



CINDERS



MARCH 1987

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IN THIS ISSUE

Philadelphia Chapter Meeting Notice & News.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
1986 Chapter Activities Photo Page.....	7
ON THE SCENE, by El Simon.....	8
Conrail Freight Schedule Update.....	9
Extra List.....	10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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"COLONIAL" CRASH TO FORCE TIGHTER SAFETY RULES

Although the furor which followed the January 4 derailment of Amtrak's Colonial has partially subsided, the effects of this highly publicized accident may be far reaching for the railroads as well as for passengers riding the Northeast Corridor.

X	X	X*	PERRY (Port Road Branch—Conrail)	59.5
			SUSQUEHANNA RIVER MOVABLE BRIDGE	60.2
X	X		GRACE	60.7
X	X		OAK	62.9
			ABERDEEN	65.5
X			POPLAR	67.4
			PERRYMAN	69.0
X			BUSH (Movable Bridge)	71.6
X	X	X*	EDGEWOOD	75.3
X	X		MAGNOLIA	76.9
X	X		GUNPOW	79.3
			CHASE	81.9
			STEMMER'S RUN	87.0
X			RIVER	89.3
X	X		POINT	90.1
X	X	X*	BAY	91.9
X	X		CANTON	92.9
			BIDDLE ST.	94.3
X	X	X*	UNION JUNCTION	95.5
			BALTIMORE	95.7

The engineer of train 94 and 15 of his passengers died in the high-speed collision with three Conrail locomotives at "Gunpow" interlocking near Chase, MD, and 175 other passengers and crew were injured (see February Cinders). Both Amtrak AEM-7 electric locomotives, #900 and 903, were destroyed as were the first three passenger cars, at a total cost of \$10.5 million. One Conrail diesel, B36-7 #5045, will also be written off. It was the worst accident in the 15-year history of Amtrak, during which time just 39 passenger deaths have been recorded.

"Gunpow" is located on the Northeast Corridor 16 miles north of Baltimore, at milepost 79.3 from Philadelphia.

While investigators continue to sift the details surrounding the wreck, and their findings will not be known for several months, a number of preliminary conclusions have already been reported in the press. Among these are:

The three Conrail B36-7 diesels struck by the Colonial were being operated in excess of authorized speed just prior to the accident. The engineer of light engine move ENS-121 seemingly ignored an approach signal two miles south of the collision point, finally applying the brakes less than 2,200 feet before the three units slid through the closed switch and into the path of onrushing train 94 with 616 passengers on board.

The Conrail diesels were running at about 64 mph when the brakes were applied and the Amtrak train at 128 mph. After passing through the switch the Conrail units apparently had stopped as train 94, in emergency, slowed to about 105 mph at the moment of impact. The speed limit for #94 was 105 mph because of the presence of Heritage coach 7624 in its consist.

Tests made with three other Conrail B36-7's on January 12 at the same location and at the same speed proved that, had the brakes been applied when the stop signal at "Gunpow" was first sighted, the locomotives would have stopped well short of the collision point.

There was no evidence of any malfunction in the signal system prior to the accident.

Blood and urine samples from the Conrail engineer and brakeman revealed that both had used marijuana, but it is unclear whether the amounts detected were sufficient to affect their on-the-job performance.

If the Conrail units had been equipped with an automatic speed control device, similar to that employed on Amtrak passenger locomotives, the accident probably would have been prevented.

More stringent safety regulations governing train operations on the Northeast Corridor should be adopted.

The first step in that direction was taken last month. Amtrak issued an order effective February 16 restricting all freight trains operating on its tracks to not more than 30 mph between the hours of 6 AM and 10 PM, until such time as their locomotives are equipped with approved speed control devices. The immediate result was Conrail's decision to reroute its premium piggyback trains MAIL-3 and MAIL-8 via Reading and Allentown, avoiding operation on the NEC between Morrisville, PA and Newark, NJ. A new short-haul train, MAIL-8M, was established to provide connecting service from Harrisburg to the Morrisville intermodal terminal. MAIL-4 and MAIL-9, however, remain on the Corridor because they do not operate during the restricted period.

(Continued on Page 11)

OUR MEETING:

FRIDAY EVENING, MARCH 20, 1987
 The Engineers' Club, 1317 Spruce St., Philadelphia, PA
 Dinner at 6:00 PM in the Club Dining Room (\$11 per person)
 Meeting at 7:30 PM in the Conference Room (3rd Floor)

Philadelphia Chapter's March 1987 meeting will be held on Friday, March 20, 1987. Following the business meeting at 7:30, our special guest will be John F. Tucker III, chief officer of SEPTA's Regional Rail Division and point man in the effort to improve commuter rail service in the Philadelphia area. After his presentation on RRD operations, Mr. Tucker will be available to answer questions.

Our usual sit-down dinner will be served in the Club Dining Room, at \$11 per person, beginning at 6 PM, be advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, MARCH 18, 1987 to President Tatnall at 215-828-0706. Those having dinner at the Club will receive a copy of Conrail's newly-issued system map, which unfolds to a size of 24 x 36 inches.

Join us on March 20 as we learn about SEPTA's Regional Rail Division first-hand. Please note on your calendars that the April meeting will be held on Friday evening, April 10, 1987, the second Friday, in order to avoid conflict with the Easter weekend.

Annual RAY MULLER Slide Contest Winners

Eleven Chapter members shared a total of 18 prizes in the 1987 Philadelphia Chapter Ray Muller Slide Contest, held at our February 20 meeting. Chapter officers named the annual event in memory of the late Ray Muller, who passed away November 27, 1986 after 41 years' membership, because of his active interest in rail photography and his keen participation in the contest over the years. A total of 19 Chapter members entered the contest this year.

Prize winners and their subjects in the six categories were:

STEAM: 1 - Steve Salamon (Southern Pacific 4449 at Soledad Canyon)
 2 - Roger Cole (PRR 460 at Railroad Museum of Pennsylvania)
 3 - Dave Kopena (PRR 7002 & PRR 1223 on Rockville bridge)

DIESEL: 1 - Steve Salamon (N&W freight train on Pittsburgh & West Virginia high bridge)
 2 - Steve Barry (D&RGW freight train at Castle Rock, CO)
 3 - Rodger Fredrick (NS freight on Saluda grade)

MAINLINE ELECTRIC: 1 - Russ Jackson (Swiss Federal Railways mini-loco switching)
 2 - John McConnell (night photo of SEPTA Roberts Yard)
 3 - Steve Barry (NJ Transit GG1 on Raritan River bridge)

RAPID TRANSIT, ETC.: 1 - Steve Barry (P&W Bullets at Norristown)
 2 - Larry DeYoung (P&W Bullets at Conshohocken Road)
 3 - Larry Stier (Frankford E1 at "Shore" tower)

GENERAL: 1 - Bill Polk (VIA [CNR] station, Vancouver, B.C., in early evening)
 2 - Steve Barry (signal bridge at Cos Cob, CT)
 3 - Roger Cole (coal dock at Wilmington, DE)

OLDIES, BUT GOODIES: 1 - Russ Jackson (CNS&M night view at Dempster Street, Skokie, IL)
 2 - Roy Soukup (PRR Broad Street Station, Philadelphia, 1952)
 3 - Rodger Fredrick (Lehigh Valley Transit 700-series & 812 at Broad Siding)

Judges for the contest were Phil Mulligan, Willard Hart, Bill Koehler and Bill White. Prizes to be awarded are one 36-exposure roll of color film with processing for first place, one 36-exposure roll without processing for second place and one 24-exposure roll without processing for third place. Prizes will be awarded at the April 10 Chapter meeting.

CSX FREIGHT SCHEDULE Update

The following changes should be made in the CSX Maryland Division freight schedules as published in the January issue of Cinders:

CHTT: Change symbol to 135. Daily leave Philadelphia (East Side) 2330.

OBSN: Change symbol to 172.

OBSS: Change symbol to 171. Daily except Monday pass Philadelphia (Park Junction) 0700, leave East Side *0745.

PHTT: Change symbol to 136.

* - Denotes crew change.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA's Regional Rail Division will be adding to its locomotive roster by this summer. No, not with AEM-7 electrics pulling Bombardier coaches (see January *Cinders*), but with three SW1200 diesel switchers rebuilt by Chrome Locomotive of Silvis, IL, for use in sanding and work train service. They will be numbered 50, 51 and 52, while the SW7 currently based at Paoli shop will become #53. Fate of the two ailing ex-CONRAIL GP9's already owned by SEPTA is not known.

Construction of seven AEM-7's for SEPTA has begun--their carbodies are now being assembled in Austria. Along with 35 push-pull coaches to be built by Bombardier, they will be maintained in a 50,000-square-foot shop building on property to be acquired by SEPTA adjacent to AMTRAK's mainline at Frazer, PA. All of the equipment is scheduled for delivery by the end of this year.



SEPTA plans to further beef up its popular Downingtown service effective April 6. Two new eastbound trains will be added during the morning rush and three new afternoon westbounds are planned, bringing the total to six and seven trains respectively in those periods. Other commuter timetables will also be reissued with the April 5 time change.....SEPTA has expressed its concern to AMTRAK regarding the proposed "rationalization" of the Harrisburg mainline west of Paoli. Past reports have indicated that Amtrak is considering removal of some second track and possible de-electrification. With the growth of SEPTA's Downingtown service through booming Chester County, planners are talking of new stations, more trains and possible extension to Parkesburg, the limit of SEPTA jurisdiction. Thus, a reduction in capacity would be most unwelcome.

On March 3 SEPTA opened bids for the private operation of passenger service between Fox Chase and Newtown and Norristown-Pottstown. The only two bidders reportedly were Urban Transit Development Corp. of Canada and ATE Management of Cincinnati. It is not clear whether either bid will be accepted.....Poor track conditions have caused a slowdown in Route R2 service between Hatboro and Roslyn stations as of March 2, with a reduction in the speed limit from 40 mph to 25 mph over this 4.4 miles of single-track line. SEPTA issued a notice to riders that inbound trains will leave Warminster station five minutes ahead of published schedules until new timetables are issued in April. Rebuilding work will begin in the fall.

Three snowfalls and some extremely cold weather bedeviled the Philadelphia area during February, slowing SEPTA rail and bus service. An unexpected storm hit the area on Monday the 9th, dumping about three inches of wind-whipped snow and causing some suspensions of morning rush-hour service on all commuter routes which operate over AMTRAK lines. As in the recent past, switch failures at "Phil," "North Philadelphia" and elsewhere caused problems for riders of R2, R3, R5, R6, R7, R8 and Airport trains, though most service was restored by afternoon. A light snow on the 12th caused no disruptions -- then Monday morning the 23rd the region was socked with an accumulation ranging from eight inches downtown to 30 inches at Coatesville. But temperatures hovering around the freezing mark or above, and ground-stored heat from the 50-degree sunshine of the previous day, made the storm a "pussycat" compared with the chaos-causing snowfall of January 22 (see last month's *Cinders*). Only the Marcus Hook, Airport and outbound Chestnut Hill West trains experienced cancellations in the morning, and the Airport itself was reopened at 9:30 AM as the snow cover quickly melted off of plowed surfaces.

The National Institute for Occupational Safety & Health has issued a report on the Paoli rail yard, in which it says that the PCB contamination levels there "are the highest encountered by NIOSH during a health hazard evaluation." The Environmental Protection Agency is already suing SEPTA, AMTRAK and CONRAIL to recover the cost of cleanup, and these carriers have counter-sued to obtain partial compensation from Penn Central Corp. whose railroad operated the yard from 1968 to 1976. The Transport Workers Union, which represents some employees at Paoli, has also filed a class-action suit on behalf of all workers, seeking damages from the carriers, General Electric, the City of Philadelphia and others.

The Daily News reports that the City is ready to drop the old Reading Terminal trainshed as the centerpiece of its proposed downtown Convention Center, and simply build around it. Sources said that the Reading Company, which owns the structure, is asking \$15 million from the City.....Passengers on all lines operating through Wayne Junction were delayed during the early morning rush on February 6. A failure of switch and signal power between "Wayne" and Neshaminy Falls forced the suspension of service on the R1, R2, R5, R7 and R8 lines until the problem was corrected at 6:20 AM. An unrelated traction power outage at the Wayne substation later that morning caused speed reductions until 7:35 AM.

SEPTA has opened new office space for its Regional Rail personnel in the Suburban Station concourse, adjacent to the Operations Center. The space will be used for various administrative functions as well as for crew training facilities.....Delaware Car Company has sold the bodies of ex-SEPTA Blueliners #9126 and 9133 to a welding concern located on Heald Street in Wilmington. SEPTA retained the trucks (Tom Moran).....

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

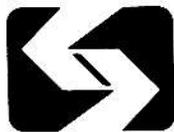
Because of a shortage of Silverliner cars, both the Blues and "Pioneers" #244, 247 and 248 have been seen running on nearly all Regional Rail lines during the past month. The Blues, for instance, have turned up in Norristown and Fox Chase while the Pioneers appeared more than once on Chestnut Hill East.....Those red metal boxes being installed in the cabs of SEPTA MU's are to be used as storage bins for a supply of new plastic destination signs. Most of the original signs are now among the missing.



NJ TRANSIT, in its annual report for 1986, says that 38.8 million people rode its passenger trains during that fiscal year, up from 34.4 million in 1985 and 31.6 million in 1984. This is a 23-percent gain over the two-year period (Tri-State Chapter Block Line).....NJT's systemwide rail on-time performance set a new record last year of 91.1 percent, the best since the agency was established in 1979 (NJT Inside Track).....A bus driver fired by NJ TRANSIT has been convicted of setting the blaze that destroyed NJT's Newton Avenue bus garage in Camden on July 9, 1985, causing damage estimated at \$3 million. The Camden man was sentenced to 15 years in prison.

The NJ TRANSIT board has approved a proposal to develop specifications for the in-house overhaul and upgrading of NJT's fleet of ten E60CP electric locomotives. Built in 1974-75 and purchased from AMTRAK in 1983, the E60's have traveled more than 800,000 miles each without a major overhaul (Inside Track).....NJT now has only four operable E8A diesels: #4248, 4253, 4267 and 4285. They are currently operating on North Jersey Coast trains 5306-5310-5315-5325.....A revised three-year capital program approved by the NJT board calls for a total of \$740 million to be spent during Fiscal Years 1985 through 1987. Included are design funds for rehab of the Arrow III MU's and \$20 million for rail infrastructure improvements (Block Line).

Governor Casey in his March 3 budget message proposed rewriting Pennsylvania's law under which mass transit funding is distributed, so that financial support is linked to each system's level of efficiency rather than to the size of its deficit. In SEPTA's case, this should add about \$10 million in State funds for Fiscal Year 1988 beginning this July 1. SEPTA is to receive about \$127 million from Harrisburg toward its \$544.7-million operating budget in the current fiscal year, but is projecting a \$26-million deficit. Of this, the Governor has promised to cover \$16 million. Still, a SEPTA spokesman said that another fare increase is likely even with these funding changes. The proposed 1988 State budget would allocate a total of \$195.9 million to 21 mass transit operators, of which SEPTA is by far the largest.



In spite of long-standing dissatisfaction with the City's subordinate role in SEPTA management, Republican Lewis F. Gould of Montgomery County was re-elected February 25 as chair-man of the SEPTA board. He was briefly challenged by Democrat H. Patrick Swygert, a Temple University vice president who was named to the board by Governor Casey the day before. Although Philadelphia pays 82 percent of SEPTA's current \$51-million local subsidy, with the four sub-urban counties contributing the rest, the City has only two votes on the 11-member board. State Senator M. Joseph Rocks, a Philadelphia Democrat, said that he would introduce legislation in Harrisburg to add two more Philadelphians to the board, making a total of 13. In addition, a group of Republican and Democratic legislators from the local area intend to launch an investigation into SEPTA operations, with particular attention to the series of recent rail accidents and the need for additional funding.

Adding fuel to the fire is City Councilman Edward Schwartz's call for the creation of a special oversight committee, which would set performance standards that SEPTA must meet in order to receive its annual subsidy from the City. Schwartz said that a year of negotiations with SEPTA for better service "has brought exactly nothing," but that a threat to withhold operating subsidies would give the City a stronger hand in these negotiations.

A Federal judge on February 9 refused to allow SEPTA to resume random drug testing of its employees, but said that he might approve such a program if he were convinced that the tests were accurate. He later urged SEPTA and the seven unions which had brought the court action (see February Cinders) to get together and work out an effective drug testing and treatment program. SEPTA asked the judge to require the unions to post a \$3-million bond to cover possible liability in future drug-related accidents, but no action was taken on this request. The unions had contended that random testing violates workers' constitutional rights of privacy, but the judge focused more on the consequences of inaccurate tests, which under SEPTA rules would require an employees' dismissal if any amount of drugs is detected in blood or urine samples. On February 18, SEPTA's Chief Rail Officer John F. Tucker testified at a Federal Railroad Administration hearing in Washington, urging that the FRA adopt a mandatory random testing program for the railroad industry. FRA Administrator John Riley said that his agency would do a special follow-up inspection of SEPTA's rail lines "in light of (its) accident record and high number of violations."

The Route 10 subway-surface line is currently being operated with PCC cars as a result of a shortage of LRV's. In mid-February SEPTA announced that it was pulling 28 of the Kawasaki-built cars off the street because of the discovery of cracks in the wheel rims of three cars. All cars with rims of the same age were also taken out of service, forcing the transfer of some Route 10 cars from Callowhill to Elmwood depot in order to maintain full rail service on the four Elmwood routes. Six PCC's were then shifted from Luzerne depot to Callowhill to beef up the existing PCC fleet there, which is normally assigned only to Route 15-Girard Avenue. The rare sight of PCC's operating in the surface car subway is expected to continue at least until March 15, when wheel replacement on the LRV's should be completed.

PHILADELPHIA EXPRESS (Continued from Page 4)

Bid opening for the new Norristown High Speed Line cars is now set for April 14, but any contract award is dependent upon receipt of funding.....A new P&W public timetable was issued March 2, the fourth in six months. Off-peak headways were lengthened from 15 to 20 minutes on weekdays, and certain rush-hour timings were increased to accommodate the Chicago cars.....The February 23 snowstorm caused third rail problems on the P&W, with morning service cut back to Bryn Mawr. Plow #10 made one of its rare appearances, operating all the way to Norristown in snow depths of up to 16 inches.....Bullets #202 and 207, damaged in that January 26 collision in Haverford, will be sent to an outside carshop for repairs.....Bullet #203, the last active P&W car in orange paint, emerged last month in the current red, white and blue scheme.

In the past month SEPTA has had three more well-publicized accidents. On February 8 a Route 23 trolley derailed at Germantown Avenue & Gorgas Lane when the operator failed to notice that the switch was in the open position. She and four passengers suffered minor injuries. Two days later a Route 33 bus skidded on icy pavement at 22nd Street & Indiana Avenue and struck twin eight-year-old boys, killing one and seriously injuring the other. In the latter case, Union Leader Roger Tauss accused SEPTA of criminal negligence for failing to reroute the buses around that treacherous intersection. Finally, on March 6 an eastbound Route 15 PCC hit a metal expansion plate in the middle of the Girard Avenue bridge over the Schuylkill River, derailing the trolley into a passing automobile. At least 26 passengers and the motorist were injured.

Other trolley notes: The Inquirer on March 2 carried an article detailing the long dispute between SEPTA and the City over the uncertain future of the North Philadelphia PCC routes. As of now, SEPTA seems committed only to the retention of Route 15-Girard Avenue and Route 23-Germantown Avenue north of Erie. SEPTA believes that without substantial capital investment the remaining system will simply self-destruct..... Evidence of that is Route 56, which was converted to bus on its Torresdale Avenue portion in December, and is currently surviving as a trolley line only on Erie Avenue and only on weekdays. On evenings and weekends it is bus over its entire route, a situation which may become permanent when newly-delivered buses are available for service.....The southern half of Route 23 is also on shaky ground, and may suffer premature death if shoofly tracks are not built on 11th & 12th Streets during the Vine Expressway construction project.

Member Henry Adamcik had a lengthy letter published in the February 9 Inquirer, entitled "Don't cry for those trolley lines." He contended that economic and social changes in North Philadelphia make it difficult to justify the retention of most of these routes. Pointing out that Philadelphia already has a historic trolley line at Penn's Landing, he said that it has operated "on a shoestring basis since 1982....and the inability to get serious political attention and commitment may result in its disappearance".....Since Route 6-Ogontz Avenue was converted to bus in January 1986, SEPTA says that more reliable service has added about 500 new daily riders.....Route 13 had to be bused between 49th Street and Darby on February 5 and 6 because of wide rail gauge.

The State Senate has approved Governor Casey's nomination of Howard Yerusalim, 47, as PennDOT secretary. A Republican from Philadelphia, Yerusalim is a career highway engineer who served as deputy secretary since 1983.....No final action has yet been taken in Washington on a Federal highway and mass transit bill, though the Senate last month approved a four-year, \$65.6-billion measure that authorizes \$12.8-billion for mass transit. The Administration said it would oppose any transit funding over and above that realized from the one-cent-per-gallon portion of the gasoline tax which is reserved by law for that purpose.....Construction is expected to start next month on that \$8.3-million transportation center in Norristown.....SEPTA has in storage a one-of-a-kind Volvo 40-foot demonstrator bus. Its number is 8590.

AMTRAK F40PH #305 derailed February 23 while hauling the nine-car Broadway westbound through Marysville, PA, near Harrisburg. CONRAIL diesels pulled the train back to Harrisburg station, from which it departed again at 8:33 PM behind a relief F40. Engine #305 was found to have a broken #3 axle and was retrucked at Harrisburg.....On February 23 AEM-7 #944 was on the point of train #42 with six cars headed for Philadelphia, when the motor died at Gap, PA. Diesels were ordered from CONRAIL train MAIL-8M to push the stalled #42 to Thorn-dale, where other Conrail units from MAIL-9 were coupled onto the head end. They took the train to 30th Street where it arrived at 10:23 AM, two hours and 45 minutes late. The mail trains were also seriously delayed.

AMTRAK's Track Laying Machine reached Hammonton, NJ late in December, and is currently in storage at Winslow Junction. On March 15 the huge machine and its crew will resume their march toward the Delaware River, rebuilding the old PRSL mainline for Atlantic City express service. The TLM should arrive at Lindenwold in the spring, then proceed alongside the PATCO line as far as Haddonfield. Most trackwork will be completed this year as work begins on a new signal system, the Atlantic City terminal and five NJ TRANSIT commuter stations..... Those ex-CONRAIL, ex-NJT E44 electric locomotives acquired by AMTRAK last fall will be renumbered from 4458-4465 to 500-507 and be repainted in the platinum mist scheme for work train service. Overhauls will be done at Wilmington.

Among AMTRAK's corporate goals for 1987 are to improve its revenue-to-cost ratio from 62 to 64 percent, increase system revenues by 8.9 percent to \$938 million and boost system on-time performance from 74 to 82 percent (Amtrak News).....The Inquirer, in its Sunday travel section for March 1, ran an interesting article about a ride on AMTRAK's Silver Meteor, and a smaller piece on the Washington-New York "Executive Sleeper"......Metroliner passengers can now use the on-board Railfones to make international calls. Cost: \$15 for the first three minutes.....AMTRAK has signed contracts with MCI, Fibertrak and AT&T for installation of

PHILADELPHIA EXPRESS (Continued from Page 5)

fiber-optic communications lines along the Northeast Corridor which are expected to generate \$57 million in revenues for the railroad (Amtrak News).....F40 #246 was the first of its class to be retired. It was written off last year after being damaged in an April 1985 derailment in Colorado (Narragansett Newsletter). Now, AEM-7's #900 and 903 will be retired as a result of the recent Colonial disaster.

As a footnote to that Colonial tragedy (see page 1), Rail Travel News points out that this accident received an inordinate amount of media coverage because it happened on the ground in the middle of a populated area and--unlike a plane crash--most of the passengers and equipment survived. In fact, only three percent of those on board died in the accident. Within a period of one week following the Colonial wreck there were three mid-air collisions in the U.S. in which 18 air travelers were killed--a greater loss of life than on the AMTRAK train. But press and TV coverage was far less extensive. RTN also reports that proposals to equip trains with seat belts will go nowhere, though Amtrak will test modified luggage racks designed to hold luggage in place in the event of a derailment. Amtrak has also begun to place cards with emergency evacuation instructions in seat-backs, similar to those distributed on airliners.

Richard L. Gates, the CONRAIL engineer on that light engine move which was struck by the Colonial, has been admitted to a psychiatric hospital in Baltimore. This will postpone any further disciplinary action against him, according to this Inquirer report, though he and his brakeman, Edward Cromwell, have been suspended without pay since the January 4 accident. Just to refresh everyone's memory, here's how the second paragraph of Rule G reads in the Book of Rules: "Employees shall not report for duty or perform service under the influence of, or use while on duty, any drug, medication or other controlled substance, including prescribed medication, that will in any way adversely affect their alertness, coordination, reaction, response or safety..."

Transportation Secretary Elizabeth Dole has appointed an 11-member commission to study the possible sale of AMTRAK's Northeast Corridor as well as its other passenger operations. Calling Amtrak a "long-term drain on the Federal treasury" which has cost the taxpayers \$12.4 billion since 1970, Mrs. Dole said that the panel would seek public comment and report back to her within eight months. This action appears to be the Administration's latest strategy for dumping Amtrak, which it has tried to do in the past by cutting off the railroad's funding. All such attempts have been rejected by Congress.



CONRAIL

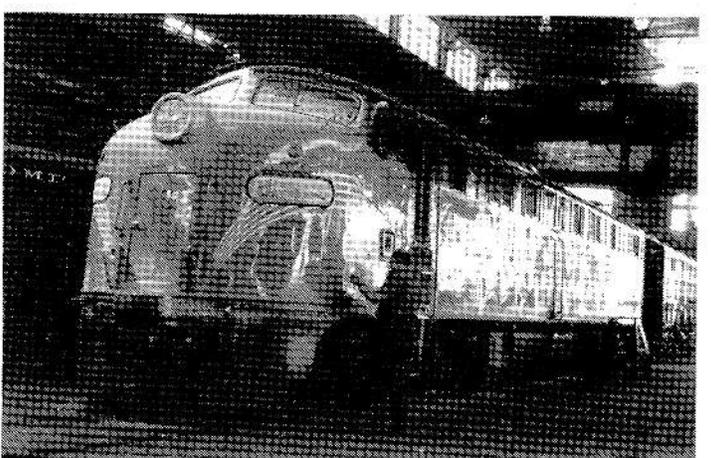
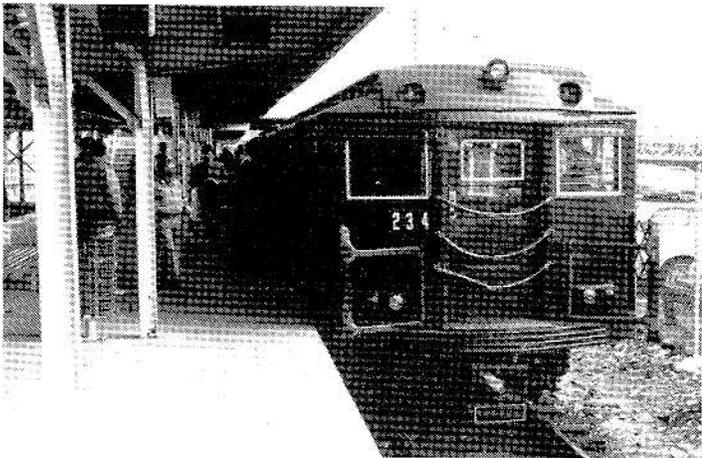
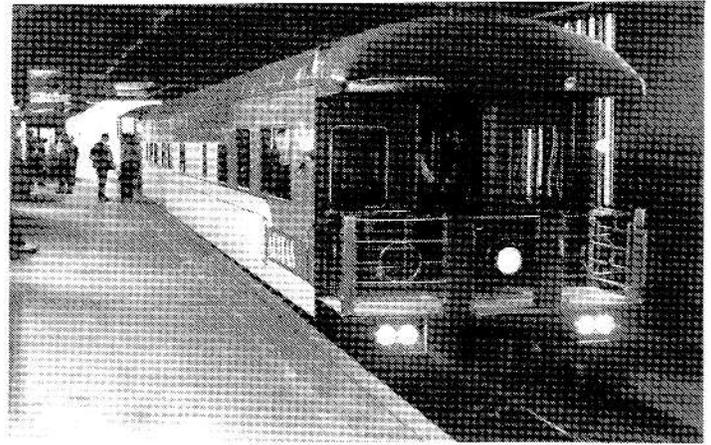
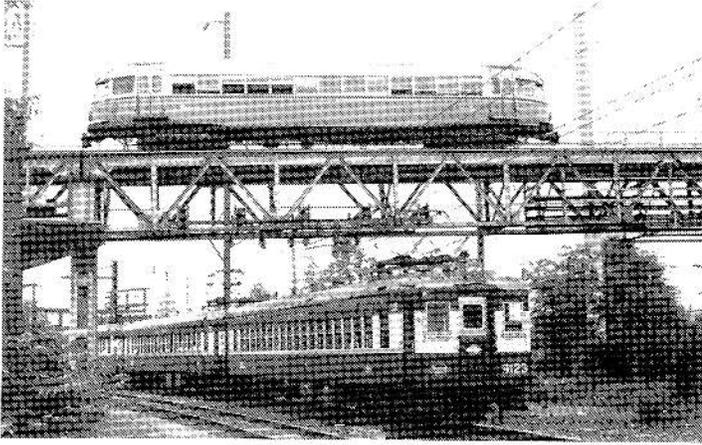
CONRAIL took the first major step toward a public sale of its common stock by filing a registration statement with the Securities & Exchange Commission on February 13. A 76-page preliminary prospectus states that 52 million shares will be sold in the U.S. and 6.75 million in other countries at an estimated price of \$22 to \$26 per share. The stock, representing the Federal government's 85 percent interest in Conrail, cannot actually be sold until the registration statement becomes effective, probably this spring. The expected proceeds of between \$1.29 billion and \$1.53 billion, which will go to the U.S. treasury, are somewhat less than the \$1.7-billion goal set by Congress, but that figure is non-binding. The sale is being handled by a team of six investment banking firms headed by Goldman, Sachs & Company, and the stock will be listed on the New York and Philadelphia Stock Exchanges. Top Conrail officials are now on a tour of U.S. and world financial centers to help explain the offering.

In a related matter, Secretary Dole in late January directed CONRAIL to pay the government another \$100 million, in addition to the \$200 million which it paid from its cash reserves last fall. The most recent payment was authorized by the Conrail Privatization Act which became law last October, but the Secretary was given the choice of requiring or waiving it. "For years," she said, "Conrail benefited handsomely from the support of the American taxpayers, so much so that it was able to accumulate a sizeable amount of excess cash. Now, with the pending sale of the railroad, this excess cash is being returned to the taxpayers".....Having posted net income of \$431 million in 1986 on revenues of \$3.14 billion, CONRAIL may consider diversifying into other fields. According to press reports, Chairman L. Stanley Crane told a group of investment analysts in New York on February 25 that once the public sale is completed Conrail will look at its options--"whether we should get into the trucking business or a different business."

CONRAIL B36-7 #5044, one of the engines involved in the January 4 collision with AMTRAK's Colonial, was returned to service last month. Of the two other units, #5045 was destroyed and #5052 is being rebuilt at Altoona.....With the closure of "Arsenal" tower in West Philadelphia (see January Cinders), CONRAIL established two remotely-controlled interlockings named "Field" and "Gray" in the same area. They are controlled by the Philadelphia Division train dispatcher....."Cola" tower at Columbia, PA was closed March 6 as part of the extension of dispatcher-controlled TCS (traffic control system) on the Harrisburg Division. "Oley" and "Valley Junction" towers at Reading will be the next to go, leaving only a handful of manned towers in the Eastern Region.

Allentown-Potomac Yard freight trains ALPY and PYAL have been carrying SOUTHERN RAILWAY cabooses through Philadelphia, OBSN/OBSS have Chessie or Seaboard hacks and Member Howard Bender even spotted a BURLINGTON NORTHERN cabin on the High Line last month.....January saw the startup of runthrough coal train UCR-2 from the NORFOLK SOUTHERN at Hagerstown to Roseton, NY, south of Albany. NS power has frequently been seen on this train passing through Allentown (Hawk Mountain Chapter Hostler).....About 1,500 residents in lower Bucks County had to be evacuated on February 9 when a tank car loaded with phosphorus caught fire in CONRAIL's Morrisville yard. The local fire marshal and a Conrail supervisor boarded a locomotive and pulled away a nearby car loaded with chlorine, which could have exploded and sent a lethal cloud of gas over the area.....CONRAIL is no longer interested in restoring ex-New York Central 4-8-2 #3001 (DRHS Ties & Tracks).

CHAPTER YEAR IN REVIEW: 1986



Philadelphia Chapter had an eventful year in 1986, operating eight excursions and enjoying its 50th Anniversary banquet on March 14. Top left, the Chapter's Blueliner special pauses at Norristown June 8 as SEPTA Bullet #203 rumbles overhead. All of this equipment dates from 1931. Top right, the private car Caritas waits at 30th Street Station after a SEPTA-New Hope & Ivyland trip on August 24. A three-car SEPTA Blueliner set, middle right, poses at West Chester October 26, possibly the last revenue train to call at this station. The PCC car's 50th anniversary was recalled on a Chapter outing October 5 with SEPTA's last air-electric car, #2054, seen at Cottman loop with a regular Route 56 car (middle left). At bottom left, three old Broad Street subway cars, including 1927 Brill-built #1, load at Fern Rock November 23 on a joint NRHS-Buckingham Valley excursion. Chapter Senior VP Mike Burshtin, bottom right, applies authentic details to ex-Pennsy E8 #5898 at Reading shop, just prior to Blue Mountain & Reading's Railfan Weekend in June.

--PHOTOS BY FRANK TATNALL



Amtrak has placed some details of schedule changes programmed for the April 4 time change into its computerized reservation system. The only major change noted so far involves the Capitol Limited, and this only amounts to a rescheduling rather than the much-rumored rerouting via Cleveland.

The latest Amcafe rebuilt for San Diego service is 43015, named City of Fullerton. The next Amcafe to come out of Wilmington for that route should be 43009. The only Amcoach to remain in service in the old livery is 21046, and it looks rather tacky. All Amfleet cars in service have now been refitted with tread brakes as well as the original discs. The clocker coaches, by observation, appear to have been remarshalled into New York-Philadelphia consists, plus frequent appearances in Harrisburg service.

Because the Montrealer and Night Owl now share consists, at least four "Pub" cars are now needed when only three were originally converted. Car 3124-Betsy Ross therefore was released as a Pub and we'll probably see another car or two. In other equipment items, Diner 8500-Silver Diner was released from Beech Grove recently as the 8551, modified to operate, if needed, with an adjacent buffet car.

Several incidents of trains parting between "Amboxes" and baggage cars have been reported, and some baggage cars have been sent back to Beech Grove for work, probably to tighten up couplers or draft gear. Speaking of the Amboxes, they are certainly much in evidence around our area, but actually do operate nationwide -- on trains such as the Coast Starlight, Empire Builder, Southwest Chief and Lake Shore Limited. Often the entire consist of the Mail Express, up to seven cars, has been made up of these cars.

Those cars equipped for M U trainlines have a third receptacle (a black one in addition to the normal blue and white versions). They are mounted beneath the car ends on each side of the couplers.

In Canadian items, the new VIA F40PH-2's are going into service on conventional trains and have been seen both with MLW FPA locomotives as well as steam generator cars. They have also pulled consists of LRC cars on trains through Southern Ontario.

For the future, though, the whole VIA equipment picture is unclear, because it seems certain that no new cars have been ordered after all, and, equally disheartening, no programs have yet been put in place to HEP existing cars -- Budd-built or otherwise.

GO Transit has slightly revised its order for bi-level commuter cars, changing two standard coaches to cab cars, so that nine cars rather than seven will be so-equipped. The new F59PH's on order will be equipped for HEP, and thus the control cars will replace the F unit "power" cars now used on many trains.

In commuter rail news, Chicago's METRA has repainted one E unit, #514, in its new livery. It's assigned to C&NW service, so the Burlington Northern's service remains unsullied -- all BN, and definitely all E units! North Western's use of E's depends on availability of F40PH's, which hold down most assignments.

In NJ Transit items, coaches rebuilt for NJT by Bombardier are now being returned to New York on the Montrealer. The first group of cars are being rebuilt with conventional traps for optional use at high-level platforms. These are being renumbered upwards above the last Comet II coach (5706). Some other cars will be refurbished with the existing full-length sliding doors. Meanwhile, no major work has been performed on the fleet of steam-heated coaches -- certainly only a few coaches were ever repainted in NJT livery and none in the past several years. The two "steam" trainsets usually consist of ten coaches each and leave Newark at 4:52 PM (train 5317) and 5:53 PM (train 5325). They arrive at Newark at about 7:25 and 7:55 AM. GP40P's 4105 and 4107 both seem to be in service as boiler-equipped units, running with combinations of E units (sometimes all GP40, sometimes all E).

In transit items, 11 NJ Transit PCC's have now been outshopped in the current paint scheme -- typical Newark evening rush hour requirement is 16 cars with eight in reserve. This month marks 30 years since the end of surface running by Public Service streetcars, for it was on March 30, 1952 that Routes 29-Bloomfield and 21-Orange were converted to buses and the subway limited to the private right-of-way out to Franklin Avenue. Only one other New Jersey streetcar line lasted longer -- that in Atlantic City.

Montreal's four Metro (subway) routes are numbered and identified by a color code. For example, the new Line 5 is colored blue and runs between Saint-Michel and De Castlenau stations. Later this year, it will open west to a connection with Line 2 (orange) at Snowden Station.

ON THE SCENE (Continued from Page 8)

The year 1987 will also mark the 30th anniversaries of the end of three other Philadelphia rail fixtures. August marks the anniversary of the end of the last city double-end streetcars (Route 46), November that of the end of Pennsy steam and in December the end of all PTC standard cars on Market Street.

The year 1987 also marks the 50th anniversary of the E unit diesel locomotive, for it was in May 1937 that the new LaGrange (IL) plant of Electro-Motive Corporation outshopped the first examples. As it happened, the first units went to railroads which already operated EMC motive power.

Baltimore & Ohio was first by a whisker, so its two A-B sets were classed EA and EB (I think it's logical that "E" stood for 1800 hp, just as switchers of that era were identified as "S" (600 hp) or "N" (900 hp) as in SW and NW, respectively. These two B&O units, 51 and 52, went on the flagship Capitol Limited between Washington and Chicago. At that time, the train was a standard consist, not being streamlined until 1938 in an attempt to compete with Pennsy's Liberty Limited, which received new Pullmans that summer.

Meanwhile, Santa Fe received a streamlined Super Chief from Budd and purchased an A-B locomotive to pull it. This was called an E1 (A and B). These three pairs were turned out in May-June 1937. The Super Chief, incidentally, originated as a standard train in 1936, pulled by a pair of box cab diesels built in 1935, and intended to compete with Union Pacific's new Pullman-Standard built City of Los Angeles.

For the record, EMD turned out two other interesting passenger units in 1937. The first three unit diesels came at year's end in a pair of E2's for the second City of Los Angeles and City of San Francisco trains. They had unique bulbous noses which bore a resemblance to earlier "power cars". Earlier, six model TA units ("T" for 1200 hp, understand?) were built for the first six Rock Island Rockets. Since these trains were only three or four cars, a smaller unit, peculiar to these trains, was sufficient. They had a single V-16 engine rather than the usual pair of V-12's which give E units their distinctive sound.

You may think that all sleepers of a given configuration would be identical, but Pennsy's fleet of 10-6 sleepers are a case study in how varied cars can be. Eighty-one cars were built to nine different designs between November 1948 and October 1950. For its own trains, the PRR went to Pullman-Standard for two types of flat-sided cars. First, 18 cars, plus three each for L&N and RF&P, were built to an "orthodox" layout with interlocking bedrooms (alternating crosswise and lengthwise beds). Next came 17 cars with what Pennsy called "parallel" beds, with all crosswise beds in bedrooms with two folding chairs each (no sofas).

Pullman-Standard also built 14 cars for through service and therefore built to designs of the Atlantic Coast Line (six cars) and Southern (eight cars). Both had stainless steel sheathing. While PRR chose the Rapids names for its own cars, the Southern cars got River names and the Coast Line pool cars got County names for locations along the corridor.

Two Budd-built cars with flat stainless steel sides were built in August 1949 for the Cincinnati Limited. Much later, they'd be renamed by Penn Central for New York-Toronto service. Silver Rapids was built to California Zephyr specifications for transcontinental service. Seaboard received 10-6's from both Budd and Pullman-Standard. RF&P opted for P-S cars but PRR went for Budds. Since SAL had selected names of on-line cities, PRR did likewise, but chose names of cities along the Silver Comet route (excepting Bradenton, a Florida location).

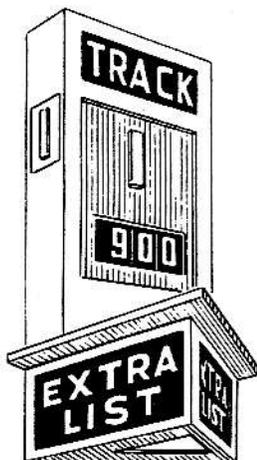
Then, ACF built 23 cars to two designs. Four cars came in March 1949 with flat welded sides like the contemporary Imperial and Inn cars ACF built. PRR's last new sleepers were 19 cars built in 1950 with riveted sides. Eleven of these cars were painted in Missouri Pacific light blue and grey and given Eagle names. They replaced 11 prewar Cascade-series cars on the Penn Texas and connecting trains.

CONRAIL FREIGHT SCHEDULE Update

The following changes should be made in Conrail Eastern Region freight schedules, as published in recent issues of Cinders:

- MAIL-3: Daily leave Kearny 0600, pass Port Reading Junction 0730, pass Bethlehem 0850, arrive Harrisburg *1130, leave Harrisburg 1235. (Note: May be combined with MAIL-9 Kearny to Pittsburgh Sunday and Monday on MAIL-9 schedule).
- MAIL-8: Daily leave Harrisburg *0345, pass Bethlehem 0625, pass Port Reading Junction 0745, arrive Kearny 0915.
- MAIL-8M: Established Harrisburg to Morrisville daily, leave Harrisburg 0415, pass Lancaster 0515, pass Thorndale 0600, arrive Morrisville 0735.
- OBSN: Daily except Monday pass Philadelphia (Park Junction) 2315, pass West Trenton 0035, pass Port Reading Junction 0115, arrive Kearny 0230. (Train received from CSXT).
- OBSS: Daily except Monday leave Kearny 0330, pass Port Reading Junction 0445, pass West Trenton 0525, pass Philadelphia (Park Junction) 0700. (Train delivered to CSXT.)

* - Crew change



MARCH 28, 1987: Annual banquet of West Jersey Chapter NRHS at Holiday Inn, 109 Ninth Avenue, Runnemede, NJ (just off Black Horse Pike). Tickets: \$16 per person. Fellowship hour 6 PM, dinner 7 PM. Mail checks to: Robert Cooper, 733 Highland Ave., Palmyra, NJ 08065. Tickets may be picked up at the door.

APRIL 23: Open house on board luxurious private car Caritas parked on track #1 at 30th Street Station, Philadelphia, 12 Noon to 5 PM, hosted by Silver Carpet Lines. Admission is free. For information, contact Silver Carpet Lines, 1507 Woodland Avenue, Folcroft, PA 19032 (telephone 215-586-3019).

APRIL 25-26: Inaugural public excursions using Norfolk & Western Class A steam locomotive #1218, sponsored by Roanoke Chapter, NRHS. Trip Saturday will be a Roanoke-Bluefield round trip, and Sunday trips will be Roanoke-Lynchburg round trip in morning, and Roanoke-Walton round trip afternoon. Limited first-class accommodations are available, as well as normal coach seats. For flyer, send stamped, self-addressed envelope to Roanoke Chapter NRHS, P. O. Box 13222, Roanoke, VA 24032 (telephone 703-389-3935 during daytime hours, 703-366-5211 after 6 PM). Further information available at March 20 Chapter meeting.

APRIL 25-26: First-class trip in private car Caritas from Philadelphia to Pittsburgh and return via Amtrak trains 47-46. Leave 30th Street Station 9:30 AM Saturday, return 4:46 PM Sunday. Capacity Limited to 16 passengers for day travel. Fare: \$390 per person including transportation, meals and bar service. For reservations and information, contact Silver Carpet Lines, 1507 Woodland Avenue, Folcroft, PA 19032 (telephone 215-586-3019). (Previously announced Caritas trip on April 17-19 has been cancelled).

APRIL 26: Harrisburg Train Show and Sale, sponsored by Harrisburg Chapter NRHS, will be held 10 AM to 4 PM at Harrisburg River Rescue Building, 1119 South Cameron Street, Harrisburg, PA. Proceeds will benefit the restoration of Chapter's ex-Pennsylvania Railroad N6b wooden cabooses. Admission: \$2 at door, \$5 for families. Tables: \$15 for first table, \$10 each additional table. For further information, contact Harrisburg Chapter NRHS, P. O. Box 3423, Shiremanstown, PA 17011 (telephone 717-243-4209).

MAY 2: "Railfan Special" RDC excursion over 40 miles of ex-PRR trackage out of Bellefonte, PA, now operated by Nittany & Bald Eagle Railroad, sponsored by Bellefonte Historical Railroad Society. State-owned RDC-1 #9167 (ex-New Haven #40) will leave Bellefonte station at 10 AM for Dale Summit, Pleasant Gap, Milesburg, Curtin and Vail, returning to Bellefonte about 4 PM. One-hour lunch stop at Bellefonte. Fares for entire trip: \$18 adults, \$16 children under 12. Fares for morning or afternoon run only: \$12 adults, \$10 children. Capacity limited to one car, and photo stops will be made. Order tickets from: Bellefonte Historical Railroad Society, c/o Michael Bezilla, 1503 South Allen Street, State College, PA 16801, making checks payable to the Society and enclosing stamped, self-addressed envelope. For further information, telephone 814-863-1074 (day) or 814-238-5842 (evenings).

MAY 2: Annual auction of Pottstown & Reading Chapter NRHS at Ridge Fire Company, Route 23 west of Phoenixville, PA, conducted by Chapter Member and Professional Auctioneer Ted Maurer.

MAY 2: Lenape Steam Limited using Wilmington & Western equipment will operate from Kennett Square to Lenape, PA and return via Octoraro Railway, sponsored by Upland Country Day School. Train leaves Kennett Square 10:45 AM, returning about 4 PM. Buffet luncheon including regional beer and wines will be served at Lenape Inn overlooking Brandywine Creek. Tickets including tax-deductible donation: \$75 per person. For information, contact Upland Country Day School, 420 West Street Road, Kennett Square, PA 19348 (telephone 215-444-3035).

MAY 3: Greater Delaware Valley Train & Railroadiana Show & Sale at Betsy Ross Convention Center, Pennsauken, NJ, 9 AM to 4 PM, sponsored by Delaware Valley Train Meet Associates. Dealer tables \$25 each. For information, contact Bruce Heiner, P. O. Box 240, Gibbsboro, NJ 08026 (telephone 609-596-1630 evenings).

MAY 9-10: Caritas trip from Philadelphia to Williamsburg, VA and return via Amtrak 95-96. Contact Silver Carpet Lines above.

MAY 16-17: Caritas trip from Philadelphia to Boston and return via Amtrak 198-179. Contact Silver Carpet Lines above.

MAY 16-17: Annual Open House & Model Railroad Show sponsored by Reading Society of Model Engineers, 12 Noon to 5 PM at RSME property, Mount Laurel Road north of Pricetown Road, Temple, PA. Live steam 15-inch gauge railroad will operate, as well as 0, HO and On3 gauge model layouts. Admission by donation.

MAY 17: Toy Train Meet, Show & Sale sponsored by West Shore Rail Excursions, 9 AM to 3:30 PM at ex-PRR West Shore station, Mifflinburg, PA, on State Route 45 west of Lewisburg. Admission: \$2 per person. For information, contact West Shore Rail Excursions, 196 North 3rd Street, Mifflinburg, PA 17844 (telephone 717-966-9390).

MAY 17: Special Amtrak excursion from Harrisburg, Lancaster and Paoli, PA to West Point, NY and return, sponsored by Lancaster Chapter NRHS. Fare: \$65 per person, optional boat trip \$5 extra. For trip flyer, write: Lancaster Chapter NRHS, 249 Julia Avenue, Strasburg, PA 17579, enclosing stamped, self-addressed envelope.

EXTRA LIST (Continued from Page 10)

MAY 22-25: Caritas trip from Philadelphia to Hyannis, MA and return via Amtrak and Cape Cod & Hyannis Railroad. Leave 30th Street Station 8:26 AM Friday, return 9:40 PM Monday. Fare: \$109 per person each way. For tickets and information, contact High Iron Travel Corp., P. O. Box 5344, Denver, CO 80217 (telephone 303-825-8885).

MAY 23-25: New York Rail Weekend, sponsored by Electric Railroaders' Association, Inc., featuring Metro-North/Conrail trip from Grand Central Terminal, New York to Danbury, CT, Hopewell Junction and Beacon, NY, then return to Grand Central. Also NYCTA subway trip using unusual equipment and PATH excursion covering entire system with K cars. For further information and fares, write ERA Trip Committee, P. O. Box 6208, Grand Central Station, New York, NY 10163-6208. Please include stamped, self-addressed envelope.

JUNE 13-21: "Colorado Rails" tour of historic Colorado railroads, sponsored by Overland Chapter NRHS. Includes rides on Cumbres & Toltec, Durango & Silverton and Georgetown Loop narrow-gauge lines, Manitou & Pikes Peak cog railway, Amtrak's Superliner-equipped California Zephyr from Denver to Glenwood Springs, and visit to Colorado Railroad Museum. All-inclusive fare from Denver: \$885 per person in twin accommodations, \$175 single supplement. Deposit of \$200 will hold reservations until April 15 when balance becomes due. For further information and reservations, write: Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265.

JUNE 21-29: Second "Colorado Rails" tour. See previous item for details.

JUNE 26-28: Railfan Weekend II presented by Blue Mountain & Reading Railroad, including special trips on BM&R from Temple, PA and photo session at Reading locomotive shop. For further information, write: Blue Mountain & Reading Railroad, P. O. Box 425, Hamburg, PA 19526 (telephone 215-562-4083).

"COLONIAL" CRASH TO FORCE TIGHTER SAFETY RULES (Continued from Page 1)

Several members of Congress, meanwhile, are focusing their attention on the issue of rail safety. One result has been the introduction by New Jersey Congressman James Florio of a bill requiring the installation of automatic speed control devices on all locomotives and MU cars operating on the NEC. The National Transportation Safety Board, one of the agencies investigating the Colonial disaster, had earlier recommended such action, along with a rule mandating operable radios on all trains and engines. This would affect Conrail, Guilford and other freight users as well as passenger carriers such as SEPTA and NJ Transit, at a cost yet to be determined.

Senator John Danforth of Missouri said he would introduce legislation calling for random drug and alcohol testing of railroad and airline operating employees, a measure supported in testimony by Transportation Secretary Elizabeth Dole and Association of American Railroads President William H. Dempsey but opposed by labor groups on constitutional grounds. In addition, Representative Cardiss Collins of Illinois has authored a bill directing the Federal Railroad Administration to issue regulations for the Federal licensing of railroad engineers, and Senator Frank Lautenberg of New Jersey said he would sponsor similar legislation. Rhode Island Senator Claiborne Pell demanded that freight trains be removed from the Northeast Corridor and that Congress restore full funding to the State Safety Inspector Program. The DOT quickly agreed to restore \$1.35 million which had been cut from the budget this year, allowing retention of a full force of state railroad inspectors.

Lautenberg later fired off a letter to Secretary Dole urging that DOT implement nine specific safety improvements, including a "tough program" of mandatory drug testing and the installation of pulse event recorders on locomotives, similar to the "black boxes" on airplanes. "One thing I want to stress is that Amtrak is good, safe rail transportation," he said, "but we did have a tragic accident and it's important that we take steps to make rail travel even safer...Passengers have a right to expect competent, drug and alcohol-free crews when boarding trains."

In a supplemental investigation, the FRA reported in mid-February that it was cracking down on rail employees who tamper with safety equipment on locomotives. This effort resulted from the discovery that someone had partially taped over the cab signal warning whistle in lead Conrail unit #5044 prior to the January 4 accident, and that a bulb had been removed from the cab signal panel in the same locomotive. Said FRA Chief John Riley in Congressional testimony: "I think the Chase accident has opened all our eyes. We are not only catching people who are irresponsible. We are catching people who are irresponsible and stupid." He said he would ask for authority to require random drug and alcohol tests, to suspend employees who fail them and to levy fines of up to \$10,000 (as compared with \$2,500 now) against railroads that do not enforce safety requirements.

As a footnote, Amtrak has asked a Federal court in Washington to release it from its agreement with Conrail under which each company must indemnify the other for all death and injury claims filed by passengers or employees. Because of the "reckless, wanton, willful or grossly negligent acts" allegedly committed by Conrail employees, Amtrak said it should not be required by law to pay liability claims filed against either company.

CSX GETS SEA-LAND; NAMES SNOW AS CSXT CHIEF

CSX Corp. may proceed with its plan to acquire Sea-Land Corp., the Interstate Commerce Commission ruled last month. The action immediately cleared the way for the nation's first merger between a railroad and an ocean freight carrier, expanding CSX's "one-stop shipping" concept of rail, trucking, water and pipeline transportation.

Meanwhile, John W. Snow was named as president of CSX Transportation, which includes three rail units -- Rail Transport, Distribution Services and Equipment -- and American Commercial Barge Lines.

"FOGG" FUNDS GO TO GG1 4935 RESTORATION AT STRASBURG

All remaining funds in the Friends of the GG1 (FOGG) account will be applied toward the cosmetic restoration of former Pennsylvania Railroad GG1 #4935, now at the Railroad Museum of Pennsylvania, Strasburg. During the Philadelphia Chapter meeting of January 16 at the Engineers' Club, President Frank Tatnall presented a check for \$3,072.88 to Marie Prewett, vice president of Friends of the Railroad Museum (FRM). The entire account will be used to help finance the restoration of 4935, FRM officers said.



Philadelphia Chapter had been acting as custodian of these funds since FOGG itself was dissolved several years ago. That group was formed in 1976 by a number of NRHS members and others with the sole aim of restoring a GG1 electric locomotive to its original dark green paint scheme, gold pinstripes and "Pennsylvania" lettering. The 4935 was selected because it was the only Amtrak-owned GG1 still bearing its PRR number, and was in good condition.

After more than a month of mechanical, electrical and cosmetic work at Amtrak's Wilmington shops, a resplendent 4935 was rededicated on May 15, 1977 at ceremonies in Washington (DC) Union Station, with Amtrak President Paul H. Reistrup, NRHS President V. Allan Vaughn and famed Industrial Designer Raymond Loewy among the honored guests. Loewy had been responsible for the memorable styling of the GG1 class, the first of which was built in 1934.

Amtrak retired the last of its GG1 fleet in 1981, and 4935 later was purchased by a private individual for donation to the State museum. The locomotive was towed from Philadelphia to Strasburg in March 1983, its Pennsy paint scheme dulled by six years of exposure to the elements. Last year, with the help of a State grant and private donations, FRM arranged for a second cosmetic restoration to be performed by the Strasburg Rail Road. In December #4935 emerged from the Strasburg shop, having received additional body work and a gleaming coat of duPont Imron dark green paint with the traditional PRR pinstripes and lettering.

The locomotive is now on display inside the museum's main hall, having displaced Lancaster Chapter's GG1 #4800 which is now outside in the yard. The special commemorative plate produced for the 1977 restoration of #4935 will be placed in a prominent location near the indoor display.

CHAPTER STORE HAS "BY RAIL TO THE BOARDWALK"

The Chapter store now has copies of By Rail to the Boardwalk, Richard Gladulich's definitive history of the PRSL and its predecessors in stock. The book, which lists for \$47.95, is available to Chapter members at a special price of \$40.00 per copy. Members desiring to purchase a copy at the March 20 meeting should reserve their copy by calling Larry Eastwood at 215-947-5769 evenings between 7 and 9 PM.

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