



# CINDERS



December 1989



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Volume 50      Newsletter of the      Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## OUR MEETING:

FRIDAY, DECEMBER 15, 1989  
 The Engineers' Club, 1317 Spruce St., Philadelphia, PA  
 Dinner at 6:00 PM in the Club Dining Room (\$18 per person)  
 Meeting at 7:30 PM in the Conference Room (3rd Floor)

Our December, 1989 meeting will be held on Friday evening, December 15, 1989. PLEASE NOTE THAT THIS IS THE THIRD FRIDAY IN DECEMBER, and not the second Friday. The evening begins with our usual sit-down dinner in the Engineers' Club Dining Room, 1317 Spruce St., downtown Philadelphia, beginning at 6 PM (\$18 per person). MANDATORY ADVANCE RESERVATIONS MUST BE MADE to President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, DECEMBER 13, 1989.

Our program will be a narrated slide program entitled "THE EVOLUTION OF AMTRAK", presented by NRHS Eastern Region Vice President Larry Eastwood. The subject will explore the many changes in Amtrak operations, motive power and equipment since its May 1, 1971 inception. Comparison views of specific Amtrak services then, now and in-between will interest those in attendance.

Join us on Friday, December 15, 1989 for our Holiday Season meeting.

# Holiday



# Greetings

All too quickly, it seems, another year is ending. It's customary to pause at this joyous time of year and reflect on the events of 1989 and their effects on us, both collectively and individually.

Philadelphia Chapter has enjoyed another prosperous year, with many members participating in the preservation of rail transportation history, on our own as well as in concert with others. As we enter 1990, the Chapter will face new events and challenges, and your contribution is necessary in order to continue to build the rail history preservation movement. We trust we can count on your assistance.

May each of you and your loved ones share a Merry Christmas, a Happy Hanukkah and a healthy, successful New Year.

*Frank Tatnall*  
 FRANK G. TATNALL  
 President

*Larry Eastwood*  
 LARRY EASTWOOD  
 Editor

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

## CHAPTER OFFICERS:

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Vice President & Treasurer.....David L. Kopena  
Secretary.....Sheila A. Dorr  
National Director.....Peter M. Senin  
Historian.....Larry DeYoung  
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 (\$18 per person)

ANNUAL MEMBERSHIP DUES: \$22.00 per person, which includes Chapter and National dues. Chapter-only dues \$11.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent Society is a requirement to hold Chapter membership.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. Please include new phone number.

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

## ST. LOUIS TO HOST NRHS CONVENTION IN JUNE 1990

The city of the Gateway Arch will be the scene of the 1990 NRHS national convention, to be held on the unusually early dates of Wednesday, June 13 through Sunday, June 17.

Hosted by St. Louis Chapter, the convention will spotlight such anticipated attractions as a steam trip with ex-Frisco 4-8-2 #1522 over its former railroad (now Burlington Northern), an excursion with Union Pacific 4-8-4 #844 and another steam special behind Norfolk & Western #611. Numerous other events, including seminars and workshops, will be featured, along with tours of the National Museum of Transport and local railroad facilities. The annual banquet will take place on Friday, June 15.

Pre-registration for the convention will be available until January 30, 1990, at a fee of \$15 for first-class mailing or \$13 for bulk mailing. For those who pre-register, there will be no additional registration fee. A pre-registration form will be included with Issue No. 5 of the National Railway Bulletin or members may now send check or money order to:

St. Louis Chapter NRHS  
Convention Registration  
1135 Colonnade Center, Suite 321  
Des Peres, MO 63131

Please include with this registration your name, address, telephone number, NRHS membership number (as shown on your membership card) and chapter affiliation (if any). Remember, the deadline for pre-registration is January 30. It is hoped that Philadelphia Chapter will be well represented at what promises to be a most eventful annual convention in St. Louis.

## CHAPTER BOOKSTORE TO OFFER NUMEROUS NEW ITEMS FOR GIFT GIVERS

The Chapter's bookstore will be in operation at the December 15 meeting, offering a whole host of new and interesting publications for members doing last-minute Christmas shopping for a friend, or wishing to add to their own personal libraries.

Among the many items to be available will be Kalmbach Publishing Company's TRAINS 1990 calendar, listing for \$8.95 each. Chapter members will want this item for their wall next year as one view features a Philadelphia Chapter Blueliner trip at Norristown with a Bullet car passing overhead.

Also available from Kalmbach will be AMERICAN SHORTLINE RAILWAY GUIDE (3rd Edition), THE CONTEMPORARY DIESEL SPOTTER'S GUIDE and hopefully Kalmbach's new STEEL RAILS ACROSS AMERICA, the full-color photo book by Gary W. Dolzall and Mike Danneman.

Available from Morning Sun Books are PENN CENTRAL POWER, by Robert J. Yanosey, TIDEWATER TRIANGLE, also by Yanosey, PENNSY DIESEL YEARS, Volumes 1 and 2, NEW ENGLAND RAILS (1948-1968) by David R. Sweetland, and the new LEHIGH VALLEY (in color) by Robert J. Yanosey, all priced at \$38.00 each, tax included, to members.

Interurban Press has shipped PASSENGER TRAIN ANNUAL '89 and BRIDGE LINE BLUES (Delaware & Hudson - 1976-1986) to us and we've restocked BY RAIL TO THE BOARDWALK and Ron DeGraw's RED ARROW.

These and other fine rail publications will all be available for sale at the December 15 meeting.

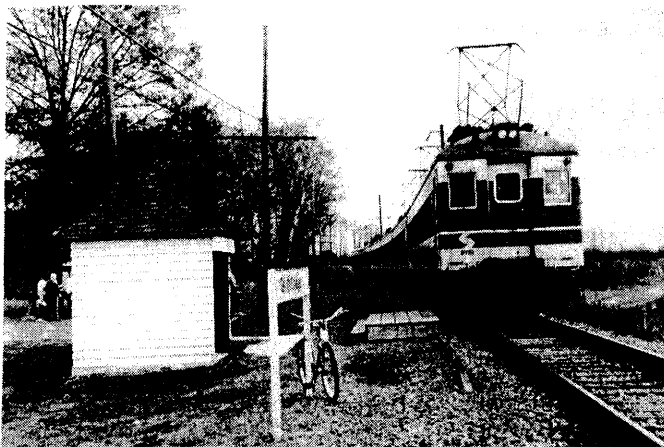
## DUES COLLECTION FOR 1990 IS COMING ON STRONG

More than half of all Philadelphia Chapter members have renewed their memberships for the year 1990, according to Editor Larry Eastwood who is processing the renewals and submitting them to the national Membership Services office. He reminds all who have not renewed that January 31, 1990 is the deadline, and those who have not paid by then will be removed from the Chapter's mailing list for Cinders and other notices.

Dues remain at \$22 for full membership, including both Chapter and national. (Family memberships are \$25.) Chapter-only members whose national affiliation is through another chapter should remit \$11 for their Philadelphia Chapter dues. Checks or money orders should be sent to: Philadelphia Chapter NRHS, David Kopena, Treasurer, P. O. Box 7302, Philadelphia, PA 19101-7302.

Donations to Philadelphia Chapter and/or National are tax-deductible, but the dues themselves are not tax-deductible. Space is provided on the renewal form to indicate the amount of donations.

## BLUES STRUT ON CHAPTER'S "TRENTON-DOYLESTOWN LIMITED"



Philadelphia Chapter's Blueliner special pauses for photos at Delaware Valley College on the Doylestown Line, November 5, 1989. Now operated by SEPTA, the six Blues of 1931-32 vintage are right at home on this former Reading branchline, 33 rail miles from center city Philadelphia.  
--PHOTO BY FRANK TATNALL

Members and friends enjoyed another outing with SEPTA's venerable Blueliners as Philadelphia Chapter sponsored the "Trenton-Doylestown Limited" on Sunday, November 5.

The six-car train, made up of #9104-9105-9110-9116-9108-9119, departed from the Upper Level of 30th Street Station on time at 10:50 AM, with Chapter Members Hugh Jenkins and John Ciavatta serving as engineer and conductor respectively. The first leg of the excursion was a fast run on Amtrak's Northeast Corridor to Trenton, NJ, by all accounts the first time that the ex-Reading Blues had made a revenue trip to Trenton. After a momentary delay at "Zoo" interlocking, the Amtrak dispatcher routed the train up the #2 express track, which is laid with concrete ties and posted for maximum speeds of 100 to 125 mph. At "Holmes" tower in Northeast Philadelphia, however, the Blues crossed over to #1 track for the rest of the 32-mile trip to Trenton.

On this mild, partly cloudy November day, most of the 211 passengers got off at Trenton station. The special then quickly moved east

to reverse ends as train #86, the Virginian, pulled in at the same platform. The Blues reloaded on track #5 behind regular SEPTA R7 train 2716 and departed on time at 12:08 PM for the return trip to Philadelphia. Cruising down #4 track to "Holmes" and crossing over there to #3, the old cars at times reached their maximum permitted speed of 75 mph on Amtrak's smooth welded rails, arriving 30th Street Station on schedule at 12:50 PM.

A 50-minute lunch stop followed and at precisely 1:40 PM the second half of the excursion began. Rumbling through the center city tunnel the 57-year-old cars made good time up the SEPTA Mainline to Ambler, but from there to "Gwyn" crossover at Gwynedd Valley (3.1 miles) southbound track #1 was out of service because of a bridge repair project. This forced the cancellation of a planned photo stop at Gwynedd Valley station, but a substitute photo runby was arranged a few minutes later at Chalfont, on the Doylestown Line. Then, after a perfect meet with train 2577 at Forest siding north of Chalfont, the special proceeded to the end of the line at Doylestown, 67.9 miles from Trenton by rail but only 21 miles away as the proverbial crow flies.

Numerous photos were taken during the 20-minute layover at Doylestown before the train returned two miles southward to the tiny station at Delaware Valley College, where the crowd disembarked for more photography. Another stop was made at Lansdale as the train backed onto the Bethlehem running track to pose for more photos in the late afternoon light. Then, departing ahead of regular R5 train 2579, a delay was encountered at "Gwyn" as it was necessary to receive permission to back through the trailing point crossover and run against the current of traffic on track #2 to "South Ambler". A brief stop was made to discharge passengers at Jenkintown and an after-dark arrival at 30th Street was at 5:20 PM, 15 minutes behind schedule.

Philadelphia Chapter again extends its thanks to SEPTA for arranging this enjoyable trip. The Chapter also extends its appreciation to the capable crew of Hugh Jenkins and John Ciavatta, and to Car Hosts Wayne Bode, Nelson Bowers, Gregg Brodeur, Lynn Burshtin, Cindy Fryberger, Doug Watts and Gerry Wilson, as well as to all those whose ticket purchases made the trip possible. Larry Eastwood served as train director, assisted by Mike Burshtin and Frank Tatnall.

It is hoped that at least one more excursion can be operated before the faithful Blues are retired, which is expected to be sometime during 1990.

### CHAPTER HOLDS ANNUAL AUCTION AT NOVEMBER MEETING

Philadelphia Chapter held its traditional Annual Auction as the program portion of its November 17 meeting.

A total of 13 sellers participated in the auction with some 62 members' lots being sold, in addition to a number of lots of contributed material. A total of some \$522.00 worth of railroading changed hands, and the Chapter received \$134.40 in commission plus \$54.00 contribution from the sale, or total \$188.40. Highest bid was on a lot of Philadelphia Rapid Transit/Philadelphia Transportation Company service change notices, dating between April, 1930 and February, 1961. The lot brought \$60.00.

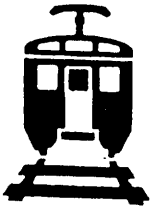
Larry Eastwood and Frank Tatnall served as auctioneers, with Marie Eastwood and Lynn Burshtin providing assistance in collecting money and maintaining records.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

SEPTA is moving ahead with installation of automatic train control equipment on its Silverliner fleet, which by Federal order will be required for operation on AMTRAK lines effective April 1, 1990. Eight cars, including Silverliner IV #9023 which served as test car, have already received ATC equipment and a dozen more are currently at Amtrak's Wilmington shop for installation work. Harmon Industries will furnish Ultra-Cab 100 cab signal and control equipment for 217 SEPTA cars, married pairs and locomotives, although the Reading Blues and Pioneer III's will not be among them.



On November 16 SEPTA dispatched one of its Bombardier trains to Washington and return via AMTRAK. Aboard the five-car train were more than 100 of the region's top business, civic and labor leaders whose mission it was to lobby Congress and government officials for increased SEPTA funding. The special train, which left Suburban Station at 7:20 AM and returned shortly after 5 PM, consisted of AEM-7 locomotive 2307, coaches 2525, 2507, 2514 and cab cars 2402 and 2404 equipped with working lavatories. Led by General Manager Louis Gambaccini, this effort followed a successful foray to Harrisburg in June in which a similar train was used.

November was another rough month for Regional Rail operations, caused in part by three unusual storms. Fierce winds accompanied by funnel clouds ripped through the region on the morning of Thursday, November 16, causing widespread damage including 41 shattered windows in the Center Square West office tower in center city. Service was disrupted on SEPTA's R5 Mainline when signals were knocked out near North Hills station in Montgomery County, and downed trees at Miquon halted trains on the R6 Norristown Line for nearly 24 hours. Then, on the night of Monday, November 20, even stronger winds measuring up to 80 mph created major headaches for SEPTA and just about everyone else in the Delaware Valley. The howling winds continued into the early morning hours and just before 5 AM trees were reported down in the catenary north of Elkins Park station on the Mainline. This forced SEPTA to suspend service on the northern segments of Routes R2, R3 and R5 for part of the Tuesday morning rush hour. Even after power was restored at 7:30 AM, delays of up to an hour continued because of other switch and signal failures. Earlier signal outages around Wayne Junction disrupted evening service and fallen trees cut signal lines between Media and Elwyn on the south end of Route R3. Bus substitution continued Media-Elwyn until late on Tuesday. Finally, a rare Thanksgiving morning snowstorm deposited 4.6 inches of the white stuff on Philadelphia November 23 but had little effect on SEPTA's holiday operations.

Four of the temperamental Budd Pioneer III cars were in regular service during mid-November, running as Norristown trains #6616-6617 in the mornings and Wilmington trains #7247-7294 in the afternoon. The fifth Pioneer may soon return to service for the first time in memory.....Airport train #4638 with Silverliner II #9008 derailed in "Broad" interlocking at Suburban Station just after 3 PM on November 12, heavily damaging the recently rebuilt car. The accident occurred at the same crossover where an R3 train derailed on October 12 (see November Cinders). Five of the 27 persons aboard the Airport train were injured.....Doylestown-bound train #580 struck an automobile at the Rices Mill Road crossing in Glenside on November 8, but no one was injured. Cars 121-122-129-130 were involved.

Latest target date for reopening the R8 line to Chestnut Hill West is December 17. Catenary renewal work continues on the in-service segment of the line west of Allen Lane.....The two-mile Cynwyd section of Route R6 was closed for two weeks beginning November 6 while trackwork was performed on the single-track line. Shuttle buses operated instead to Overbrook station. Track speed on the branch has been raised from 25 to 40 mph.....DeKalb Street station in Norristown is now officially the Norristown Transportation Center on Route R6. The October 29 timetables show the change and new signs have been installed.....The Greenwood Grille restaurant at Jenkintown station has changed its name to Stazi Milano, and its cuisine to Italian, but remains under the same management.....Chapter Member Bill Polk again prepared a schedule of Jenkintown-Philadelphia train service and posted it at Jenkintown station October 28, several days before the station received its supply of October 29 timetables. He also pointed out to SEPTA what he considers a "cardinal sin" of schedule-making: weekday West Trenton train #328 and Doylestown train #522 show running on each other's time from Wayne Junction to Jenkintown, over the same track! In addition, the joint Glenside-Jenkintown folder shows several trains out of their proper time sequence.

SEPTA launched another of its "200 Series" bus routes on November 27, this one Route 211 linking the Warminster rail station with several industrial parks in Bucks County. Making 12 round-trips each weekday, the new route serves as an extension of rail service and is partially funded by local industries.....On January 1 SEPTA employees are scheduled to take over maintenance work at Frazer shop from Bombardier workers, in line with the one-year contract between SEPTA and the carbuilding firm.....SEPTA has relocated the southward signals at the tunnel portal near Green Street, in order to make them more visible.....Silverliner IV #179, damaged in the October 12 derailment of train #386 at Suburban Station, will be rebuilt by an outside contractor. The bid notice was issued last month.....A strange anomaly exists in timetable directions of the four

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## PHILADELPHIA EXPRESS (Continued from Page 4)

separate rail lines from 30th Street Station to "Zoo." While all are geographically parallel, SEPTA's Mainline runs "southward," the AMTRAK 36th Street Connection is "westward," CONRAIL's Harrisburg Line (High Line) is also "westward" and Amtrak's Mainline runs "northward"!



SEPTA's precarious financial position worsened last month, and for an unexpected reason. On November 9 Chief Justice Robert N. C. Nix, Jr. of the State Supreme Court ordered SEPTA to roll back the fare increases which it had implemented on the City Transit Division in August, pending a hearing before the full Court. The case arose from a suit filed by three community organizations contending that SEPTA's hearing process was flawed, and that SEPTA had failed to take into account the effect of higher fares on the poor. The increase originally was to become effective last April but was stayed by a Common Pleas Court judge, who was later overruled in a 6-1 decision by Commonwealth Court.

Justice Nix's ruling forced SEPTA to quickly reduce the price of tokens from \$1 each to 85 cents in lots of five or ten, transfers from 40 to 25 cents, weekly TransPasses from \$15 to \$12 and monthly passes from \$55 to \$45. Despairing SEPTA officials said that the action would cut the Authority's daily revenues by \$60,000--the earlier four-month delay cost it upwards of \$8 million. Then, after asking the Supreme Court for an expedited hearing on the consumer challenge, SEPTA announced on November 21 that it would propose an identical fare hike to take effect in late January, on the theory that filing for a new increase would be faster than resolving the present dispute. Former U. S. Circuit Court Judge Arlin M. Adams will preside over a January 3 public hearing on the proposal, apparently to lend an air of credibility to the proceeding. General Manager Louis Gambaccini also warned that SEPTA will go after a further fare increase next June, but the amount was not specified. The January 3 hearing will begin at 11 AM in the Holiday Inn, 1818 Market Street.

The region's top elected officials on November 14 released a report of their 18-month search for ways to rebuild and improve SEPTA. In a preliminary report made public last February, leaders of the City and its four surrounding counties, as well as PennDOT Secretary Howard Yerusolim, agreed that SEPTA should be upgraded into a more efficient, effective mass transit agency. Now the final plan addresses the question of how to raise the money to do this: \$3.5 billion over the next ten years to rebuild the existing infrastructure and to buy new equipment, or \$4.8 billion to expand the system to meet the region's growing transportation needs. The basic conclusion is that the State should assume the "primary burden" for capital improvements while the local governments substantially increase their contributions to the operating budget. The report does not, however, specify the method to be followed, though it again raises the possibility of a State-sanctioned regional tax dedicated to SEPTA. Dissenting from this concept was Montgomery County Commissioner Paul Bartle, who was alone in this view. It is obvious that a solution to SEPTA's long-term funding problem is not yet at hand.

SEPTA and the City last month dedicated the first completed section of the Frankford Elevated Reconstruction Project, the three-quarter-mile segment between Berks and Girard stations. The work, which included the installation of new steel supports and replacement of the deck and track structure, cost \$28 million. Rebuilding of the balance of the 5.2-mile elevated to Bridge Street will be carried out by assigned priorities rather than through what SEPTA calls the "total systems approach" as followed in the initial phase. The next major task is expected to be the reconstruction of the bridges over Lehigh Avenue and CONRAIL's Richmond industrial track.

Former SEPTA Vice Chairman Brian W. Clymer of Delaware County was confirmed by the Senate last month to head the U.S. Urban Mass Transportation Administration. President Bush nominated Clymer in April but his confirmation was delayed as a Senate committee investigated certain contracts awarded to Clymer's Media accounting firm. Clymer later issued a statement urging that Pennsylvania follow the example of other states and set aside certain taxes as a stable funding base for SEPTA.....Correcting a statement made here last month, Philadelphia is just one of many U.S. cities which provides half-fare transit privileges for senior citizens. Less common are the free off-peak privileges funded by the Pennsylvania Lottery.....In October community volunteers planted 10,000 tulip and daffodil bulbs near the 40th Street subway-surface portal. SEPTA was a co-sponsor of the project along with several local organizations (Delaware Valley Rail Passenger).

SEPTA is planning no immediate reassignment of trolleys away from Callowhill depot, contrary to earlier reports. The next schedule change, effective January 14, provides for no shift of employees from rail to bus at Callowhill.....Nothing has yet been done to install switches at the intersections of 11th and 12th Streets & Girard Avenue, which would allow Route 15 cars to pull out of Luzerne depot. As a result, trolleys still cannot be moved by rail between Luzerne and Woodland shop in Southwest Philadelphia, which accounts for the frequent sight of PCC's atop flatbed trailers trundling along Market Street in center city. ....Route 56-Erie-Torresdale Avenue reverted to trolley operation on November 26. Buses had been used on the line since last summer due to track and street work.

Two-car trains of Kawasaki trolleys were to be test run in regular service November 18 on Route 13, but the plan was cancelled at the last minute. It's been several years since two-car trains have been run in revenue service on the subway-surface lines.....Work is still in progress on the Norristown Transportation Center, more than four months after the formal dedication of the \$11.7-million facility. Certain stairways and platforms, and the escalator to the upper level P&W station, are not yet in service. Construction of the five-story Lafayette Place office building is well underway just west of the Transportation Center.....The Philadelphia Area Labor-Management Committee last month presented awards to SEPTA and Transport Workers Union Local 234 for their recent efforts to end their adversarial relations, resulting in avoidance of the Citywide

## PHILADELPHIA EXPRESS (Continued from Page 5)

strike earlier this year.....Regional Rail Conductor James Churn was declared the winner in a conductors' calling contest held October 8 on the steps of the Franklin Institute. Sponsored by SEPTA and the Institute, which had just reopened its famed Railroad Hall, the contest was judged on the criteria of speed, diction and style.....Everett Edwards reports that ex-SEPTA Strafford car #166, used as a lunchroom at 7th & King Streets in Wilmington, has been removed from the site.



President Bush on November 21 signed into law the \$11.9-billion appropriations bill for the Department of Transportation, which includes \$613 million for AMTRAK during Fiscal Year 1990. However, the 5.3-percent "sequestration" of Federal funds required under the Gramm-Rudman-Hollings budget-balancing law has been extended to February 7, automatically reducing the actual funding for Amtrak to about \$602 million. If Congress and the President fail to agree on a final budget reconciliation, the Gramm-Rudman cutbacks could be extended to the end of the fiscal year on September 30, 1990, further reducing Amtrak's subsidy to about \$581 million. Of this, about 15 percent would be earmarked for capital improvements.....Congress failed to act on a bill to reauthorize AMTRAK for another three years, which would have given the railroad the ability to plan ahead on more than a year-to-year basis (NARP).

AMTRAK bowed to Congressional pressure last month and imposed a speed restriction of 60 mph on about one mile of track each in Berlin, Hammonton and Egg Harbor on the Atlantic City mainline. In addition, a speed of 45 mph will be observed through the grade crossing areas of Pennsauken. Previously the track speed was generally 80 mph, although 45 mph was already in effect through a short segment in Pennsauken. Earlier, NJ TRANSIT had imposed similar speed restrictions over about 15 miles of track in three areas between Lindenwold and Egg Harbor, as well as a 30 mph restriction through Pennsauken. This action was taken following the fatal grade crossing accident in Berlin which occurred on September 17, the first day of NJT's new Lindenwold-Atlantic City commuter service.

The DOT appropriations bill referred to above also contained language modifying the existing law covering AMTRAK's operation of the Atlantic City line, but it is not known if the change made it into the law as signed by the President. This would require Amtrak to recover at least 80 percent of its short-term avoidable operating costs for the service during the second year of operation, and 100 percent of such costs for each year thereafter. This in effect postpones the application of these requirements for one year. The bill also assumes that Amtrak and NJ Transit "will execute a fair financial relationship between them with respect to future rail operations on the Atlantic City line".....NJT last month announced that it would extend the half-price rail fares on the Atlantic City line from November 30 to next April. (Example: \$3 one-way Lindenwold-Atlantic City.) NJT estimated that weekday ridership has averaged 550 and weekends 850, far short of the projected 1,500 daily passengers.....An NJT engineer on Atlantic City to Lindenwold Train #4514 was struck by a rock thrown at the train November 15 near Atco station. The engineer was hospitalized for a head wound but none of the 42 passengers was injured.

Both the Broadway Limited and Capitol Limited will be rerouted west of Pittsburgh, probably within a year, AMTRAK announced last month. Under an agreement with CONRAIL and CSX, the New York-Chicago Broadway will be diverted from its present route, over Conrail's Fort Wayne Line to CSX's former Baltimore & Ohio mainline through Youngstown and Akron, OH and Auburn, IN. The Washington-Chicago Capitol will also be diverted from the ex-Pennsy Fort Wayne Line to an all-Conrail route through Alliance, OH to Cleveland, thence over the former New York Central Water Level Route via Toledo, OH and South Bend, IN, with a new stop at Waterloo, IN. Amtrak said that these actions would remove the trains from a little-used freight line through Fort Wayne, IN. Failure to do so could make Amtrak responsible for all track maintenance costs. Instead, the trains will operate on two high-speed mainline routes, and direct bus connections will be provided between Fort Wayne, Auburn (20 miles away) and Waterloo (30 miles away). Conrail has agreed to build a new connection at Cleveland to allow the Capitol to serve Amtrak's present lakefront station, and will prepare other station facilities. "This change is necessary for the long-term viability and reliability of the service," said Amtrak President W. Graham Claytor, Jr., but strong objections are anticipated, especially from the Fort Wayne area.

AMTRAK has begun a new "Ski Amtrak" television campaign, promoting its services to the western ski areas as well as the restored Montrealer service to Vermont. Colorful posters are appearing in stations to help boost winter ridership, which already looks good for the coming season. The Montrealer has been reporting favorable loadings since its revival in July.....AMTRAK will again run a special train from Washington to the Army-Navy football game this fall. But there's a twist: the December 9 game will be played at Meadowlands Stadium in Secaucus, NJ instead of at Philadelphia's Veterans Stadium, and the special train will terminate at Newark station with bus transfer beyond (Rail Travel News).....Fortune Magazine recently carried an item that began as follows: "At 70, while other men his age were trying to dodge the express train to Eternity, W. Graham Claytor, Jr. became chairman of AMTRAK. Now, seven years later, both he and the Federally-subsidized passenger railroad are looking better than ever..." Says the feisty Claytor: "I'm not slowing down. I'll stay here as long as my health is good".....AMTRAK has filed suit against Lone Star Industries, Inc., claiming damages of \$81 million for replacement of about 355,000 allegedly defective concrete ties placed in the Northeast Corridor between 1983 and 1989.....AMTRAK borrowed 24 Silverliner IV MU's from SEPTA for service over the five-day Thanksgiving rush, Amtrak's busiest travel period of the year. The Bombardier trains cannot be leased out because of a perceived tax problem.

## PHILADELPHIA EXPRESS (Continued from Page 6)



develop joint services that  
seamless transportation." (Railway Age)

CONRAIL Mercury, a wholly-owned Conrail subsidiary, has opened for business. Its business is to provide customized door-to-door intermodal service using a fleet of new 48-foot wide-body trailers with CRMZ marks and "Conrail Mercury" lettering. The firm boasts a state-of-the-art central dispatch center at its Plymouth Meeting headquarters.....CONRAIL has named its new Kearny, NJ-Atlanta, GA piggyback train the "Atlanta Flyer." Early-morning westbound Train TV-233 operates via Philadelphia to Hagerstown, MD and over NORFOLK SOUTHERN lines beyond, but east-bound Train TV-234 operates from Hagerstown via Allentown.....CONRAIL Chairman, President and CEO James A. Hagen has told the railroad industry that it "must make the physical limits of individual systems appear to disappear. Some call it

In spite of widespread reports in the railfan press, Potomac Yard near Washington, DC did not close in September and is still in operation about ten hours daily. No date has been set for closure of the yard, though its owners (CSX and RF&P) have made it clear that they wish to use much of the property for commercial development.....On November 8 CONRAIL operated an inspection train for its Marketing & Sales Department which followed an unusual routing around the Philadelphia area. Powered by E8's #4021 and 4022, the seven-car train ran via the Midvale connection, through Park Junction and over the Chester secondary track to Marcus Hook, returned via AMTRAK and the High Line, thence to Norristown, via SEPTA to the Ford connection, over the Morrisville Line to Trenton, Bordentown secondary to Camden, Vineland and Penns Grove secondary tracks to Deepwater, NJ and back to Philadelphia via the Delair bridge.....CONRAIL is equipping a total of 243 diesels with the Locomotive Speed Limiter control device for operation on AMTRAK. Included are 101 SD40-2's, 57 B23-7's, 25 SD60's, all three E8A's and various other units.

Ricky Gates, the former CONRAIL engineer who was sent to jail for his role in the fatal January 4, 1987 collision near Chase, MD, is seeking time off for good behavior. Last month his lawyers asked a Baltimore County (MD) judge to reduce his five-year sentence for manslaughter and to allow him to concurrently serve a three-year Federal sentence for lying to investigators. Twenty-six persons died in the Chase wreck and 175 others were injured, after Gates smoked marijuana and then drove his three diesel locomotives through a stop signal and into the path of AMTRAK's northbound Colonial, which was running at more than 100 mph.

Chapter Member John F. Kirkland has a new 224-page book on the market. Titled The Diesel Builders, Volume 2, the illustrated book is a complete history of Alco and the Montreal Locomotive Works. Volume 1 covered Fairbanks-Morse and Lima and Volume 3, expected late next year, will focus on the Baldwin Locomotive Works where John was once employed. Interurban Press is the publisher.....Hugh Moore Historical Park & Museums is offering a new book, Delaware and Lehigh Canals. The 166-page book by Ann Bartholomew is a comprehensive look at these well-known Pennsylvania waterways.....A new book of local interest is The Reading Railroad: History of a Coal Age Empire, Volume 1-The 19th Century by James L. Holton of Reading. The publisher is Garrigues House and the Reading Company T&H Society is the distributor. (Watch for a review of this 386-page book in the December 3 edition of the Inquirer.) All of these volumes will make fine Christmas gifts.

CSX reported that its rail operating income in the third quarter of 1989 declined to \$110 million, compared with \$170 million in the corresponding 1988 period. The company said that there were declines "in virtually all commodity groups, including coal".....CSX has completed the repurchase of 60 million shares of its common stock at an average cost of \$32.03 per share. Shareholders realized \$1.9 billion in cash proceeds

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## ASF SEEKS COLOR PHOTOS FOR ANNUAL RAIL CALENDAR

American Steel Foundries in 1990 will again issue its annual wall calendar, which features full-color rail scenes submitted by amateur photographers. A modest prize is awarded for each entry accepted, but the principal compensation is the knowledge that the entrant's photo will be seen on thousands of calendars distributed throughout the railroad industry.

Only positive color transparencies of 35mm or larger should be submitted, and these should be suitable for enlargement and cropping to a horizontal format of approximately 12-1/2 inches wide by 8-1/2 inches high. Entries must be received between January 1 and January 31, 1990, and all material will be returned by mid-March. One-of-a-kind shots may be submitted without fear of damage, because ASF uses a professional lab to make 4x5 duplicate transparencies of the 12 winning entries, and the original is not subjected to the rigors of the color separation process.

Each submission should include the name and address of the photographer (winners will receive a by-line), as well as train information, photo location and date of the photo. ASF is looking for a wide variety of shots by railroad, location and season, and because ASF's customers are freight railroads it strongly prefers photos of freight trains rather than passenger trains.

All entries should be mailed to:

Calendar Photo Competition  
American Steel Foundries  
One Prudential Plaza, 36th Floor  
130 East Randolph Street  
Chicago, IL 60601

Further questions may be directed to Tom Schultz at ASF, telephone 312-938-4068.



We'll be reporting on Amtrak's Thanksgiving program in the next issue, but as this is written, we've been told that Amtrak had an excellent Thanksgiving operation, handling more passengers, creating higher revenue with less standees than reported on past holidays. Amtrak issued its annual Special Thanksgiving Schedule for the period November 21-26, 1989. Inevitably, late changes are usually expected to cope with traffic or operating developments, and Amtrak stapled a correction sheet in the schedule when some errors were detected, giving indication that every effort was being made to provide a smooth holiday weekend operation. One development in the Special Thanksgiving Schedule was the retiming of certain regular trains to reflect longer station dwell times. Thus, trains could be expected to arrive closer to the times shown in the schedule. This practice gives passengers a better idea of when families and friends should expect them to arrive. Sunday, November 26 saw some 40 extra trains scheduled, including additional Metroliner Service trains.

Deliveries of additional Horizon Fleet coaches and food service cars resumed in late October and plans are going forward to add a third San Joaquin consist effective December 17. By that date, the entire San Joaquin service will be protected by the new cars.

The Eagle, meanwhile, will be going daily in mid-January. A sleeper has been freed up by cancelling the Houston car, which was not enjoying much success; some of the other cars will come from the equipment now on the San Joaquins, being re-equipped with Horizon Fleet cars.

The International is expected to operate via Kitchener instead of Burlington, Ontario, effective January 15, 1990 as the massive VIA cutbacks take effect.

Two rebuilt Super Dome cars will begin providing deluxe service between Oakland, San Luis Obispo and Los Angeles next March. A tour operator will charter space for the cars on Amtrak's Coast Starlight, using cars rebuilt for Alaska Railroad service and subsequently displaced by Ultra Domes converted from former SP gallery coaches.

Rumors persist, meanwhile, that Amtrak is considering an order for more Superliner equipment. An advocacy group with special ties to Amtrak reportedly was informed at a recent convention that up to 169 cars might be involved. They would apparently be built by Bombardier with Canadian-backed creative financing. Apart from providing much-needed Western additional capacity, even perhaps a daily Sunset, other potential applications would be the City of New Orleans, Auto Train or even the Capitol Limited. Since the Federal budget is still in a state of flux, it's too early to entertain placing an order, but you have to admit that the possibilities are intriguing!

In other equipment news, two Amcafes, 20034 and 20041 were released from Bear as Metroliner Service club cars. Soon, they received their intended numbers, 48983 and 48984, but were not deemed suitable for Metroliner Service initially. Amdinette 48942 was released for Metroliner Service as well.

Deluxe service between Chicago and Washington via Amtrak's Capitol Limited has begun with two five-car privately-owned trainsets. Configurations and names are: Istanbul, Paris (7 bedrooms, 2 drawing rooms and one office); Berlin, Vienna (9 bedrooms, 1 Presidential Cabin-rebuilt from 2 bedrooms); Monte Carlo, Washington (8 bedrooms-2 added, staff quarters-formerly 6 roomettes); Chicago, Zurich (36-seat and 40-seat diner, respectively); Bay Point, St. Moritz (piano-lounge). All sleepers have one shower per car and a private shower in the "Presidential Cabin" as well. The "Cabin", like the old Master Room, has two lower beds side-by-side. Connecting a bedroom and a drawing room provides a "master suite".

Further details on the "rationalization" of VIA continue to flow south with the cold Arctic air, and we seem to now be able to firm up the details of VIA's "corridor" schedules. There will be an average of 22 round trips per day plus a few extras on heavy days, specifically one additional Montreal-Toronto round trip on Fridays, one more Montreal-Ottawa round trip on Sundays, one less Ottawa-Toronto round trip on Sundays, and two extra Montreal-Windsor round trips per week. The trunk line between Montreal and Toronto fared best, of course, losing only the overnight Cavalier and the Kingston-Toronto Ontarian.

Next busiest line will be the Toronto-Windsor route, with four trains per day plus an extra west-bound Thursdays and Sundays and back on Mondays and Fridays. Some of the existing trains do heavy weekend business, loading as heavy as ten conventional cars.

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## ON THE SCENE (Continued from Page 8)

Three daily trains will operate on (1) Montreal-Quebec, (2) Ottawa-Toronto and (3) Montreal-Ottawa routes, with one less Toronto-Ottawa trip Sunday mornings and one extra Montreal-Ottawa trip Sunday evenings. Two daily trains, meanwhile, will ply the Toronto-Sarnia and Toronto-Niagara Falls routes, in each case one of which will be an Amtrak train.

It appears that unlike the Rio Grande Zephyr ("Never on Wednesday"), Tuesday will be the day which sees no service between Montreal and Halifax, with service alternating the other six days via either Saint John or Mont Joli.

Alaska Railroad has received the eight new cars ordered from Korea's Daewoo Heavy Industries. Six 78-seat coaches are numbered 205-210 and feature large windows for sightseeing. The diner, #301, has a kitchen and 14 booths seating a total of 56, and the bar lounge, #401, has a five-seat bar, booths for 48 and 12 lounge chairs.

The use of locomotive-hauled RDC's in MBTA's Boston commuter service may well have ended by the time you read this. Only the cars rebuilt into HEP coaches by Morrison-Knudsen several years ago remain. Still to come, of course, is an order for double-deck cars, with plans to extend service once again to points southeast of Boston along the former New Haven Railroad's Old Colony routes.

Chicago's METRA continues to improve its fleet with reports of a forthcoming order for gallery cab cars (handicapped-accessible) and (horrors!) a potential order for 25 F40PH units to replace the Burlington Northern E units. The C&NW E units have been withdrawn from service, of course, and some apparently already sold off. Some reportedly are going to Caltrans. At latest report, the 11 F40's delivered in 1989 have not been named as had their earlier cousins.

Miami's commuter rail operation, Tri-Rail, requires four trainsets to make eight round-trips daily. Two trainsets each spend the night at Miami and West Palm Beach. The service is limited to weekday rush hours for the time being and was inaugurated, of course, to ease the impact of long-term highway reconstruction on I-95, which parallels the CSX right-of-way over which the trains run. A new station on Miami's Metrorail has been opened for exclusive use of the rail commuter passengers to reach downtown Miami from the terminal at Hialeah.

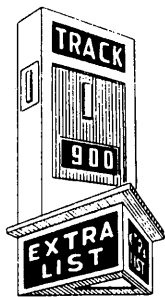
In addition to the trains shown in the public timetables, there are quite a number of deadhead moves of NJ Transit equipment on the Atlantic City Line. Weekday deadhead trips include:

Train #	Philadelphia	CP-Race	Atlantic City	Remarks	Train #	CP-Race	Philadelphia	Remarks
X451	6:15 AM	6:50 AM		To #4507	X450	1:55 AM	2:35 AM	Off #4500
X453	1:00 PM	1:35 PM		To #4515	X452	11:00 AM	11:40 AM	Off #4510
X455	9:20 PM	9:55 PM		To #4523	X454	6:55 PM	7:35 PM	Off #4516
X499		10:30 PM	11:40 PM	Off #4520				
<u>Saturdays</u>								
X461	6:00 AM	6:35 AM		To #4607	X460	1:55 AM	2:35 AM	Off #4600
X463	1:00 PM	1:35 PM		To #4615	X462	10:48 AM	11:23 AM	Off #4610
X465	10:15 PM	10:50 PM		To X497	X464	8:05 PM	8:45 PM	Off #4618
X497		10:50 PM	12:10 AM	Off X465				
<u>Sundays</u>								
X497		2:10 AM	3:21 AM	Off #4700	X470	10:48 AM	11:23 AM	Off #4710
X471	1:03 PM	1:38 PM		To #4715	X472	8:05 PM	8:45 PM	Off #4718
X473	10:20 PM	10:55 PM		To X493				
X493		10:55 PM	12:10 AM	Off X473				

In a couple of transit items, the low bidder to construct over 200 subway cars for Chicago's CTA was Morrison-Knudsen, which evidently plans to make the jump from rebuilding into car manufacturing as well.

New York has opened the long-delayed 63rd Street Tunnel to Queens. Once conceived as a link to the Queens IND on trackage along the Long Island Rail Road, and with LIRR trains using the lower level to reach an uptown terminal, it now terminates at a station several blocks north of Queens Plaza. Other stations on the line are at 63rd & Lexington in Manhattan and at Roosevelt Island. The JFK Airport Express, and the B or Q trains (depending on the time of day) serve the new line.





THROUGH JANUARY 31, 1990: "Railroads in the Civil War" exhibit at Civil War Library & Museum, 1805 Pine Street, Philadelphia. Photographs, artifacts, model trains and paper items stress importance of railroads in the war. Hours: 10 AM to 4 PM Monday-Saturday. Admission: \$3 per person.

THROUGH JANUARY 7: "A Brandywine Christmas" at Brandywine River Museum, U. S. Route 1, Chadds Ford, PA includes a large model railroad display, improved this year through a grant from Conrail. Other attractions at the Christmas exhibit include a special display of turn-of-the-century automotive and locomotive toys from the Raymond E. Holland Collection, and "A Child's Garden of Dreams" featuring original illustrations from children's books dating from the early 19th Century to the present. Hours: daily 9:30 AM-4:30 PM except 9:30 AM-8 PM December 26 to 30 (closed on Christmas Day). Admission: \$4 adults, \$2.50 seniors, children under 6 free. For information, telephone 215-388-7601.

THROUGH DECEMBER 31, 1989: Model Trains Festival at Franklin Institute Science Museum, 20th Street & The Parkway, Philadelphia. Newly-reopened Railroad Hall is nearby in Museum. Hours: 9:30 AM-4:30 PM Monday-Friday, 10 AM-5 PM Saturday and Sunday. Admission: \$5.50 adults, \$4.50 children 4-11. A \$1 additional fee is charged for the Model Trains exhibit. For information, telephone 215-448-1200.

DECEMBER 9-10: "Santa rides the rails" on Penn's Landing Trolley, leaving hourly from Delaware Avenue & Dock Street, Philadelphia 10 AM-5 PM. Ex-Philadelphia & Western 1907-vintage car #46 will be used. Car will be specially decorated and Santa Claus will be on board. Fare: \$2 per person (reservations advisable). For information and reservations, write: Penn's Landing Trolley, P. O. Box 7285, Philadelphia, PA 19101-7285 (telephone 215-627-0807).

DECEMBER 9-10: Greenberg's Great Train, Dollhouse & Toy Show at Philadelphia Civic Center, 34th Street below Spruce, Philadelphia, 11 AM to 5 PM both days. Admission: \$5 adults, children under 12 free with adult admission. For information, contact Greenberg's Shows at 301-795-7447.

DECEMBER 16: "Santa Claus Special" sponsored by Jersey Central Chapter NRHS, via NJ Transit train from Westfield to Annandale, NJ and return. Train departs Westfield 10:22 AM, with modern Comet coaches. Santa Claus will be on board. Fares: \$7 adults, \$3 children under 12. Order tickets from: Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07006, enclosing stamped, self-addressed envelope. For information, telephone 201-454-4848.

### NEWLY-RESTORED "MONTREALER" FEATURED ON 1990 AMTRAK CALENDAR

A full-color painting of the newly-restored Montrealer crossing the Central Vermont's wooden trestle at East Alburg, VT tops the 1990 wall calendar now being offered by Amtrak. The painting is the most recent in a series produced for Amtrak by noted Rail Artist Gil Reid, whose work has highlighted these calendars for the past 18 years.

The Montrealer, which returned to its Washington-Montreal route last July after a two-year absence (caused by poor track conditions on the Boston & Maine in southern Vermont and New Hampshire), is depicted on a trestle spanning an arm of Lake Champlain, near the Canadian border. The early-morning view shows the train headed by Amtrak's two new EMD F69PH-AC diesel-electric locomotives, #450 and 451, which feature AC traction power. These locomotives, currently at the Pueblo (CO) test center, will be tested extensively throughout the Amtrak system during 1990.

The year-at-a-glance calendar measures 23-1/2 x 33-1/2 inches, making it an ideal wall decoration for home or office. Copies may be ordered for \$5 each, \$9 for two or \$12 for three by sending check or money order to: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143. Larger discounts are available for quantities up to 50, and calendars for the years 1980 through 1989 may also be ordered for \$2 each.

### PHILADELPHIA EXPRESS (Continued from Page 7)

.....Railroad YMCA's at six CSX locations have been closed following an Internal Revenue Service ruling that an Ohio "Y" was no longer a non-profit business. In the wake of this decision the national YMCA decided to divest itself of its transportation branches (CSX News).

Tri-State Railway Historical Society reports a loss of \$44,912 on the 1988 NRHS national convention. Tri-State now says that all undisputed claims for refunds will be paid by the end of March 1990.....Delaware Car Company of Wilmington should complete restoration work on ex-Pennsy doodlebug #4662, which is being funded by a grant from Revere Copper & Brass. The motorcar should return to service on the WILMINGTON & WESTERN in the spring of 1990 (The Lantern).....Lukens Steel Company, owner of the BRANDYWINE VALLEY RAILROAD, is in the process of acquiring the UPPER MERION & PLYMOUTH of West Conshohocken.....NORTH SHORE RAILROAD has received the three diesel switchers it recently purchased from CONRAIL. SW9 #8983 (ex-New York Central) will be based at Northumberland, PA; SW7 #8869 (ex-Jersey Central) will go to subsidiary SHAMOKIN VALLEY and SW8 #8618 (ex-NYC) will perform contract freight operations on the WEST SHORE out of Lewisburg, PA.....BLUE MOUNTAIN & READING will take over another regional shortline. Hawk Mountain Chapter's Hostler reports that BM&R will assume control of the Jim Thorpe (PA)-based PANTHER VALLEY on January 1.....Former BANGOR & AROOSTOOK F3A #46, repainted as orange-and-blue Jersey Central #56 by the Anthracite Railroads Historical Society, is stored at Jim Thorpe after operating on several Rail Tours fall foliage excursions on PANTHER VALLEY trackage in October.

# PHILADELPHIA CHAPTER MEETING SURVEY

Philadelphia Chapter has met at the Engineers' Club on Spruce Street for more than 20 years. Recent developments within the Club may ultimately necessitate a relocation of the Chapter's meetings. While no certain details are available at this time, we have been requested by a number of members to conduct a survey on meeting attendance.

We have listed below pertinent questions dealing with our meetings, their location, time, program matter, and your input is earnestly solicited in order that Chapter officers may be prepared, if necessary, to make a sound judgment on any proposed move of our meeting location. Please detach this sheet and return in an envelope addressed to:

Survey Committee  
Philadelphia Chapter, NRHS  
P. O. Box 7302  
Philadelphia, PA 19101-7302

Please be frank in answering this questionnaire. Chapter officers also welcome concrete proposals from members for alternate meeting places, and such communications should include data such as cost, hours that the facility is available, seating capacity, parking, availability to public transportation, etc.

- 1. Do you attend Chapter meetings?  Regularly  Occasionally  Almost Never  Never
- 2. Would you attend Chapter meetings if in a different location than at present?  Yes  No
- 3. How do you travel to attend Chapter meetings at present?  SEPTA Transit  Regional Rail  Auto
- 4. Would you attend meetings if held in a suburban location?  Yes  No
- 5. Must our location be, in your judgment, convenient to public transportation?  Yes  No
- 6. Would you favor a dues increase if it meant a location closer to public transportation?  Yes  No
- 7. Please provide us with comments and suggestions on our meeting location:

- 8. Do our programs meet with your approval?  Yes  No
- 9. Please provide us with specific suggestions as to how we might improve our program presentations, or, if this area meets with your satisfaction, so indicate, too.

- 10. Do you like the idea of having a convenient dinner location prior to our meeting?  Yes  No
- 11. Does it matter to you if dinner is offered as part of the meeting evening?  Yes  No
- 12. Are there other things that you feel Philadelphia Chapter should be doing for its members? If so, kindly indicate on the opposite side. At the same time, if you can assist the Chapter officers in the operation of the Chapter, or are willing to run for a Chapter office, we'd like to hear your comments, too.

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

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SPECIAL NOTE! This month's meeting  
is on Friday, December 15, 1989.

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