

# CUNTERS

## NOVEMBER 1987



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Volume 48

Newsletter of the

Number 10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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## Muni's Stead is New SEPTA GM

William Stead, a native of Philadelphia who has headed the San Francisco Municipal Railway since 1985, was named last month to replace Joseph T. Mack as general manager and chief operations officer of SEPTA. He is expected to begin his \$125,000-per-year job November 16.

Stead, 41, was selected after a six-month nationwide search, which according to press reports had narrowed to five candidates by early October. Among them were SEPTA Assistant General Manager Frank Wilson and Wilson's deputy Charles Thomas. At age 62, Mack had announced last spring that he would step down as soon as a successor was chosen.



A civil engineering graduate of the University of Pennsylvania, Stead served in the Army Corps of Engineers before embarking on a career which carried him into the management ranks of four major transit systems. From 1971 to 1980 he worked as a consulting engineer for the Philadelphia firm of Louis T. Klauder & Associates, which specializes in transportation studies and design. He then moved to the New York City Transit Authority as chief of staff until being named director of operations for Massachusetts Bay Transportation Authority of Boston in 1983. Then, in



1985 he took the job of general manager at San Francisco's Muni, where he was responsible for a large fleet of light rail vehicles, buses, trackless trolleys and the world-famous cable cars.

Stead's salary at SEPTA represents a substantial increase over the \$90,000 paid to previous general managers. SEPTA's board, which officially hired Stead at a meeting on October 20, felt that the higher figure was needed to attract a top-caliber manager in an industry not known for a wealth of such talent. Stead has never ended his relationship with Philadelphia, and is currently pursuing a doctoral degree in anthropology at Penn.

Inevitably, Stead has been compared with an illustrious predecessor, David L. Gunn, who left SEPTA in 1984 to head the New York TA but who is still remembered here for his aggressive management style and dedication to his job. Philadelphia Chapter Senior Vice President Michael Burshtin, who worked with Stead at the Klauder firm, recalls him as a hard worker with the same enthusiasm as Gunn, but with a somewhat different personal style. Like Gunn, he is known to be a stickler for cleanliness and efficiency, but his specific attitude toward commuter and surface rail operations is not known at this time.

At SEPTA, Stead will run a system with a \$553-million annual operating budget, 2,500 vehicles, 9,300 employees and about 1.2 million daily riders. He will be welcomed to Philadelphia as he takes on one of the most demanding jobs in the transit industry.

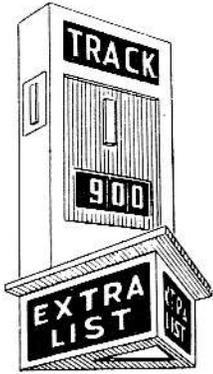
### PIONEER III'S TO RUN ON CHAPTER TRIP NOVEMBER 14

Tickets are still available for Philadelphia Chapter's excursion on Saturday, November 14, which will spotlight SEPTA's Pioneer III MU cars built by Budd in 1957. After several months out of service, cars 245-248 were released from Paoli shop late in October and at least two should be available for the trip.

Only six of the rare cars were built for the Pennsylvania Railroad. One was destroyed by fire several years ago and another, #244, is being stripped for parts. Because the cars are incompatible with all other Silverliners, their future on SEPTA is cloudy. In recent years, they have been used irregularly in rush-hour service, and are much more difficult to spot than the ex-Reading Blueliners which can be found operating five days a week.

The special excursion will leave the Upper Level of 30th Street Station at 9:50 AM, returning about 4:45 PM. Several photo stops and a lunch stop will be made. Tickets are priced at \$19 per person and should be available at trainside. If the Pioneers are not operable, Blueliners will be substituted.

(Continued on Page 2)



NOVEMBER 14, 1987: All-electric excursion with SEPTA's rare Pioneer III cars over portions of Philadelphia commuter rail system, sponsored by Philadelphia Chapter NRHS. Special train leaves 30th Street Station (Upper Level) 9:50 AM, returns 4:45 PM. Lunch and photo stops included. Fare: \$19 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. For further information, telephone 215-947-5769 or 215-828-0706 evenings.

NOVEMBER 14: Annual banquet of Delaware Valley Chapter NRHS at Cock 'n' Bull Restaurant, Peddlers' Village, Lahaska, PA. Chapter Member Larry DeYoung, president of the Erie Lackawanna Historical Society, will provide a slide program. Buffet dinner, \$18.50 per person. Deadline for ticket orders November 2, 1987. Order tickets from: Charles J. Benz, 85 Brook Drive, Holland, PA 18966-1907, with checks made payable to "Delaware Valley Chapter, NRHS". Tickets will be held for pickup at the door.

NOVEMBER 15: Excursion on SEPTA's former Philadelphia & Western high-speed electric line using former Chicago transit cars, sponsored by Buckingham Valley Trolley Association. Trip leaves 69th Street Terminal 11:30 AM. Fare: \$15 per person. For information, contact George Metz, 130 Springton Lake Road, Media, PA 19063-1826 (telephone 215-565-0528). Arrangements have been made to jointly sell tickets for the November 14 and 15 excursions, with NRHS and BVRTA each providing "one-stop shopping" for both outings.

NOVEMBER 15: Fall '87 Train Show sponsored by Tri-State Chapter NRHS at Boy's & Girl's Club, 1050 Jeanette Avenue, Union, NJ. Hours: 9:30 AM to 2:30 PM. Railroadiana, movies, door prizes and operating layouts will be featured, along with an auction beginning at 11 AM. Admission: \$2 adults, \$1 children and senior citizens. For information, contact Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015-2243 (telephone 201-488-5429).

NOVEMBER 21: Annual Holiday Railroad Extravaganza, model railroad and railroadiana show and sale, sponsored by Abington Township Police Association, at Abington Junior High School, Susquehanna Road, Abington, PA, 10 AM to 3 PM. Admission: \$2 per person, under 12 free. Tables \$12. For information, contact ATPA, P. O. Box 211, Abington, PA 19001-0211 (telephone 215-887-1460).

NOVEMBER 21: Ceremonies marking 100th anniversary of Harrisburg passenger station, 10 AM, sponsored by Harrisburg Chapter NRHS. GGI locomotive #4859 will be open for display, and railroadiana sales will take place in the station concourse from 10 AM to 4 PM.

DECEMBER 5: Santa Claus steam special using ex-Reading 4-8-4 #2102 from Hamburg and Temple, PA to Philadelphia and return via Blue Mountain & Reading and Conrail. Train leaves Hamburg 8 AM, Temple 9 AM. Fares: \$33 adults, \$18 children (12 and under). Order tickets from: 425 Concessions, c/o BM&R Railroad, P. O. Box 425, Hamburg, PA 19526-0425 (telephone 215-562-4083).

DECEMBER 5-6: Sixth annual Railroadiana & Train Show sponsored by West Jersey Chapter NRHS, at Moorestown Mall, Route 38 and Lenola Road, Moorestown, NJ. Hours: Saturday 10 AM to 9:30 PM, Sunday 11 AM to 5 PM. Railroadiana, toy trains, model railroad displays and sales will be featured. No admission charge. For information, contact: Herman Lotstein, West Jersey Chapter NRHS, P. O. Box 1022, Haddonfield, NJ 08033-0597 (telephone 609-665-0491).

DECEMBER 6: Santa Claus Special train rides, round-trip between Ringoes and Lambertville, NJ, sponsored by Jersey Central Railway Historical Society, with three trips leaving Ringoes at 10:00 AM, 12:30 and 2:30 PM. Black River & Western Alco RS1 #57 will power the train. Fare: \$7.00 adults, \$4 children (14 and under). Order tickets from: Santa Claus Special, Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066, making checks payable to "Jersey Central NRHS".

DECEMBER 12: Repeat of December 5 steam special from Hamburg and Temple, PA to Philadelphia and return. See item above for details.

DECEMBER 12-13: Santa Claus will be aboard Penn's Landing Trolley #46 leaving Delaware Avenue & Dock Street from 10:30 AM to 4 PM. The 1907-vintage ex-Philadelphia & Western trolley will be completely decorated for the season. Each round trip between the Benjamin Franklin bridge and Fitzwater Street takes about 40 minutes. Fare: \$2 per person. For further information and reservations, contact: Buckingham Valley Trolley Association, P. O. Box 7285, Philadelphia, PA 19101-7285 (telephone 215-627-0807).

DECEMBER 12-13: Greenberg's Great Train, Dollhouse & Toy Show at Philadelphia Civic Center, 34th Street below Spruce in Philadelphia, 11 AM to 5 PM both days. Admission: \$4 adults, children under 12 free with adult admission. For information, contact Greenberg Shows, 7566 Main Street, Sykesville, MD 21784 (telephone 301-795-7447).

#### PIONEER III'S TO RUN ON CHAPTER TRIP NOVEMBER 14(Continued from Page 1)

The second-half of this "All-Electric Weekend" will feature a trip with the ex-Chicago Transit Authority 6000-series cars on Sunday, November 15, sponsored by Buckingham Valley Trolley Association. This excursion, which will operate over SEPTA's former Philadelphia & Western high speed line, is scheduled to leave 69th Street Terminal at 11:30 AM, returning at 3:30 PM. An unusual four-car train will be used for all or part of the excursion. Tickets are priced at \$15 per person. Questions on ticket availability may be referred to Frank Tatnall of NRHS at 215-828-0706 or to George Metz of BVRTA at 215-565-0528.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

By the end of October, Bombardier had delivered 17 push-pull coaches and four cab cars to SEPTA, with eight more coaches and six cabs still to go. All equipment is based at AMTRAK's Penn Coach yard north of 30th Street Station. On October 18, borrowed MARC AEM-7 #4900 was used for a test run to Thorndale, PA and return, pushing/pulling five Bombardier cars. The following Saturday, Amtrak E60MA #604 ran two test trips to Thorndale and back, hauling two sets of seven cars each. Meanwhile, a ceremony was held October 29 at Electro-Motive's LaGrange (IL) shops, at which SEPTA's first AEM-7 electric locomotive was dedicated. Delivery of these seven units is to begin this month.



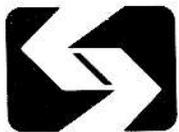
Two of SEPTA's three new SW1200 diesel switchers took a test ride from Wayne Junction to Paoli on October 23, hauling five Blueliners. On the return trip, #50 and 51 brought back three Pioneer III cars, just released from Paoli shop after several months out of service. They are to be used on Philadelphia Chapter's November 14 excursion, while the diesels have been put to work sanding rails during the fall leaf season.....The Chapter has a supply of the new leaflet on the history of the Blueliners, prepared by SEPTA for September's Hoboken Festival at which Blue #9105 was displayed. The leaflets will be available at the November 20 meeting.

John F. Tucker, formerly chief officer of SEPTA's Regional Rail Division, has been promoted to chief transportation officer of the City Transit Division. He has been replaced at RRD by James L. Cira, who came from AMTRAK.....Demolition work began late last month at the site of the proposed \$468-million center city convention center near Reading Terminal. The terminal trainshed will become the grand entrance to the center's exhibition hall, but the much beloved Reading Terminal Market beneath will remain intact and in business. The project is scheduled for completion in 1991.....A \$150-million office park is being planned for the old Kaiser Refractories property along Chemical Road in Plymouth Meeting. To be called "Metroplex," the park will abut the right-of-way of CONRAIL's abandoned Plymouth industrial track (which once extended from Conshohocken to Oreland). This has led the developers, Hansen Properties, to approach SEPTA about rebuilding the spur for possible commuter rail service, according to an Inquirer report.

SEPTA reissued all of its Regional Rail timetables (except for the Airport Line) at the time change October 25. One new feature was a split of the R5 timetable into "west" and "north" editions, printed in contrasting blue and white to identify the Paoli-Downingtown and Lansdale-Doylestown folders. With a larger typeface, the new timetables are easier to read than the old editions, which attempted to squeeze the entire weekday schedule into a single-page format. Downingtown service has been beefed up with three midday round trips added between center city and Downingtown on weekdays, and Saturday service provided for the first time with seven round trips. Daily ridership west of Paoli has grown from 800 to 1,700 since last year, and the new trains will further boost that number. On the Lansdale side, Fort Washington has been added as a stop for the two morning and two afternoon rush hour express trains.

Somewhat of a flap arose at the SEPTA board meeting October 28, when a group of angry riders complained about service reductions on the R8 Chestnut Hill West Line, effective October 25. Since the closure of the Cresheim Creek bridge last June, SEPTA reports that ridership on the line has dropped by 22 percent. Accordingly, morning rush hour trains from Allen Lane station were cut from seven to six, and afternoon runs to Allen Lane were reduced from six to four. After hearing objections about these "unannounced" curtailments, the board ordered the Regional Rail Division to restore the former service.....The new R1 West Trenton timetable contains a glaring typo on its front panel, referring in capital letters to "PHILADLEPHIA".....The quaint wooden station at Strafford, on AMTRAK's Harrisburg mainline, suffered \$10,000 in fire damage on the night of October 19, but firefighters confined the electrical blaze to the interior of the building. The ornate structure dates to the Philadelphia Centennial Exposition of 1876. Later the same evening, an arson-caused fire damaged the eastbound shelter at Radnor station.

SEPTA will award a contract for 26 new Norristown High Speed Line cars to Sweden's ASEA and AMTRAK, even though there is insufficient funding now available to pay \$1.69 million per car as bid by ASEA/Amtrak (see September Cinders). The SEPTA board approved the purchase of the AC-drive cars at its October 28 board meeting, but concurrent construction of a new shop to maintain the cars is in doubt.....SEPTA Mechanic Jimmy Lamaina, 80, retired last month after a 44-year career with Philadelphia Transportation Company and SEPTA. Long employed at the Germantown bus garage, Lamaina was the oldest worker on SEPTA, and his retirement resulted in a large party in his honor as well as press coverage in the Inquirer and Daily News.



The State Legislature last month approved and Governor Casey signed a bill which will give SEPTA 70.3 percent of all State mass transit subsidies each year. The plan replaces a much-criticized program which allocated subsidies according to the size of each system's deficit, rather than by certain performance standards.

## PHILADELPHIA EXPRESS (Continued from Page 3)

Under the new formula, a total of \$210 million will be allocated during the current fiscal year to bus and rail operators throughout Pennsylvania, of which SEPTA will get \$147 million. While SEPTA officials were happy with the relative predictability of the new formula, they pointed out that the Authority will still face a deficit of about \$21 million in Fiscal 1988.

SEPTA's present roster of revenue vehicles totals 2,544, which includes 1,450 buses, 110 trackless trolleys and 984 rail vehicles. The latter is made up as follows: 250 Market-Frankford high-speed cars, 125 Broad Street subway cars, 141 light rail surface vehicles, 110 PCC's, 22 Norristown third-rail cars and 336 Regional Rail MU cars.....SEPTA's General Motors-built RTS II buses are being retrofitted with electronic destination signs similar to those on the newer Neoplans.....Construction of the new transit center in Norristown is proceeding on schedule, and the \$10.1-million structure is expected to open in October 1988.....The September issue of SEPTA Lines, an employee publication, contains an illustrated article on those two PCC cars rebuilt at Woodland shop for work service (see Summer Cinders). The cars retain their former numbers of 2187 and 2194.

Dominic DiClerico, former president of Transport Workers Union 234, was found dead in his Philadelphia home on October 12 after apparently shooting himself in a game of Russian Roulette. DiClerico, 64, led the TWU in several strikes against PTC and SEPTA during his 12 years as local president.....A 46-year-old actress, Marjorie Ann Battles, apparently committed suicide by jumping in front of a Broad Street subway train at the Tasker-Morris station in South Philadelphia October 18. A special three-car train carrying 125 SEPTA employees and their families as part of a mock evacuation drill passed through the station just moments before. When news of the death was received, the drill was called off.

As part of its final report on the August 1986 accident at 69th Street Terminal (see October Cinders), the National Transportation Safety Board recommended that the State form an agency to enforce safety rules on high-speed transit lines. NTSB pointed out that transit operations such as the ex-Philadelphia & Western are not subject to the regulatory control of the Federal Railroad Administration, as is the Regional Rail Division....As mentioned in last month's column, SEPTA is considering a shuttle bus operation between the Fort Washington Industrial Park and the Fort Washington rail station. SEPTA plans to advertise for bids from private companies to operate the service, to be known as Route 201.....Snelling Temporaries of Philadelphia is advertising for part-time typists, secretaries and word processor people, offering a free SEPTA TransPass as an added incentive.

COMMON STOCK

PAR VALUE \$1.00  
INCORPORATED UNDER  
THE LAWS OF  
THE COMMONWEALTH  
OF PENNSYLVANIA



## Consolidated Rail Corporation

COMMON STOCK  
PAR VALUE \$1.00

CONRAIL has reported net income of \$62 million (90 cents per share) for the third quarter of 1987, and \$220 million (\$3.20 per share) for the first nine months of the year. After allowance for the loss of certain tax benefits, the income figures were \$58 million and \$175 million respectively, compared with \$51 million for the third quarter of 1986 and \$149 million for the first nine months of last year.....CONRAIL distributed 10.4 million shares of its common stock to present and former employees on October 1, implementing a plan to turn back the 15 percent of stock held in trust for these employees. (Part of the stock certificate is shown at left).

Top rail executives, including CONRAIL Chairman L. Stanley Crane, have been spending time in Washington trying to convince Congressmen to vote against a bill designed to partially reregulate the railroads. A well-financed group of coal, grain and other bulk shippers dubbed Consumers United for Rail Equity (CURE) have been pushing for such reregulation for more than a year, claiming that the Interstate Commerce Commission has not been doing enough to protect so-called "captive" shippers from rail rate increases since enactment of the Staggers Rail Act of 1980. Crane and other railmen, however, argue forcefully that the partial rate freedoms granted by the Staggers law have been vital to restoring the railroad industry to financial health, and eliminating these freedoms would be "the most serious threat to the viability of railroads in two decades." By reducing rates on substantial volumes of traffic, Crane warned, the legislation "would be the breeding ground in the 1990's for the Penn Central-like failures of the 1970's."

To help meet an ongoing power shortage brought on by increased traffic, CONRAIL has pulled more than 150 locomotives from the storage lines and returned them to service. These include 97 General Electric U23B's, 12 GP35's and 48 rebuilt GP8's, none of which are based in the Philadelphia area.....In spite of reports in the railfan press that CONRAIL will acquire up to 300 new locomotives next year, the actual number will be far less than that. An announcement is expected soon.....Because of a derailment on the ex-Reading Harrisburg Line near Lebanon, CONRAIL detoured Pittsburgh-to-Camden freight train PICA3 via AMTRAK's mainline through Paoli on the morning of October 24.....CONRAIL has been rerouting north-south freight trains through SEPTA's Wayne Junction station while clearance work is underway on the nearby Low Grade line.

Two chemical spills disrupted rail and highway traffic last month in the Philadelphia area. Early on October 1 a derailed tank car of carbolic acid began leaking in West Falls yard along the Schuylkill River, forcing the closure of the adjacent Schuylkill Expressway. Then, on October 5, three tank cars carrying liquid

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## PHILADELPHIA EXPRESS (Continued from Page 4)

chlorine derailed in Conrail's Edge Moor yard, Wilmington, DE, but there was no leakage. Interstate 495 was closed briefly as a precaution. No one was injured in either accident.....CONRAIL has been running a series of ads in which large shippers endorse the carrier's service. The most recent ad, describing the rail movement of light bulbs and tubes, is headlined "Conrail does some light work for GE." At the bottom of the ad is a color photo of a Conrail diesel locomotive--which just happens to be a General Motors-built SD60.....The NORTH SHORE RAILROAD is preparing to take over operation of the "Shamokin Cluster," a group of ex-Reading and Penn Central branchlines which CONRAIL has abandoned in the Shamokin (PA) area. The same local authority which owns North Shore's ex-Erie Lackawanna line out of Northumberland, PA is purchasing the Shamokin cluster.



AMTRAK's F40PHAC #202, rebuilt at the Beech Grove (IN) shop with experimental AC traction motors, arrived in Philadelphia late last month. This one-of-a-kind diesel reportedly will be assigned to Trains 46 and 47, the Pennsylvanian, for a few weeks before going to the rail test center at Pueblo, CO.....AEM-7 #920 was heavily damaged by fire while operating on Metroliner Service Train 116 near Edgewood, MD, on the afternoon of November 1.....AMTRAK unveiled the first of three new single-level "Viewliner" cars last month in Houston, TX. Built from shells supplied by the Budd Company, the three cars are to be the prototypes for a new east coast passenger fleet. Initially, all three will be used on the Auto Train (Amtrak Newsbreak).....An October 5 wildcat strike by Amtrak maintenance workers at New Haven, CT resulted in some delays in Corridor service. A Federal judge ordered the strikers back to work later in the day.

John F. Baesch, transportation superintendent for AMTRAK's Philadelphia Division, was the guest speaker at Philadelphia Chapter's October 16 meeting. He described the operations of his division, which covers 250 route miles and handles nearly 250 trains a day including commuter runs and freight trains. The division has 3,000 employees. Baesch also showed a series of slides depicting the new Centralized Electrification & Traffic Control Center (CETC) in 30th Street Station, which took over control of all operations between Baltimore and Washington on October 14 and extended its control territory to Wilmington, DE on October 28.

President Reagan in September signed a new Gramm-Rudman deficit reduction law which requires a balanced budget by 1993. If the Administration and Congress cannot agree on ways to reduce the current fiscal year's deficit by at least \$23 billion before November 20, AMTRAK and all other Federally funded activities (except Social Security) will be hit with automatic spending cuts (Newsbreak).....The President last month nominated James Burnley, the deputy secretary of transportation, to replace former DOT Secretary Elizabeth Dole, who resigned October 1. Burnley must be confirmed by the Senate.....AMTRAK operated at least two special trains from New York to Washington for the gay rights demonstration on October 11. One of the trains ran with borrowed MARC equipment.....The Red Grooms "Philadelphia Cornucopia" art exhibit continues at 30th Street Station.....Amtrak issued a new system schedule effective Sunday, October 25, featuring a full winter scene on its wrap-around cover.

AMTRAK has reduced the price of its All Aboard America fares to \$138 for one zone, \$188 for two zones and \$238 for the entire system, through May 26, 1988. Also, the special \$7 return fare has been reinstated, generally where the one-way fare is \$60 or more (NARP News).....Since AMTRAK has been offering "enhanced service" aboard its Metroliner club cars, first-class ridership along the Northeast Corridor has increased by 10.4 percent and revenues by 15.4 percent. More than 250,000 passengers used the service in the year following the July 1986 introduction of such enhancements as new menus, complimentary wine with meals, newspapers and hot towels (Railway Age).....Press reports indicate that the two CONRAIL crewmen who were involved in the fatal collision with an AMTRAK train near Chase, MD last January had smoked marijuana shortly before the accident. The brakeman gave testimony to that effect before a Baltimore County grand jury in April, but was not charged. The engineer of the three light engines which ran into the path of the speeding Amtrak train has since been indicted on 16 counts of manslaughter, and will come to trial next February. Sixteen persons were killed and 175 injured in the crash.



PATCO plans to spend \$5.1 million to rehabilitate 17 ex-PRSL bridges which carry its tracks over Camden streets. Originally built by the West Jersey & Seashore between 1900 and 1914, the bridges were renovated when PATCO was constructed in 1967-1968, but now need to be water-proofed to prevent corrosion. Single-track operation will be necessary during the bridge work, so reverse cab signaling will be installed as part of the project along with a full double cross-over at Ferry Avenue station. Another \$5.1 million will be spent on these track and signal changes. Under a previous contract, reverse signaling will also be installed between Broadway station in Camden and 11th & Locust in Philadelphia, to supplement the reverse signaling already in place between 11th and 16th Streets. When completed, PATCO trains will be able to operate at full speed on either track in either direction between Ferry Avenue and 16th & Locust in Philadelphia, a distance of 5.7 miles (Bill Vigrass). .....Blue Ribbon Services closed down its newsstands last month at several PATCO stations because it was losing money. Multiple-ride tickets are now being sold at cashier booths and at vending machines instead of at the newsstands.

The first of 38 new MCI buses went into service last August on NJ TRANSIT's Southern Division based in Camden. They are part of an order for 172 new NJT buses (NJT Inside Track).....Last May, NJ TRANSIT moved its bus terminal to the former PRSL railroad station in Cape May. Now the onetime rail depots in Cape May, Ocean City, Wildwood and Atlantic City all serve as the main bus terminals in those cities (West Jersey Chapter Crew Caller).....NJT has committed an additional \$1 million to the City of Camden to allow completion of the new Camden Transportation Center. The \$17.5-million project will consolidate PATCO and bus operations in downtown Camden.



Amtrak's first push-pull operation on the San Diego line took place on October 6, when a seven-car consist ran down on Train 582. Lead car was 9630, and the 9631 was expected soon. It is my belief that both cars have received high-visibility end striping. The 9631 was released from Wilmington on September 19.

To bring you up to date on Amtrak's fleet listing, two largely-unpublicized sales have taken place this year. In April, seven cars were sold as follows: baggage-HEP generators 693, 696, coaches 5422, 5628 and 5674, coffee shop 8320 and rider car 14500. In August, four locomotives were disposed of: E8 #468 (ex-414), SW1's 730 and 744, plus GP7 763.

Updating the January 4 accident at Chase, MD, Amcoach 21038 appears to be the fourth car retired as a result of that collision, while six others have been sent to Beech Grove (four in June and two in September). Heritage coach 7624 remains at Bear, DE, awaiting repair. Speaking of Amfleet, the last Amfleet car to be overhauled at Wilmington apparently was Amfleet II lounge 28004, released on September 2. Subsequent Amcoach overhauls should take place at Bear, although resources at that location are channeled toward getting cab cars (converted from Capitoliners) on the road.

The first "Viewliner" (second generation low-level car)-- a sleeper--was released October 7 from Beech Grove. As I understand it, sleepers 2300-2301 and a diner (8800?) will be assigned to Auto Train service.

Anticipated schedule changes for October 25 include the Cardinal and Hoosier State operating as separate trains between Chicago and Indianapolis, with the latter leaving Chicago earlier. The daily operation of Trains 317-318 will give Amtrak more flexibility in moving cars to and from Beech Grove. Amtrak plans to also introduce its eighth San Diego round trip, but the Santa Barbara extension will apparently be deferred.

Amtrak Train 6, the eastbound California Zephyr, struck a Burro crane after a switch apparently had not been closed on the BN in Iowa on October 12. The two locomotives (one was F40PH #396) and 11 cars were derailed. While the peak summer season and its high equipment demands are past, a significant number of cars, particularly Superliner equipment, is out of service for long-term periods due to numerous accidents.

VIA Rail Canada has apparently sold 18 Tempo cars to the Rio Grande (or an affiliate) for service on the Ski Train this winter. The fleet includes four snack-coaches, three club cars, five cafe-bar-lounges and six coaches. An additional three coaches were reportedly sold to Quebec Iron & Titanium, leaving only four cars (two coaches and two snack-coaches) in VIA service. As such, they only operate on the Amtrak International Sundays between Toronto and Sarnia.

Some further details of VIA's proposal to rebuild 190 cars to HEP versions similar to Amtrak's Heritage fleet have surfaced. As these cars will be intended for the Canadian and Super Continental, five Park series sleeper-observations and three diners assigned to the Atlantic (Montreal-Halifax) will not be converted, the only Budd-built cars not included. As 163 cars from the Canadian fleet are still active, this means that 155 cars will be converted. Cars will be rebuilt "in kind" except for the baggage cars (which will be rebuilt with a lunch counter in the vestibule end to replace the "blue" snack bar coaches on the western transcons. This means that there will be 35 "blue" cars converted to head-end power, too. The configurations have not been announced, but we understand that there will be three types of cars, including coaches (or "Daynitters") and probably "E" series sleepers, as assigned to the Super Continental.

VIA expects to need one less set of equipment for the Canadian when HEP comes on line, since less turnaround time is necessary and the train will need less enroute dwell time for watering. The first HEP cars will not be released for some two years, because VIA has elected to undertake its own engineering "in house" rather than relying on Amtrak's experience. Accordingly, there appear to be still two winters ahead for the steam cars to survive.

Meanwhile, some FPA4's with matching B units can be found in eastern Canada, even as the second order of F40PH-2 units has been delivered. The Government has, however, approved a plan to purchase another 19 new F40PH-2 or similar units. Four FPA4's have been sold to the forthcoming Napa Valley wine train operation in northern California, apparently along with the former Northern Pacific coaches which operated on the Rio Grande Ski Train, which VIA's Tempo cars are to replace.

VIA's locomotive-hauled fleet is divided into 30 groups of cars (one Tempo, two LRC, eight sleeper, three head-end, five meal-service and 11 coach groups).

(Continued on Page 7)

## ON THE SCENE (Continued from Page 6)

As will be detailed elsewhere this issue, Bombardier has delivered a large portion of SEPTA's order and will now be rushing to complete the MBTA order for some 40 trailer coaches by year's end (when tax benefits expire). I believe the new MBTA cars will be numbered 600-639. No cab cars are included, however, as a number of existing GP9 and FP10 locomotives will be converted to control/HEP cabs similar to Long Island practice.

NJ Transit's first rebuilt GP40 should be on the scene by now, numbered 4130-4139. New York has apparently also spoken for three or four of these units for the Spring Valley/Port Jervis runs. NJT should have sent its last Comet I cars to Bombardier by now, and expects to have all 147 refurbished cars back by year's end. To provide additional capacity, additional Comet II cars may be ordered (12 have been noted in various reports). Furthermore, the first rebuilt Arrow I MU's (called Comet Ic's) have been returned as locomotive-hauled trailers in the 5200 series. There will be 15 of these, plus 15 cab cars in the 5100 series.

## PHILADELPHIA EXPRESS (Continued from Page 5)

GUILFORD TRANSPORTATION INDUSTRIES planned to lease its entire DELAWARE & HUDSON RAILROAD to subsidiary SPRINGFIELD TERMINAL, effective October 26, but the ICC issued a stay order pending further investigation. ST already operates virtually all lines of the BOSTON & MAINE and MAINE CENTRAL, also Guilford properties, because a special agreement between ST and the United Transportation Union permits reduced crews and lower pay scales for train crewmen.....The Railroad Museum of Pennsylvania at Strasburg celebrated a Reading Weekend October 23-25, marking the 50th anniversary of the Reading's streamlined Crusader. Observation car #1 from the original trainset was obtained last year from Canada, and was on display at the museum.....The Lehigh Valley Chapter's Lehigh Lines identifies the new owners of the Reading locomotive shops in Reading as Cedar Investments of Philadelphia. The sale was expected to be completed this month, leaving the Reading Company T&H Society's operations there in doubt.....PATCO car #104 has become the first million-mile car on the system, and was recognized at a special ceremony at Woodcrest station. The car was one of 75 cars delivered to the Delaware River Port Authority, PATCO's parent, in April 1968, and after use as a training car for operators it entered revenue service on January 4, 1969 (Railway Age).

NJ TRANSIT gave its faithful E8's a proper sendoff on September 13 with a farewell trip from Hoboken to Bay Head and return. Three E's were used — 4253, 4248 and 4267. Two days earlier, the last regular train (#5317) to be headed by an E8 ran from Newark to Bay Head. However, NJT will retain seven of the famed diesel units for museum display (or use?). They are 4248, 4253, 4267, 4272, 4285, 4323, 4326 and 4332 (Tri-State Chapter Block Line).....NJT's new \$120-million "Meadows Maintenance Facility" at Kearny, NJ, east of Newark, is now in full operation. The old shops at Elizabethport and South Amboy were closed last month (Block Line).

NJT is building a new passenger station at Elizabeth, on the Northeast Corridor. This is the last Corridor station with low-level platforms (Jersey Central Chapter News).....NJT's GP9 #7000 is now assigned to work train service out of Kearny. It was the first GP9 purchased by the Pennsylvania Railroad in 1955, and retains its original number (Jersey Central News).....Chapter VP Mike Burshtin is one of three individuals who purchased ex-PRSL RDC-1's M-405 and M-407 from NJ TRANSIT. They will move to the WEST JERSEY SHORT LINE....The City of Philadelphia is considering the sale of its three ex-Reading RDC-1 cars (9155, 9156 and 9160) which have been leased to BC RAIL.

## RAILROAD RADIO FREQUENCY GUIDE Update

The following changes and additions should be made to the list of radio frequencies in use on U.S. and Canadian railroads, as published in the June 1987 issue of Cinders:

Name of Carrier	Frequency (MHz)
Apache.....	452.90, 457.90
BC Rail.....	159.57, 160.695, 161.37, 161.235
Buffalo Southern.....	35.96
Burlington Junction.....	160.395
Coe.....	161.025
Dakota Southern.....	161.535
East Broad Top.....	461.95
East Erie Commercial.....	161.10
Everett.....	160.365
Ferdinand.....	160.275
Florida Central.....	160.545
French Lick, West Baden & Southern.....	151.655
Knox & Kane.....	161.235, 160.80
Kyle.....	160.935
Louisville, New Albany & Corydon.....	160.275
Pioneer Valley.....	160.335, 161.085
Rahway Valley.....	160.485
Washington Central.....	160.77
Winchester & Western.....	160.92 (Virginia Div.), 161.31 (N.J. Div.)

(Underscoring denotes changes, additions)

## SOURCES

Extra 2200 South, Gary L. Sturm, Radio Frequencies Editor  
 News, Jersey Central Chapter NRHS  
 Narragansett News, Narragansett Bay Railroad Society  
 Railfan & Railroad Magazine  
 Railpace Newsmagazine

NOTICE TO MEMBERS: 1988 DUES BILLS WILL BE MAILED DURING NOVEMBER

## PHILADELPHIA CHAPTER RETAINS THIRD PLACE IN NRHS MEMBERSHIP

An official tabulation from the National Society reveals that Philadelphia Chapter is still the third largest among 149 chapters in NRHS, as of October 13, 1987. In the past year, Philadelphia has grown by nearly ten percent, to a total of 424 persons who pay their national dues through this chapter.

The top ten chapters in membership size, as reported by NRHS News, are:

Bluewater Michigan (Royal Oak, MI).....	524
Washington, DC.....	474
PHILADELPHIA.....	424
Pacific Northwest (Portland, OR).....	397
Atlanta.....	360
Intermountain (Denver).....	340
Mohawk & Hudson (Albany, NY).....	299
Baltimore.....	282
Lancaster.....	257
Old Dominion (Richmond, VA).....	246

All of the above chapters, except for Pacific Northwest and Old Dominion, have grown in size since last year (and those two declined only slightly). Total membership in the Society has increased to 14,309, with an additional 2,717 spouse members.

## MOTIVE POWER ROSTERS OF SHORTLINE RAILROADS Update

The following changes should be made in the motive power listings of area shortline railroads, as shown in the Summer and October issues of Cinders:

### BALTIMORE & ANNAPOLIS RAILROAD (BLA), FERNDALE, MD

Change 5092 to 87 (former Chesapeake & Ohio 5092)

### GETTYSBURG RAILROAD (GETY), GETTYSBURG, PA

Change 1271 to 1278 (former Canadian Pacific 1278)

### SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SPTA), PHILADELPHIA, PA

Delete 1-SW7 (retired)

### STEAMTOWN, U.S.A./LACKAWANNA RAILROAD, SCRANTON, PA (NCC)

Change 855 to 885 (former Maryland Midland 6255)

NCC - Non-common carrier  
(Underscoring denotes changes)

## Membership News

The following changes have taken place in our membership since the October issue of Cinders. Please update your personal copy of the listing.

### NEW MEMBERS:

FLAGLER, Joseph H., Jr., 404 Grange Rd., Wayne, PA 19087-2920 (wife June, too)	215-688-7361
FOURER, Brian L., and Rachel, P. O. Box 1035, Drexel Hill, PA 19026-0735	215-259-4945
MURRAY, Daniel J., and Jo Ann H., 745 Sunflower Ave., Langhorne, PA 19047-3747	215-752-4894
SHORT, Richard S., 2533 Rosewood Avenue, Roslyn, PA 19001-3011 (Chapter-only)	215-884-1386

### TELEPHONE NUMBER CHANGE:

CARSON, Ron	215-632-7227
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### ADDRESS CHANGES:

BRADLEY, Lew, 401 W. 66th Ave., Philadelphia, PA 19126-3125	
DeYOUNG, Larry A., 531 Tennis Ave., Ambler, PA 19002-6016	
GROUS, Stephen R., & Mary K., 917 Washington Ave., Palmyra, PA 08065-2015	
MARTIN, Patrick A., 7845 Dungan Rd., Apt. A., Philadelphia, PA 19111-2755	
NAWN, John Anthony, 627-B Spruce St., Collingdale, PA 19023-3535	
NOWELL, Robert W. & Judith A., Woodside Dr., Lot 160, Jim Thorpe, PA 18229-1535	717-325-8246

## MEETING NOTE: DECEMBER MEETING TO BE HELD ON SECOND FRIDAY (December 11)

Members are reminded that our December meeting will be held on the second Friday of the month, as has been our practice for many years. The program will be presented by NRHS Eastern Region Vice President Larry Eastwood, and will feature a slide presentation on the week-long rail tour of the entire British Columbia Railway, which Larry participated in during September. Mark your calendars for Friday, December 11, 1987.

For members looking for last-minute gifts for their rail friends (or themselves!), the Chapter bookstore will make an appearance at the December 11 meeting, but will not be available at our Auction meeting.



CONSOLIDATED RAIL CORPORATION  
Eastern Region  
Through Freight Service  
(Corrected to October 15, 1987)



LEHIGH, READING, HARRISBURG, MORRISVILLE LINES - ENOLA, ROYALTON, LURGAN BRANCHES

WESTWARD

TRAIN - FREQUENCY -	MAIL-3 EXSU-MO	MAIL-9 EXSU-MO	MAIL-9 SU-MO	TV-1 DAILY	TV-3M EXSA-SU	TV-11 EXSU	TV-61 EXSA-SU	ALCG DAILY	ALPI DAILY	OIAL Mo	OIIN EXSU-MO	OIPI EX MO	MOPI DAILY	LMPI EXSA-SU	SEEN DAILY	ENRO DAILY
KEARNY, NJ Lv	0700	0400	0700	2100												
OAK ISLAND Ar	0815	via NEC	0815	2240	2200	2345				1000	2300	0305				
MANVILLE, NJ Lv	0815		0815	2115	2115	2240	2200	2345		1315	0015	0645				
ALLEN TOWN, PA Ar									1700	1600	0245	0930*				
ALLEN TOWN, PA Lv											0400	1300				
MEHOOPANY, PA Ar																
LINDEN, NJ Lv																
MORRISVILLE, PA Ar																
EARNEST Lv																
THORNDALE Ps																
PARKESBURG Ps																
LANCASTER Ps																
COLUMBIA Ps																
EAST PENN JCT. Ps	0950		0950	0115	0230						0430	1400				
ALBERTS Ps	1010		1010	0135	0320							1630				
READING Lv	1105		1105	0310	0450						0600	2000*				
WEST READING Ps	1235*		1220*	0200*	0445*	0635*					0800*	1430*				
HARRISBURG Ar												2200				
ENOLA Lv																
HARRISBURG, PA Lv	1345	1045	1250	0340	0455	0520	0805				0805	2030				
HAGERSTOWN, MD Ar																

HARRISBURG, READING, LEHIGH, MORRISVILLE LINES - ENOLA, ROYALTON, LURGAN BRANCHES

EASTWARD

TRAIN - FREQUENCY -	MAIL-4 DAILY	MAIL-8 DAILY	MAIL-8M DAILY	TV-2 DAILY	TV-12 EX MO	TV-62 EX MO	TV-62H MO	ALOI EXMO-TU	PIOI DAILY	PIAL DAILY	PIML DAILY	PIMO DAILY	ENAL DAILY	ENSE DAILY	CGAL DAILY	LOSE EXSA-SU	ROEN DAILY
HAGERSTOWN, MD Lv	2320*	0300*	0345*	1905*	2200*	2305*			0300*	0100*	1230*	0800*	1300	1201			
HARRISBURG, PA Ar																	
ENOLA Ar																	
HARRISBURG Lv	2350	0330	0415	1935	2255	0035	0430		0410	0200	1500	1930	1755	1250			
WEST READING Ps		0500			0110	0245	0635		0600	0540			1755	1600			
READING Ar		0555			0205	0345	0730		0610	0600			1815	1715			
EAST PENN JCT. Ps		0615			0225	0405	0755		0855	0930			2115				
LANCASTER Ps	0050		0510	2050					0920								
COLUMBIA Ps																	
PARKESBURG Ps	0120		0545	2120													
THORNDALE Ps	0135		0600	2135													
EARNEST Ar	0310		0745	2330													
MORRISVILLE, PA Ar																	
LINDEN, NJ Ar																	
CORNING, NY Lv																	
MEHOOPANY, PA Ar																	
PITTSFORD Ar																	
ALLEN TOWN, PA Ar																	
MANVILLE, NJ Lv					0440	0635	1020	0500	1155	1045							
OAK ISLAND Ps		0755			0600	0745	1130	1030	1355								
KEARNY, NJ Ar	0520	0915		0150	0700			1230									

NOTE: ENRO/ROEN operate as N&W Trains 51/52 between Hagerstown, MD and Roanoke, VA  
OIAL operates TU through SU as needed

\* - Crew change  
Frequency refers to first time shown at top of column  
NEC - Northeast Corridor (Amtrak)  
N&W - Norfolk & Western Ry.

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

## CHAPTER OFFICERS:

President.....F. G. Tatnall, Jr.  
Senior Vice President.....Michael L. Burshtin  
Vice President & Treasurer.....David L. Kopena  
Secretary.....Marie K. Eastwood  
National Director.....James S. Myers  
Editor.....R. L. Eastwood, Jr.

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Engineers' Club, 1317 Spruce St., Philadelphia, PA. Dinner at Club 6 PM. No meetings July or August.

ANNUAL MEMBERSHIP DUES: \$19.00 per person, which includes Chapter and National dues. Chapter-only dues \$10.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

ADDRESS CHANGES should be sent to the Editor at: Post Office Box 41, Huntingdon Valley, PA 19006-0041.

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EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 41, Huntingdon Valley, PA 19006-0041.

## OUR MEETING:

## ANNUAL RAILRODIANA AUCTION

Our November 20, 1987 meeting features our Annual Railrodiana Auction. The evening begins with our usual sit-down dinner in the Engineers' Club Dining Room, 1317 Spruce Street, downtown Philadelphia, beginning at 6 PM (\$12 per person). MANDATORY ADVANCE RESERVATIONS MUST BE MADE to President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, NOVEMBER 18, 1987.

The auctioneer's gavel will sound at 7:00 PM in the Conference Room of the Club, on the Third Floor. Auction will continue until 9:30 PM, at which time all unsold material will be returned to sellers. Registration begins at 6:30 PM. No business meeting will be conducted. RULES FOR THE AUCTION ARE AS FOLLOWS:

1. Minimum bid price on any one lot is \$2.00; increments in bidding MUST be in multiples of 50¢.
2. Each seller is limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot number to be sold. Each item must be listed separately on the registration form. EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.
3. The Chapter retains 20% of the proceeds from each sale. PAYMENT FOR ALL ITEMS MUST BE MADE AT THE TIME OF THE SUCCESSFUL BID, and settlement for items sold will be made at the end of the evening or at such time as all your items have been sold. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders.
4. HUCKSTERING OF RAILRODIANA ON THE SIDE IN THE AUCTION ROOM IS NOT WELCOME. Dig through your attics and come up with a full box of items for sale, and a full wallet to buy! The date is Friday, November 20, 1987, and the place is the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, at 7 PM.

PHILADELPHIA CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
Post Office Box 7302  
PHILADELPHIA, PA 19101-7302

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