

CINDERS

AUGUST 1999



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Volume 60

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Number 7

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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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 (\$19.00 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$31.00 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!

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

Chapter Summer Dinner Set for Friday, August 20

Philadelphia Chapter's annual summer dinner will be held on Friday evening, August 20, 1999 at the Station Restaurant, housed in the former Reading Company passenger station in Manayunk. The address of the restaurant is 4401 Cresson Street, a short distance from the Green Lane bridge.

Senior Vice President Les Dean has arranged for the following menu:

- Spring mix salad
- Choice of: Veal Sinatra, Chicken Marsala or Gnocchi Bolagnese
- Homemade sorbet
- Coffee or tea (soda, ice tea extra)

Dinner will start at 6 PM, and the price per person is \$36. SEPTA's present Manayunk station is adjacent to the restaurant, and has a parking lot. R6 trains from center city leave Suburban Station at 5:02 and 5:35 PM, arriving Manayunk at 5:24 and 5:57 respectively. Returning, trains leave Manayunk at 8:11 and 9:11.

Reservation requests, together with check for \$36 per person, payable to PHILADELPHIA CHAPTER, NRHS, should be sent promptly to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. The deadline for receipt of reservations is Monday, August 16, so act now!

Chapter Meetings Set for 1999-2000 Season

Philadelphia Chapter once again this season will hold its monthly meetings in Thomas Jefferson Alumni Hall, 1020 Locust Street in center city Philadelphia. As in the past, a sit-down dinner will begin at 6:15 PM and the meeting at 7:30 PM. All meetings will be held on Friday evenings in Room 145, first floor, except in November when the Faculty Club on the second floor will be reserved for the Chapter.

Dates of the meetings will be as follows:

September 17, 1999	February 18, 2000
October 15	March 17
November 19	April 14
December 10	May 19
January 21, 2000	June 16

Chapter Schedules Fall Board Meeting in October

Philadelphia Chapter's board of directors will hold its fall meeting on Thursday, October 28, in the NRHS national office, 100 North 17th Street, 12th floor, beginning at 7 PM. The board, which consists of the five elected officers and the various committee heads, normally meets once each quarter, but in the past the meetings were scheduled too late to be announced to the membership. President Doug Watts has changed that practice by setting the dates well in advance, in order that any members wishing to attend will have that opportunity.

Conrail Takeover Off to a Rocky Start

The "new" Norfolk Southern and the "ready-set-go" CSX quickly learned that their June 1 takeover of Conrail would not be a walk in the park, in spite of many months and millions of dollars spent to prepare for the big event.

The high-profile split ran into far more problems than either road had anticipated, foremost among them being computer snafus that "lost" cars or routed loads as empties back to shipping points. Even the press took notice of the widespread backups of traffic. Major yards were jammed and trains were left dead on mainlines as supervisors hunted frantically for fresh crews. Amtrak trains too suffered frequent delays because of stalled freights blocking the tracks ahead. It was generally acknowledged that NS, which took over most former Conrail routes in Pennsylvania, was faring the worst--its famed militaristic management style and legendary efficiency having failed initially to translate into Conrail territory. NS CEO David R. Goode admitted in mid-June that "our service is not at the level of quality our customers have a right to expect from Norfolk Southern."

NS was forced to lease additional locomotives and borrow power and crews from other railroads, notably Union Pacific. It even offered temporary jobs to retired CR and NS train service employees, to help unsnarl the congestion. But black NS locomotives began making their way into eastern Pennsylvania and New Jersey, often in combination with ex-CR units as renumbering of the "Big Blue" fleet continued. (A few units were reported to be repainted black; CR E8 #4020 will become NS #1000.) But NS wisely decided to reduce confusion by retaining Conrail's system of train symbols, at least for now, and its radio channels as well. CSX, meanwhile, appeared to recover more quickly, possibly because of its somewhat relaxed management style and the elevation last month of respected Conrail Veteran Ronald J. Conway from executive VP-operations to president of CSX Transportation.

Shippers had grown increasingly alarmed at the seeming inability of NS and CSX to get their acts together, many of them reporting increased costs because of delays to their freight shipments. United Parcel Service, once of the nation's largest intermodal customers, announced that it was diverting as much as half of its traffic in Conrail territory to the highway, until the railroads improved their performance. By late July the tide finally seemed to be turning, with fewer delayed trains and more timely deliveries reported. At no time, however, did the situation threaten to reach the meltdown stage that occurred after Union Pacific's heavy-handed takeover of Southern Pacific in 1996. The UP chaos alerted both shippers and government to the perils of large railroad mergers, and caused the NS-CSX-Conrail transaction to be closely watched by customers and regulators alike.

Both NS and CSX have suffered financially as a result of their Conrail problems. For NS, second quarter net income plunged 59 percent from a year earlier, and CSX's declined by 25 percent. Everyone, not the least of which the railroads and their customers, hope that the two giant carriers soon can restore service to the level of quality provided by Conrail before the first of June.

Chapter Boasts Good Turnout at Convention

Twenty-five Philadelphia Chapter members traveled to Sacramento, CA for the joint NRHS-R&LHS convention June 21-26. While problems developed with several of the mainline excursions, "Railfair '99" at the California State Railroad Museum proved to be a spectacular event, with dozens of visiting steam and diesel locomotives, and numerous passenger cars of varying vintages on display. Among the large visiting locomotives were Union Pacific Challenger 3985 and 4-8-4 No. 844, former Santa Fe 4-8-4 No. 3751 and ex-Southern Pacific Daylight 4-8-4 No. 4449. The weather was dry, warm and sunny for the entire week, which the visitors enjoyed immensely.

The most unfortunate development was the substitution of a freight diesel locomotive for UP 3985 on the much-anticipated Feather River Canyon special June 26. A small explosion in the boiler of No. 844 two days earlier, while the big locomotive was open for public inspection at Railfair, caused UP to shut down the 3985 because it has identical boiler tubes to those which failed on the 844. To make matters worse, most of the major trips operated hours behind schedule.

Nonetheless, both convention sponsors, Central Coast Chapter NRHS and Pacific Coast Chapter R&LHS, deserve tremendous credit for planning and executing this massive effort, in spite of some unforeseen difficulties.

Philadelphia Chapter members seen in attendance were: Howard Bender, Bob Brewster, Lynn and Michael Burshtin, Al Butler, Ray Cooney, Rich Copeland, Les Dean, Sheila Dorr, Larry Eastwood, Burt Eisenberg, Bill Faltermayer, Alan Feinstein, Ed Graham, Don Kehl, Rob McGonigal, Rob Mandeville, Donald Morrison, Charles Oettle, Jim Rich, Pete Senin, Frank Tatnall, Charlie Van Reed, Ruth Wolf and Roy Zeiher.

The official two-hour convention video (VHS) is available from Valhalla Video Productions, 1100 Irvine Blvd, PMB 325, Tustin, CA 92780-3534 (telephone toll-free 1-888-843-3698). Price: \$29.95 plus \$3.20 postage.

Notice to Anonymous "Members"

Certain overly-timid individuals representing themselves as Chapter "members" have been leaving anonymous messages at the national office. They demand an end to the mailing of timetables and other information by another member, but there is nothing the Chapter can or will do in this situation. Perhaps this is intended as "humor," but it is no longer amusing. Furthermore, it is ludicrous to threaten legal action; please consult the First Amendment to the U.S. Constitution which guarantees freedom of speech. If the mailings are unwanted, one should merely throw them in the trash as would any sensible person who receives "junk mail." That is what the Chapter's officers will do with any future anonymous messages.



Acela Express trainset testing is continuing as Amtrak prepares for their inception later this year. In the Philadelphia area, the second trainset is testing at nights, consisting of Power Unit 2001, cars 3401, 3506, 3508, 3504, 3507, 3200 and Power Unit 2003. Only one car of the trainset here has been fitted out with a complete interior, that being the car which was displayed at both Philadelphia and Washington recently. The rest of the train is mechanically complete, however (for testing). The original Acela Express trainset continues to test at Pueblo CO, having reached 166 mph on test runs.

HHL locomotive #651 is testing at Philadelphia with the following consist: Amcafes 43004, 43009, 43014, 43015, club dinettes 48153, 48156, dinette 48221 and Business Class dinette 48905. An F40 is coupled to the Philadelphia end of the consist. At Pueblo, HHL's are being tested with Amcafes 20029, 20041, dinettes 20225, 20238, full clubs 20977, 48978, coaches 21003, 21051 and club-dinette 48158.

The electrification project between New Haven and Boston is concentrating on the northernmost area at present, between Canton Junction and Boston, MA. Not all of the remaining area has been fully wired, but Amtrak could begin service with some sections wired only on one track (much as one has to deal with trackwork situations today). Then, the final work can be completed over the winter. A self-propelled line car (a Plasser American "MTW-100" numbered 16152) is working the north end, based out of Providence.

There are 14 "Capstone 2001" Amfleet conversions completed now, with the latest examples Business Class cars 81000 (ex-21210, completed 6-23-99) and 81001 (ex-21093, completed 7-07-99). The latter car had been a wreck-damaged car. Coaches recently completed are 82000 (21143-5/25/99), 82001 (21247-5/25/99), 82002 (21049-6/01/99), 82003 (21007-6/03/99), 82004 (21037-6/09/99), 82005 (21602-6/16/99), 82006 (21097-6/18/99), 82007 (21011-7/02/99) and 82008 (ex-21102, no date). The cars are most often found on Trains 94 and 95 linking Boston with the Tidewater area. Bear (DE) shops has eight coaches, four business class and one cafe car candidates in the rebuild program at present. So far, Bear has needed about nine weeks to rebuild a car to Capstone standards.

During July, the eastbound Sunset struck a water truck at Lissie, TX, derailing the following equipment: P40 #831, P42 #98, baggage 1170, transition sleeper 39020, sleepers 32065, 32016, diner 38032, lounge 33003 and smoker-coach 31514. A "scratch" make-up was made at New Orleans to continue on to Orlando, consisting of P40 #815, baggage 1265, sleeper 32100, Sightseer lounge 33041, smoker-coach 31502 and coach 34122. On the subsequent westbound trip of the same set of equipment, a diner and second sleeper were added at New Orleans to fill out the consist. The cars from the derailment had been moved to Houston in a hospital train.

On July 1, the two sides of the Silver Palm were involved in a collision accident near Jacksonville, FL. Derailed there were P42's 75 and 85, MHC 1500, baggage 1193, Heritage dorm 2518 and Viewliner sleepers 62046 and 62021 from Train #89, and the motive power and baggage 1706 and Heritage dorm 2520 from Train #90. The four locomotives were still out of service by mid-July, along with MHC 1500, baggage 1706 and dorm 2520.

In motive power items, Florida Fun Train F40 #354 has been seen on the new Oklahoma train, the Heartland Flyer and reports indicate that it may have been repainted into the current Intercity scheme. Four other F40's (275, 322, 332 and 355) were taken from Beech Grove on July 14, but as yet, their disposition is unknown.

E60 #621, one of the two "work" units of this class, has been out of service since last August awaiting repairs. Its sister, the 620, often operates with a "passenger" E60 on heavy rail, tie or ballast trains. AEM-7 #924 will be the fourth of its class in the remanufacturing process at Wilmington shop.

Amfleet II lounge car 28018-Jacksonville Club is the fourth rebuilt with the enclosed smoking lounge and given a name. It follows Chicago Club, Meridian Club and New York Club. The third El Capitan coach to be rebuilt is the 39952, released from Beech Grove on July 2.

The two Talgo trainsets not acquired for Pacific Northwest service are intended to be used for an additional Seattle-Vancouver train (set #4) and Los Angeles-Las Vegas (set #5). Part of Set #5 was on display at Railfair '99 at Sacramento, and Set #4 was removed from Seattle June 17 on Train SEMF (an Amtrak equipment move). The consist of Set #4 is cars 7505, 7454, 7554, 7804, 7305, 7522, 7504, 7425 to 7420 and 7105. Set #5 includes cars 7504, 7453, 7553, 7803, 7303, 7503, 7419 to 7415 and 7103.

For the growing mail service, CouplerMates 5025-5040, bogies 5606-5650 and vans 410034-410083 have been delivered.

Amtrak has been training employees and developing standards which will encourage passengers to come back. More selective hiring and evaluations, the "right and ready" program to assure that trains leave properly prepared and staffed, these are major components which Amtrak expects will provide customers with excellent service and make them feel like a guest. Amtrak will back these commitments by providing customers with a refund voucher for future travel if they can show that Amtrak hasn't met the guarantee of service standards.

ON THE SCENE (Continued from Page 3)

The Pacific Class service offered on San Diegans is similar to our Business Class but the different lifestyle is reflected in menu selections such as a cup of noodles or mashed potatoes, chicken wings, fresh salad, burrito or fresh fruit plates.

Another Amtrak Thruway bus service has been introduced in conjunction with Burlington Trailways. Buses operate between Davenport, IA, Moline, Galesburg, Peoria, Bloomington-Normal, Champaign, Danville, IL, and Crawfordsville and Indianapolis in Indiana, connecting with four Amtrak routes.

The State of Oregon, meanwhile, has allowed state funding to lapse temporarily, but Amtrak has agreed to retain all rail service through this busy summer period pending action by the State to review its support.

In another financial item from Amtrak, the U. S. Conference of Mayors recently passed a resolution asking Congress to provide full funding to Amtrak for capital investment and to allow states to use Federal transportation funds for interstate passenger rail. Amtrak warmly praised the supportive initiative.

The fleet of work cars in Amtrak service are, of course, most common on the Northeast Corridor and Amtrak has a number of facilities to maintain them. Bear, DE performs major maintenance on this equipment, but Odenton, MD, Adams, NJ, Cedar Hill, CT and Providence, RI, among other locations, handle running repairs. About 75 work cars are assigned to Amtrak Intercity, primarily based at Niles, MI for a segment of line owned by Amtrak on the Chicago-Detroit line. Another 20 or so cars are at Amtrak West locations, including some cars leased to Caltrans for the San Francisco-San Jose route operated by Amtrak for Caltrain. Also, ten ballast cars have been leased to Guilford Transportation for the upgrading of the Boston-Portland line.

In some commuter and transit items, the Long Island Rail Road has received more than half of the 134 new bi-level cars it has ordered. Twelve trainsets are equipped with the new cars and a maximum of 13 consists (on a Friday afternoon) are still operated with the old cars. Until Labor Day, Friday afternoons are the best time to see this vintage equipment for the last time.

There are four trains to Port Jefferson (656, 658, 662 and 664), with four other trainsets operating most of the Oyster Bay trains (only one consist is assigned the new cars on this route). A ninth old consist deadheads from Jamaica to Ronkonkoma to operate on the Ronkonkoma-Greenport shuttle over the weekend. The train usually passes through Jamaica between 3 and 4 PM Fridays.

Finally, the four "parlor car" trains to Montauk are, of course, formed of old cars. Greatest of all is the Cannon Ball, which uses a pair of GP38's, the first with a drumhead sign, and 14 cars! Train 2716 goes out from Jamaica at 6:17 PM with 12 cars (and a pair of GP38's), also. Now, the new cars will continue to dribble in and maybe the Oyster Bay trains will get new cars. But, the railroad will then be stymied until they can resolve recurrent problems the new dual-mode locomotives are suffering. Only two of the 500-series units have been delivered for testing, but these have not been accepted. The railroad must have these to operate the long consists on through trains to Penn Station in Manhattan.

Elsewhere, Virginia Railway Express operates 12 trainsets made up (on a recent visit) of 37 MAFERSA (Brazil-built) cars and 15 Boise Budd rebuilds. Among the latter were cars 501-502 and 504. Nine GP39R and three GP40R locomotives were used (Train 308 had a unit on both ends and no cab car).

Washington's Metrorail is down to seven stations under construction on the original network-- all on the Green Line. One gap west of Fort Totten will include stations at Georgia Avenue-Petworth and Columbia Avenue. These will be completed first, allowing a direct through ride from Greenbelt to downtown and southeast to Anacostia. The final five stations will extend this route to the southeast and will be at Congress Heights, Southern Avenue, Naylor Road, Suitland and Branch Avenue.

RDC Specials to Run on Reading & Northern

Budd RDC cars will operate a series of special trips on Reading & Northern lines over the next three months, sponsored by the Schuylkill County Visitors Bureau. Here is the preliminary list of excursions, all of them round-trips:

August 8, 9:30 AM	Tamaqua-Pottsville
August 14, 9 AM	Tamaqua-Locust Gap
August 21, 9:30 AM	Tamaqua-Ashland
August 28, 9 AM	Tamaqua-Locust Gap
September 4, 11 AM	Schuylkill Haven-Tamaqua
September 12, 9 AM	Tamaqua-Minersville
September 18, 8:30 AM	Port Clinton-Tamaqua
September 25, 10 AM	Tamaqua-Schuylkill Haven
October 2, 9:30 AM	Tamaqua-North Reading
October 10, 11 AM	Port Clinton-Tamaqua
October 16, 10:15 AM	Tamaqua-Jim Thorpe
October 23, 8:45 AM	Tamaqua-Pottsville
October 30, 10:15 AM	Tamaqua-Jim Thorpe

The rail fare per person is \$9.90, which does not include food or admission fees to various attractions. Only 140 seats will be available for each trip. The RDC's are R&N #9166 and 9168, the former an ex-Reading car and the latter ex-New York Central. Both recently have been restored to service with a State grant.

For information on these excursions, telephone Donna Setlock at 1-800-765-7282. The mailing address for tickets is: Schuylkill County Visitors Bureau, 91 South Progress Avenue, Pottsville, PA 17901-2987.

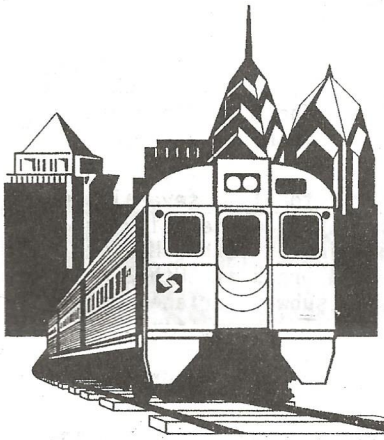
PHILADELPHIA



FRANK G. TATNALL, JR.

The \$6.8-million Thorndale station is expected to open for service with the timetable change on October 31. All present R5 Downingtown trains will be extended to Thorndale, and a new rush-hour "Flyer" will be introduced, running local to/from Paoli and express to/from 30th Street. The proposed schedule for the morning Flyer, using a Bombardier push-pull set, shows a 6:56 departure from Thorndale and a 7:46 arrival at 30th Street, with the final Temple stop at 8 AM. The R5 Paoli-Downingtown line is Regional Rail's busiest, carrying 22,000 passengers on a typical weekday.....Work continues on a \$500,000 project at Downingtown station, which will see new canopies, wind screens and landscaping.....Two new R5 feeder bus routes began in June, Route 204 between Paoli station and Exton-Lionville and Route 208 between Strafford station and Chesterbrook.

An early-morning electrical fire June 29 at historic Strafford station gutted the ticket office and coffee shop inside the wood-frame building. But quick action by local firefighters saved the structure, which was already slated for a \$2-million restoration by SEPTA to begin this year. Train service at the station was resumed the same afternoon.....SEPTA's board last month approved a ten-year lease with MetroMarket to redevelop and manage SEPTA-owned space in the Suburban Station concourse. The contract is expected to result in substantial new investment in the somewhat seedy concourse, and bring SEPTA as much as \$10 million in net revenues over the ten-year period with no expenditure of SEPTA funds.



SEPTA has decided to proceed with the decal striping of its entire fleet of Silverliner cars, similar to the experimental red-white-blue side and end striping applied last year to car #299.....SEPTA has installed a number of new red & yellow anti-trespassing signs at Bryn Mawr and many other Regional Rail stations. Bearing the legend "Crossing here can be deadly," the signs depict the outline of a body on the track where a trespasser was killed.....SEPTA is also installing on site large signs detailing the purpose and costs of various capital improvement projects. Examples are at 30th Street and Overbrook stationsOn July 25 and 26 SEPTA operated a catenary survey train using RL1 #60, cab car 2410 and AMTRAK inspection car #10002 Corridor Clipper.

The repeated heat waves in June and July were troublesome not only for power companies and consumers but for SEPTA as well. The worst of these scorchings was over the long Fourth of July weekend, when problems developed on Regional Rail. One occurred near the R5 North Hills station, where sagging catenary caused severe delays on the R5 Mainline.....The R2 Warminster Line is being bused between Glenside and Warminster during midday hours, in a 13-week project to replace ties, surface the track, clear brush and install new platforms at Ardsley.....In the midst of summer heat, SEPTA is looking to the next season. It will buy 11,300 gallons of Electra Gel, which is spread on the rails to increase traction during the notorious fall leaf season.

SEPTA now expects to move its Regional Rail Operations Center (the "RROC") to the 19th floor of the 1234 Market Street headquarters by October. The RROC is currently located in the basement of the Mellon Bank building, but will soon be housed adjacent to SEPTA's transit control centers.....Those new station platforms at Philadelphia International Airport are well along toward completion. They will allow passengers to move directly from the baggage claim areas to trainside without going upstairs and down again.....The new mural in the basement of the former Reading Terminal headhouse has been completed. It shows Camelback #343 standing beside streamlined Crusader Pacific #118 in Reading Terminal. The passengers are dressed in 1930's or '40's-style clothing, but a conductor unaccountably is seen in a turn-of-the-century uniform. The mural may be viewed near the escalators leading to Market East station.....SEPTA awarded a multi-phase contract to SPD Technologies to retrofit 231 Silverliner IV cars with propulsion equipment including wheelslip control, fault detection and safety enhancements (Railway Age).....On July 10-11 four Silverliner IV's were used in shooting a TV commercial for Coca-Cola at 30th Street Station. The shoot was to be repeated July 31.

The Brotherhood of Locomotive Engineers has produced a study which demonstrates that, on a passenger-mile basis, Regional Rail is more cost-effective than SEPTA's transit services. According to the BLE, SEPTA's Fiscal Year 2000 operating budget will result in a cost of 48.3 cents per passenger-mile on the railroad versus 64.7 cents on the City Transit Division. Total subsidy costs will be 27.3 cents per-passenger mile for the railroad and 39.2 cents on City Transit.....A 37-year-old Willow Grove man was struck and killed by train 2167 on July 4 as he walked along the single track near the R2 Crestmont station.....A program called "Points of Departure: Art on the Line," sponsored by the Main Line Art Center, will showcase the work of eight artists at R5 stations from 30th Street to Bryn Mawr. So far, murals at Narberth and the mirror display at Merion have been installed, with the next project to be distribution of printed scenes from the 1959 movie "The Young Philadelphians" at 30th Street.

PHILADELPHIA EXPRESS (Continued from Page 5)

SEPTA 
SERIOUS ABOUT CHANGE.

SEPTA's board on June 24 approved the proposed \$436-million capital budget and \$765.2 million operating budget for Fiscal Year 2000, which began July 1. SEPTA anticipates revenues of \$377 million, with \$388 million of Federal, State and local subsidies to balance the operating budget. The new plans were approved unanimously, and stand in contrast to the situation three years ago when SEPTA faced a \$75-million deficit in its FY 1997 budget.....

.....Ridership recovery on SEPTA continues following the long strike which shut down much of the system in June and July of last year. In June 1999, SEPTA's daily average ridership was 688,000 "linked" (one-way) trips, with 542,000 of those on the City Transit Division. Regional Rail's 93,000 daily passengers were 1.6 percent better than budget but 6.3 percent less than last June when the rail system was swamped with displaced transit riders.

Phoenix Management Services, the consulting firm that performed the controversial business audit of SEPTA in 1997, has now produced a "reassessment" of SEPTA. In a \$165,000-study released June 30, Phoenix reports that SEPTA has "embraced" many of its earlier recommendations such as developing a strategic plan, improving financial forecasts and streamlining the management structure. "SEPTA has become more customer and ridership sensitive, while seeking out innovative and cost-effective ways to provide high levels of service," the report says. But Phoenix remains highly critical of SEPTA for its failure to "rapidly and dramatically improve upon its management and supervisory training programs," which should be made a high priority, and the "lack of effective planning and coordination between the purchasing functions and the operating departments..." General Manager John K. Leary, Jr. responded that the study shows significant progress at SEPTA, which he found "stuck in the 1950's" when he took over in 1997. "You don't turn it around in 24 hours. We are 50 to 60 percent there."

SEPTA currently is reviewing three proposals received in May for 12 new articulated low-floor light rail vehicles, expected to cost about \$45 million. They will be assigned to the subway-surface lines when up to 18 existing Kawasaki cars are shifted to the proposed Girard Avenue light rail line. The 8.4-mile route is projected to cost \$48 million, which would include the rehabilitation of Callowhill shop to house both the Girard Avenue and Route 10 cars. Completion is planned for January 2002.

The statewide "Try Transit Week" is scheduled for September 12-18, with SEPTA to offer several special events.....The first of SEPTA's 155 new Neoplan articulated buses was put on display in center city on July 8.....Due to construction of the Loews Philadelphia Hotel in the former PSFS Building at 12th & Market Streets, SEPTA has dewatered the Route 23 track just south of Market.....A water main break at 30th & Market Streets on the morning of July 8 disrupted service on the Market-Frankford Line and the subway-surface routes for several hours. Water was said to be one foot over the third rail near the 30th Street subway station.....SEPTA is adorning some of its buses with another slogan: "Ride the new SEPTA. Cleaner. Safer. More secure".....Some of those University City banners hanging along West Philadelphia streets show drawings of a SEPTA light rail vehicle and an AMTRAK high-speed train.

Route 10 trolleys have been diverted away from Lansdowne Avenue and 63rd Street until September 12, due to a track renewal project on 63rd Street between Columbia and Malvern Avenues. During this period, Route 10 cars operate over former Route 15 trackage between Lancaster & Girard and 63rd & Girard.....SEPTA and the University City District introduced their new "LUCY" small-bus circulator service on July 12. The buses run Monday through Friday 6:30 AM to 8 PM in two opposing loops from 30th Street through the Penn and Drexel campuses. Students and university employees ride free with their ID cards.

As of mid-July, ADtranz had delivered 184 of the 220 new M4 cars for the Market-Frankford Line. By the beginning of the month, there were sufficient M4's on hand to operate all service on the line; the Electric Railroaders' Association charter on July 5 may have been the last revenue trips for the 39-year-old Budd cars.On July 16 two boys ages 12 and 13 were charged with the sniper attack on two Route 75 trackless trolleys near Castor Avenue & Arrott Street in the Northeast. One .22-caliber rifle bullet wounded a 24-year-old passenger in the head.....SEPTA has hired Peyser & Associates as its Washington lobbying firm for a retainer of \$10,000 per month.....During the period 1990-1998 Philadelphia lost 149,000 residents or 9.4 percent of its population, more than any other major city in the State.....SEPTA will contract with Transit Publications, Inc. to produce and distribute a publication giving riders information on service changes, promotions and other news of interest, to be funded by advertising. SEPTA expects to receive up to \$3.4 million in fees over a five-year period.

SEPTA's 1,670 non-union employees will receive \$1.8 million per year in added benefits, the SEPTA board decided last month. Among the benefits are a higher SEPTA contribution to the employees' deferred compensation plan and an increase in vacation time to a maximum of five weeks.....SEPTA is conducting two separate studies of its fare structure and fare collection methods. A comprehensive survey was made of both present riders and non-riders.....PennDOT is considering a request to shorten the peak-hour blackout periods for senior citizens who ride transit to one hour in the morning and one hour in the afternoon. This would allow seniors to ride free in all but those two hours. The State reimburses SEPTA for each senior trip at the full \$1.60 cash fare.....SEPTA soon will begin work on engineering and design for the rebuilding of City Hall station on the Broad Street subway. The \$25.5 million project, to include full accessibility for the disabled, is to be completed in 2003.

AMTRAK is taking some hits in the press over its selection of the name "Acela" for its new Northeast Corridor services. Some observers complain that the name is hard to pronounce, completely unrelated to railroads and will not catch on with the public as did the Metroliner moniker. But Amtrak insists that its new high-speed service needs an entirely new image, rather than the old Metroliner which goes back to Pennsy days, or the tentative "American Flyer" that might be confused with an airline.

(Continued on Page 7)



PHILADELPHIA EXPRESS (Continued from Page 6)

Critics also point out that the proposed Acela Express schedule between New York and Washington will be only one minute faster than Amtrak's first Metroliner trains in 1971. After the new service begins this fall, the traveling public will render its judgment.....The first Acela train to be sent to Philadelphia for testing on the Corridor arrived May 28. Assembled by Bombardier's Barre (VT) plant, the six-car train with power unit 2001 on one end and 2003 on the other moved from Allentown behind CONRAIL SD60M #5526 and five idler cars, rumbling over the West Philadelphia High Line about 1 that afternoon. Since then, it has resided in Penn. Coach yard near 30th Street Station between test runs.

AMTRAK ridership and revenues rose sharply in the first half of Fiscal Year 1999 ending March 31. Ridership was up by 5.1 percent over the previous year while passenger revenue rose by 8.2 percent.....The chairman of the advisory AMTRAK Reform Council, former Federal Railroad Administrator Gil Carmichael, was quoted as saying, "If railroads can move garbage and make a profit, Amtrak should be able to move people, mail and express and make a profit".....Meanwhile, AMTRAK President George Warrington has announced that, beginning next year, the railroad will give passengers free credits toward a future ride if a train's operation falls below soon-to-be-developed service standards. These standards will be applied over Amtrak's nationwide system. Warrington said that improved customer satisfaction is needed to achieve the continued increases in ridership and revenues.....The Wall Street Journal reports that AMTRAK will pay \$8 million to settle a racial discrimination lawsuit brought last August, which will result in payments to more than 400 current and former black employees. Amtrak said that it will change its hiring, promotion and equal opportunity enforcement procedures.

AMTRAK last month took out an ad in national magazines headlined "10,000 Amtrak employees went back to school. 10,000 concierges graduated." The ad explains that 7,500 frontline service employees and 2,500 managers have completed a training course designed to help Amtrak set new service standards.....The Fast Mail reports that AMTRAK has found that some 15 percent of its first-time riders vow that they will never ride Amtrak again, versus only three percent in the cruise industry.....AMTRAK has introduced a Visa "Smartrak Rewards" credit card, which earns discounts on Amtrak travel when it is used for any purchases, with double credits awarded for buying Amtrak tickets.....AMTRAK will introduce hand-held Motorola computers later this year, enabling conductors to more easily collect fares, issue seat checks and provide up-to-the-minute space availability on board. The contract is worth \$24 million (Bull Sheet).

A \$2 million Federal grant has been awarded to PennDOT to build a new AMTRAK station at Paradise, about a quarter-mile west of the STRASBURG RAIL ROAD interchange in Lancaster County. Construction will begin in about a year, after \$500,000 in matching State and local funding is found (Harrisburg Chapter NRHS)..... An AMTRAK tie replacement gang was working east of Downingtown last month and should soon reach Paoli..... EMD has placed a \$35 million order with MotivePower Industries for 50 switcher-type locomotives, which EMD will sell to a third party or parties (Railway Age). It's possible that AMTRAK, which is anxious to replace its aging GP7's, GP9's and SSB's, may acquire some of the units.



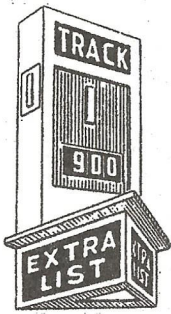
NJ TRANSIT announced June 1 that it will purchase CONRAIL's 32-mile Bordentown secondary track between Camden and Trenton for \$67.5 million. This is part of an agreement under which NJT would run its proposed diesel light rail trains between 6 AM and 10 PM seven days a week, while Conrail will provide freight service on the line between 10 PM and 6 AM six days a week. This goes a long way toward meeting the objections of the Federal Railroad Administration, which earlier

had denied permission for NJT and Conrail to operate trains at the same time because the light rail cars do not have the structural strength of conventional railroad equipment. FRA now will be asked to waive its rules based on the proposed time-separated operation. Meanwhile, NJT has signed a \$605-million "DBOM" (design-build-operate-maintain) contract with the Southern New Jersey Light Rail group headed by the contracting firm of Bechtel. In spite of continued opposition from certain on-line communities such as Palmyra, NJT says it plans to start construction by this fall.

NJT is offering a discounted "Ozone Pass" for use on any summer day when ozone pollution is predicted to reach dangerous levels. The \$2 round-trip passes, good anywhere on NJT, can only be purchased through employers participating in the program. The Inquirer reports that last summer New Jersey experienced 47 "ozone-alert" days.....NJT is selling one-day "Getaway Passes" for unlimited use on the NJT system any weekend or holiday. The price is \$22.....NJT has won the 1998 gold E. H. Harriman Memorial Safety Award for Group B railroads (those with four to 15 million employee-hours). NORFOLK SOUTHERN won the top award for Group A (over 15 million employee-hours), while CONRAIL won the second-place silver.....NJT has not yet filled the post of executive director, vacant since December when Shirley DeLibero left to head the Houston (TX) Metro.

On July 17 NEW HOPE & IVYLAND began a new weekend service to and from Warminster station, where passengers can interchange with SEPTA. Diesel-powered trains connect with Lahaska and New Hope, and a lunch and dinner service to the Wycombe Inn is also offered. For information, telephone 215-862-2332.....PATCO has raised its fares for the first time in 15 years, with the initial phase of a 45-percent increase taking effect July 25. A Lindenwold-Philadelphia round-trip went up 50 cents to \$3.70.....The John Bull locomotive replica, owned by the Railroad Museum of Pennsylvania, was trucked to Sacramento, CA in June to participate in Railfair '99. It was originally scheduled to travel by rail but mechanical repairs delayed its departure to just a week before the fair was to open. NRHS-R&LHS convention attendees saw the "Bull" in action.

MARC was not responsible for the death of a commuter who tried to cross the tracks and was struck by a freight train, the Maryland Court of Special Appeals has ruled. The court stated that any person of adult age and normal intelligence is capable of recognizing such a danger, and should not have trespassed on the tracks (Mass Transit).....U.S. railroads carry 40 percent of the nation's ton-miles but collect only 11 percent of freight revenues. The carriers have been investing 17 percent of revenues in capital improvements, compared with a U.S. manufacturing average of only 3.5 percent (Railway Age).....John Gibbons, 90, former president of the little-known Philadelphia Belt Line Railroad, died May 26.....The Narragansett Bay Railway Society of Rhode Island has gone belly-up. Several years earlier, it had dropped out of NRHS.



AUGUST 19-22, 1999: "Railroad Circus Days" at Railroad Museum of Pennsylvania, Strasburg, 9 AM-5 PM Thursday, 9 AM-7 PM Friday and Saturday, 11 AM-5 PM Sunday. Scale model replica of circus trains, equipment and performances displayed by Circus Model Builders International. Regular admission charges apply. For information, telephone 717-687-8628 (E-mail: frm@redrose.net).

AUGUST 20: Annual summer dinner of Philadelphia Chapter at the Station Restaurant in Manayunk, starting at 6 PM. Price: \$36 per person. Reservations with checks should be sent to: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. See article in this issue for complete details.

AUGUST 21: Moonlight Special "Ice Cream Sundae Dessert Train" on Reading & Northern Railroad from Temple to Hamburg, PA and return, sponsored by Reading Company Technical & Historical Society. Diesel-powered train leaves Temple station at 6:30 PM. During stopover at Leesport, passengers can create their own ice cream sundaes. Fares (in advance): \$11 adults, \$6 children (4-12), \$32 families. Order tickets from: RCT&HS Passenger Operations, P. O. Box 15143, Reading, PA 19612-5143, making checks payable to "RCT&HS" and enclosing stamped, self-addressed envelope. For information, telephone Jay Zimmerman at 717-336-4168.

AUGUST 21: Public canal boat rides on restored section of Lehigh Canal, Easton, PA, sponsored by Hugh Moore Historical Park & Museums, using Josiah White II canal boat. Trip begins at 6 PM. Fare: \$29.50 per person, including dinner and musical entertainment. For reservations, telephone 610-515-8000.

AUGUST 22: 24th annual Train Meet sponsored by Central Pennsylvania Chapter, NRHS, 9 AM-2 PM at South Gate Plaza, Route 405 south of Milton, PA. All scales and gauges of model trains for sale or trade, with operating display. Admission: \$3 per person, children under 12 free. For information, telephone 570-286-8693 before 9 PM.

AUGUST 27: "Second day of issue" unveiling ceremony for the U.S. Postal Service's new "All Aboard!" series of postage stamps, 10 AM at Railroad Museum of Pennsylvania. The five new stamps feature paintings by Artist Ted Rose of the Pennsy Congressional and other famous trains. Present at the event will be Postal Service and other officials, as well as William L. Withuhn, curator of transportation for the Smithsonian Institution, who helped select the subjects. Stamps will be available for purchase and special cancellations will be available at the museum from 11 AM to 4 PM. Admission to the museum will be waived until 10 AM for those attending the ceremony. For information, telephone 717-687-8628.

AUGUST 27-28: 22nd annual Fall Trolley Extravaganza at Holiday Inn, Mall Blvd., King of Prussia, PA, featuring operating model railroad layouts, manufacturer displays, contests, clinics, door prizes. For information, write: Trolley Extravaganza, P. O. Box 331, Middletown, NY 10940.

SEPTEMBER 3-6: Motor coach tour to Maine to visit Maine Coast Railroad, Maine Narrow Gauge Railroad & Museum, Seashore Trolley Museum and other attractions, including ride on Amtrak from Boston to New York, sponsored by Lehigh Valley Chapter NRHS. Bus leaves Trans Bridge terminal, Bethlehem, PA, at 11 PM Friday for morning arrival in Maine, returning to Bethlehem about 6 PM Monday (Labor Day). Fares: \$400 per person single occupancy, \$300 per person double occupancy, including all transportation, admissions to museums and hotel accommodations (but not meals). For reservations, write: Gerhard Salomon, 825 Fernwood Street, Emmaus, PA 18049-3210, making checks payable to "Lehigh Valley Chapter NRHS." Reservation deadline August 15. For information, telephone 610-965-9028.

SEPTEMBER 3-6: Rail Expo '99 tentatively scheduled for Steamtown National Historic Site, Scranton, Pennsylvania. Full details not available at presstime. For information, send stamped, self-addressed envelope to: Rail Expo '99, Steamtown National Historic Site, 150 S. Washington Ave., Scranton, PA 18503-2079.

SEPTEMBER 8: "GG1 Day" at U. S. Post Office, Wynnewood, PA, 10 AM-3 PM. Special cachet envelopes and cancellations to mark release of new "All Aboard!" series of postage stamps featuring famous trains, including Pennsy GG1 with Congressional.

SEPTEMBER 16: "History and Restoration of the Allegheny Portage Railroad," lecture and video presentation by Diane Garcia, historian for the Allegheny Portage National Historic Site, at National Canal Museum, Two Rivers Landing auditorium, Easton, PA, beginning at 7:30 PM. Sponsored by Pennsylvania Canal Society, admission is free. For information, telephone 610-559-6613.

SEPTEMBER 18: Special excursion on West Chester Railroad from West Chester to Glen Mills, PA and return, sponsored by Philadelphia Chapter, Pennsylvania Railroad Technical & Historical Society. Train will leave Market Street station, West Chester, at 9 AM, powered by GP9 #99 in full PRR paint scheme. Runbys will be made. Train returns at 11:30 AM, prior to regular PRRT&HS meeting at Chester County Historical Society beginning at 1 PM. Train fare: \$10 per person. Free parking available at West Chester station. Order tickets from: Philadelphia Chapter PRRT&HS, P. O. Box 663, Wayne, PA 19087-0663, enclosing stamped, self-addressed envelope.

SEPTEMBER 25: Moonlight Special "Barbecue Dinner Train" on Reading & Northern Railroad from Temple to Hamburg, PA and return, sponsored by Reading Company Technical & Historical Society. Train leaves Temple station at 5:30 PM. Passengers will be served barbecue dinner of a half chicken, baked potato, cole slaw, roll & butter, beverage and dessert. Fare: \$19 adults, \$14 children (4-12). Order tickets as shown in August 21 item above. Ticket orders must be received by September 15.

SEPTEMBER 25: "End of an Era" excursion train on Long Island Rail Road, using GP38-2, power pack and parlor car and coaches, sponsored by New York Division, Electric Railroaders' Association. Special train leaves Jamaica station 8 AM, and photo and lunch stops will be made. Tickets: Parlor car, \$60, coach \$40. Order tickets from: New York Division, ERA, Inc., P. O. Box 3001, New York, NY 10008, enclosing stamped, self-addressed envelope. For information, telephone 718-243-8514 between 8 AM and 4 PM.

(Continued on Page 9)

EXTRA LIST (Continued from Page 8)

SEPTEMBER 25-26: "All Aboard Days," fall open house at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, featuring special locomotive and caboose rides, living history programs and rail demonstrations, 10 AM-5 PM. Hourly train rides begin at 11:30 AM. Regular admission charges apply (plus \$2 per person for train ride). For information, telephone 410-752-2490 (E-mail: info@borail.org).

SEPTEMBER 26: "Historic Germantown by Trolley" tour along SEPTA Route 23 trackage using PCC car, sponsored by Chestnut Hill Community Association, Foundation for Architecture and Philadelphia's Historic Northwest Coalition. Group will assemble at SEPTA Chestnut Hill loop, Germantown Avenue & Bethlehem Pike, Philadelphia, at 1 PM for walking tour of Chestnut Hill, then narrated trolley ride on Germantown Avenue to view architectural landmarks. After another walk in Germantown and light refreshments at Ebenezer Maxwell mansion, group will return by trolley to Chestnut Hill by 4 PM. NRHS Member Janet Greenstein Potter will be the tour guide. In case of rain, the walking tours will be cancelled and trolley will operate over Route 23 to center city. Fare: \$15 per person. Pre-registration required by writing: Foundation for Architecture, 1737 Chestnut Street, 2d Floor, Philadelphia, PA 19103-4101 (telephone 215-569-3187).

SEPTEMBER 26: Railroadiana and Model Railroad Show & Sale at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, 10 AM-4 PM, sponsored by Lehigh Valley Chapter NRHS. Railroadiana, books, photos and model trains for sale. Admission: \$3 per person, \$5 per family. For information, write: Paul Kuehner, P. O. Box 300, Laurys Station, PA 18059-0300 (telephone 610-261-0133).

OCTOBER 2: "Berkshire Foliage Flyer" special Amtrak excursion train from Boston to Albany, NY and return will be sponsored by Mass Bay RRE. Train leaves Boston South Station 7:45 AM, with stops at Back Bay, Wellesley Square, West Natick, Worcester and Springfield. Optional side activities at additional cost during layover at Albany-Rensselaer. Tickets: \$75 adults, \$40 children (12 and under). Order tickets from: Mass Bay RRE, P. O. Box 4245-B.V., Andover, MA 01810-0814, enclosing stamped, self-addressed envelope. For additional information, telephone 617-489-5277 (E-mail: www.MassBayRRE.org).

OCTOBER 2-3: Altoona Railfest '99 at Altoona, PA, sponsored by Altoona Railroaders Memorial Museum in cooperation with Norfolk Southern. Juniata locomotive shop will be open for tours, and various other events will occur at Gallitzin and Cresson. For information, telephone 888-4-ALTOONA.

OCTOBER 9: "Colorfest Special" over CSX's former Western Maryland mainline from Hagerstown to Thurmont, MD and return, using MARC equipment, sponsored by Hagerstown Roundhouse Museum and Hagerstown Chapter NRHS. Train leaves Hagerstown 8 AM. Fares: \$39 adults, \$20 children (4-12), \$35 seniors. Train will make shuttle trips from Thurmont to Union Bridge, MD and return at 11 AM and to Highfield, MD and return at 2 PM for additional fares of \$10 adults and \$5 children. Order tickets from: Hagerstown Roundhouse Museum, P. O. Box 2858, Hagerstown, MD 21741. For information, telephone 301-739-4665.

OCTOBER 10: "Colorfest Special" from Hagerstown to Cumberland, MD and return via CSX, using MARC equipment, sponsored by Hagerstown Roundhouse Museum and Hagerstown Chapter NRHS. Train leaves Hagerstown at 8:30 AM. Fares: \$39 adults, \$20 children (4-12), \$35 seniors. Connecting ride on Western Maryland Scenic Railroad Cumberland-Frostburg, MD is additional fare. Order tickets as shown in preceding item.

OCTOBER 16: Amtrak fall foliage excursion from Parkesburg, Lancaster and Harrisburg to Altoona, PA and return, sponsored by Lancaster Chapter NRHS. Train leaves Parkesburg 5:10 AM, Lancaster 6:40, Harrisburg 7:35 AM, returning to Harrisburg 8:20 PM, Lancaster 9:20, Parkesburg 10 PM. Fare: \$89 per person, which includes admission to Horseshoe Curve National Historic Landmark and Altoona Railroaders Memorial Museum. Light food service will be available on train. Order tickets from: Lancaster Chapter NRHS, 105 Harrison Avenue, Christiana, PA 17509, enclosing large stamped, self-addressed envelope. For information, telephone 610-593-8129.

Newcomen Library & Museum to Close

The Thomas Newcomen Library & Museum in Steam Technology, which has been located at 412 Newcomen Road in Exton, PA for the past 40 years, has announced that it will close. According to a recent article in the Inquirer, the sponsoring Newcomen Society believes that it no longer can afford the cost of maintaining the facility and that there are few visitors--at least partly due to a complete absence of public advertising. There were only 400 visitors during all of the year 1998.

The museum which is largely devoted to the stationary steam engine technology developed by Englishman Thomas Newcomen in the 18th Century, also contains a number of locomotive models and other rail items, as well as a 2,700-volume library on the history of steam power. The management intends to turn over much of the museum collection to the Franklin Institute in Philadelphia, and the library will likely go to the Harvard Business School in Cambridge, MA.

Correction

In the list of railroad radio channels published in the June issue of Cinders, the Norfolk Southern channel was shown as AAR 22, MHz 160.410. The frequency for Channel 22 should be 160.440. In this area, however, NS is still using the former Conrail channels (AAR 46, 50, 58 and 64).

This list was photocopied directly from the new Conrail Shared Assets employee timetable #1, effective June 1, 1999, where the error appeared.

Muni Lists Ex-SEPTA PCC Cars

During 1992-93, SEPTA sold 15 of its out-of-service PCC trolleys to San Francisco Municipal Railway, which intended to refurbish them for use on its new surface line along Market Street, main stem of the City by the Bay. Although SEPTA had declared these St. Louis-built cars uneconomical to restore for active service, Muni did indeed rebuild them and today they operate in regular service on the busy Market Street F-Line.

Adding to the interest was Muni's plan to repaint these cars in liveries reminiscent of the numerous U.S. cities in which PCC's once operated. The following list, prepared by the Market Street Railway historical group, indicates the history of each car:

MUNI #	SEPTA #	YEAR BUILT	PRESENT PAINT SCHEME
1050	2119	1948	Muni green & cream with "wings"
1051	2123	1948	Muni "simplified" green & cream
1052	2110	1948	Los Angeles two-tone yellow
1053	2721	1947	Brooklyn blue/green & silver
1054	2121	1948	Philadelphia (PRT) silver & cream
1055	2122	1948	Philadelphia (PTC) green & cream
1056	2113	1948	Kansas City black & cream
1057	2138	1948	Cincinnati yellow with green trim
1058	2124	1948	Chicago green & cream
1059	2099	1948	Boston red/orange & cream
1060	2715	1947	Newark (NJ) gray & white with blue trim
1061	2116	1948	Los Angeles (PE) red, orange & white
1062	2101	1948	Louisville green, cream & black
1063	2096	1948	Baltimore yellow & gray
1064	2133	1948	Muni gray & maroon

In addition, Muni has restored three of its own formerly double-ended PCC's in the 1000-series, and retains other cars including 1040, the last PCC built in the U.S., in 1952. A visit to San Francisco will allow the traction fan an opportunity to view PCC's in daily revenue service--something not possible in Philadelphia for the past seven years.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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