings are factored in, traffic on the line is actually off about 13 percent following cancellation of Amtrak service in April. Normal weekday ridership is now about 2,550, with weekends slightly higher (West Jersey Chapter).....Falls Township supervisors are asking NJT to build a passenger station in Morrisville as part of its already-announced plan to set up a storage yard and shop on a 30-acre plot of CONRAIL land. But NJT says this is not a practical idea, and would violate earlier arrangements NJT made with the State of New Jersey and City of Trenton, the Inquirer reported.....NJT planned to open its new yard in Port Morris last month, where diesel-powered Boonton Line trains will be stored. Electric trains will continue to yard at Dover, the end of catenary seven miles east of Port Morris (Jersey Central Chapter).....The State appears ready to recommend construction of a light-rail line from Woodbury to Camden, where passengers would change to PATCO. Part of an eventual rail link to Glassboro, the eight-mile Woodbury line would cost about \$300 million (West Jersey Chapter).

PHILADELPHIA CHAPTER'S ANNUAL RAILROADIANA AUCTION
FRIDAY, NOVEMBER 17, 1995

"BROADWAY" MAKES ITS LAST RUNS WITH FLOURISH

One of America's most famous trains, the legendary Broadway Limited, passed into history last month. Though only a shadow of the traditional Broadway--pride of the Pennsylvania Railroad--Amtrak trains 40 and 41 drew considerable attention from the media on their final runs September 9-10.



For Distinctive Travel Comfort

Broadway Limited

ALL-PRIVATE-ROOM FLEET LEADER

CHICAGO • PHILADELPHIA • NEW YORK

The Broadway, which lost its coveted all-private-room status in 1967 and its tuscan-red consist a few years later, nevertheless outlasted its arch rival 20th Century Limited by 28 years. And the Broadway at least went out in style. Westbound #41 on Saturday the 9th carried a banner on the nose of F40 #315 that read "Last Run of the Broadway Limited," adorned with both PRR and Amtrak logos, much to the delight of the many photographers at trackside. (The banner, created by Chapter Member Rich Bernhardt and other Amtrak employees at New York's Sunnyside yard, was removed at Harrisburg.) Eastbound #40, which departed Chicago Union Station on Saturday evening, featured Bennett Levin's former PRR office car #120 bringing up the markers. The train arrived in Philadelphia about half an hour late on a sunny Sunday afternoon, with F40 #291 on the point. Amtrak even went so far as to distribute souvenir folders to passengers on both of the last trains.

In addition to widespread newspaper coverage of the event, the ABC "Good Morning America" television show devoted four minutes of airtime on September 13 to the Broadway Limited story. Interspersed with numerous film clips of the train in its glory days were on-camera interviews with local personalities, including Philadelphia Chapter National Director Frank Tatnall, Harrisburg Chapter's Dan Cupper who writes for Trains and City Official Bennett Levin, owner of the PRR 120. The "GMA" crew visited the NRHS national office in Philadelphia on September 7 to tape the interview with Frank Tatnall, then rode the last eastbound Broadway from Huntingdon, PA to New York during which Bennett Levin spoke about the spirit evoked by the train.

Earlier, Philadelphia's WPVI-TV Channel 6 was on hand for the final eastbound run, interviewing Chapter Members Dick Reuss and Michael Burshtin, as well as Bennett Levin at 30th Street Station.

Substituting for the Broadway are new Amtrak trains 46 and 47 between Pittsburgh and New York, designed primarily to carry U.S. Mail business formerly handled on #40 and 41. Name the Three Rivers, these coach trains operate about 45 minutes in advance of the old schedules.

Typical of the nostalgic coverage in the print media was the September 9 article in the Inquirer entitled "Curtain falls on the Broadway." The article reviewed the 92-year history of the New York-Chicago fleet leader first named the Pennsylvania Special and later renamed the Broadway Limited in deference to the PRR's four-track-wide "broad way." "This once-haughty flagship of the Pennsylvania Railroad, pride of the line from the turn of the century till the '60s, is falling victim to Amtrak cost-cutting. By getting rid of the Broadway...Amtrak expects to save more than \$17 million (per year)." Thus did economic reality finally write the epitaph to one of the great names in railroad history.

TROLLEYFEST '95 TO OFFER 2-DAY TROLLEY FEAST

The SEPTA-sponsored TrolleyFest '95 set for the weekend of October 21-22 will offer a wide variety of tours and events geared both to trolley fans and the public. The centerpiece will be a TrolleyFest Market at Market East Station in center city, with exhibitors and vendors on hand Saturday and Sunday from 10 AM to 5 PM. Philadelphia Chapter will be represented.



Other events include PCC rides on the nearby Welcome Line, plus rides to South Philadelphia aboard 1926 Peter Witt car #8534, a PCC shuttle between Woodland shop and Elmwood depot in Southwest Philadelphia and PCC rides on the Chestnut Hill Trolley route. Tours of Woodland shop, Elmwood depot, the 72nd Street ex-P&W shop and the Railroad Division's new Overbrook shop are on the schedule, plus a tour to the sites of long-abandoned trolley barns aboard a vintage Flxible bus. A grand opening of SEPTA's Transit Museum and Store in the 1234 Market Street building and a trolleyana auction are also part of the big weekend.

SEPTA is selling TrolleyFest passes good for all rides and tours over the weekend. Costing \$10 for adults and \$5 for children, they may be purchased at certain SEPTA locations or by mail from: SEPTA Sales, 1234 Market Street, 9th Floor, Philadelphia, PA 19107.

SHARON HILL HISTORICAL SOCIETY OFFERS MODEL BOXCAR

As part of its fund-raising effort to restore the historic Sharon Hill railroad station in Delaware County, the Sharon Hill Historical Society is offering an HO-scale model boxcar, painted tuscan red and lettered for the Society. It also features a line drawing of the station building. The model is available for \$12 each, including shipping, by sending a check or money order payable to "Sharon Hill Historical Society" and addressed to: SHHS Car Offer, c/o John A. Nawn, 144 Laurel Road, Sharon Hill, PA 19079-1322.

The stone Sharon Hill station was built 123 years ago by the Philadelphia, Wilmington & Baltimore Railroad, a Pennsy predecessor. It is a regular stop for SEPTA's R2 Wilmington trains.

RAILROAD RADIO GUIDE FOR DELAWARE VALLEY Update

To update the listing in the December 1993 issue of Cinders, the following radio frequencies are currently in use by railroads serving the Delaware Valley area.

Most railroads now refer to their radio frequencies by one of the 97 channels assigned by the Association of American Railroads. In the operating timetables, the channels are indicated by their AAR numbers, for example, "46/64," with the first figure representing the transmitting channel and the second figure the receiving channel. Local carriers, however, generally use the same channels for both transmission and reception, thus the Amtrak timetable will show the Northeast Corridor channel as "54/54." This means that the same frequency, 160.92, is used for bidirectional communications.

Newer locomotives and many retrofitted units are equipped with digital 97-channel radios, which allow crews to switch instantly from one channel to another. Some locomotive radios, as well as handsets used by crew personnel, still contain only two to four channels, which for shortlines are quite adequate.

Corrections or additions to this listing should be directed to the Editor.

PHILADELPHIA CARRIERS	AAR CHANNEL	MHz	USE
Amtrak	54/54	160.92	Northeast Corridor operations
	35/35	160.635	Harrisburg Line operations
	86/86	161.40	Atlantic City Line operations*
	36/36	160.65	30th Street Station
	57/57	160.965	Maintenance of equipment
* To revert to NJ Transit control			
Conrail	46/46	160.80	#1 Harrisburg Line west of Philadelphia, Lehigh Line west of Allentown, Reading Line Alburtis-Reading, Morrisville Line, Southern Tier Line, Lurgan Branch, Delmarva area
	64/64	161.07	#2 Philadelphia terminal area, Trenton Line, Lehigh Line Allentown and east, Reading Line Bethlehem-Alburtis, South Jersey lines, Stony Creek, Enola, Royalton and Port Road Branches, Port Reading, Chester Secondaries
	50/50	160.86	#3 Amboy, Chemical Coast Secondaries, South Philadelphia, Stony Creek, Lansdale and other yards
	58/58	160.98	#4 River Line (North Jersey), Passaic & Harsimus Line, National Docks and Northern Branches, Morrisville yard
	90/90	161.46	SEPTA-owned lines
CSX Transportation	08/08	160.23	Philadelphia Subdivision to Baltimore, Philadelphia yards
	66/66	161.10	Dispatcher
	28/28	160.53	Wilmsere yard (Wilmington), Bay View yard (Baltimore)
NJ Transit	86/86	161.40	Atlantic City Line, Hoboken lines
	75/75	161.235	North Jersey Coast, Raritan Valley, Princeton Lines
	54/54	160.92	Amtrak Northeast Corridor
	64/64	161.07	Conrail dispatcher
SEPTA Railroad Division	16/16	160.35	#2 Mainline Zoo-Brown (through center city tunnel), Airport, Chestnut Hill West, Ivy Ridge, West Chester Lines
	19/19	160.395	#3 Yards
	90/90	161.46	#4 Mainline Brown-Lansdale, Chestnut Hill East, Fox Chase, Neshaminy, Doylestown, Norristown, Warminster Lines
	12/12	160.29	#5 Maintenance of way
	64/64	161.07	#6 Conrail Trenton Line Neshaminy-West Trenton, Bethlehem Secondary
	54/54	160.92	#7 Amtrak Northeast Corridor
	35/35	160.635	#9 Amtrak Harrisburg Line
AREA CARRIERS			
Black River & Western Brandywine Valley	65/65	161.085	All operations
		462.7625)	
		467/7625)	All operations
Bristol Industrial Term'l	55/55	160.935	All operations
Carbon & Schuylkill	80/80	161.31	All operations
Chestnut Ridge		154.515	All operations
CP Rail (Delaware & Hudson)	21/21	160.425	Southern area call-in
	91/91	161.475	Southern area road/dispatcher
	28/28	160.53	Yards
	46/46	160.80	Conrail lines north of Philadelphia and Harrisburg
	90/90	161.46	All operations
Delaware-Lackawanna Delaware Valley	29/29	160.545	#1 All operations
	33/33	160.605	#2 All operations
	55/55	160.935	All operations
East Penn	39/39	160.695)	All operations
Eastern Shore	89/89	161.445)	All operations

(Continued on Page 12)

RAILROAD RADIO GUIDE FOR DELAWARE VALLEY Update

(Continued from Page 11)

AREA CARRIERS (Continued)

Landisville	25/25	160.485	All operations
Maryland & Delaware	85/85	161.385	All operations
Middletown & Hummelstown	93/93	161.505	All operations
Morristown & Erie	08/08	160.23	Road
	66/66	161.10	Yard
	86/86	161.40	NJ Transit dispatcher
New Hope & Ivyland	91/91	161.475	All operations
New York, Susquehanna & Western (Southern Div.)	25/25	160.485	#3 All operations
North Shore	23/23	160.455	All operations
Philadelphia, Bethlehem & New England	31/31	160.575)	All operations
	07/07	160.215)	
	39/39	160.695	Supervision
Reading, Blue Mountain & Northern	24/24	160.47	#1 All operations
	44/44	160.77	#2 All operations
	80/80	161.31	Former Blue Mountain & Reading
	46/46	160.80	Conrail dispatcher
SMS Rail Service	95/95	161.535	All operations
Southern Railroad of New Jersey	15/15	160.335)	
	85/85	161.385)	All operations
	86/86	161.40	Amtrak dispatcher
Steelton & Highspire	42/42	160.74)	
	72/72	161.19)	All operations
Stourbridge	23/23	160.455	All operations
Strasburg	75/75	161.235	All operations
Upper Merion & Plymouth	25/25	160.485	All operations
Wilmington & Western	43/43	160.755	All operations
Winchester & Western	80/80	161.31	All operations
(New Jersey Div.)	64/64	161.07	Conrail dispatcher

Sources

Cinders Staff (field checks)

Conrail

SEPTA Railroad Division

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