



# CINDERS

January 1989



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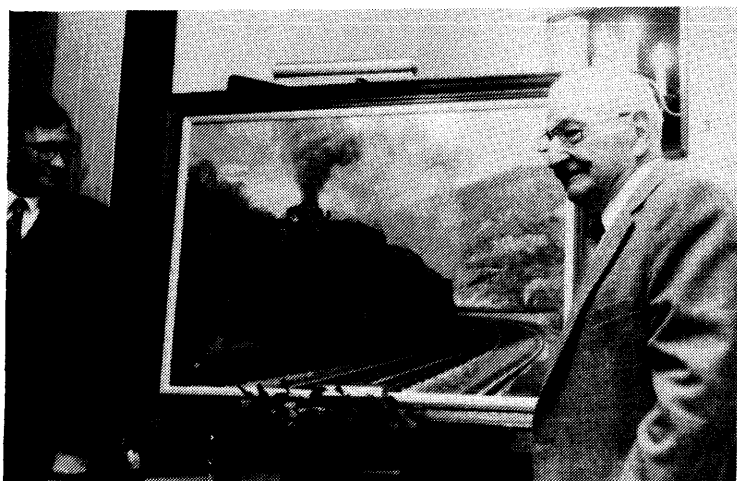
PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## Chapter Hosts Rail Artist Grif Teller on His 89th Birthday



Speaker Ken Murry (left) and renowned Artist Grif Teller pose with Grif's new painting of a Pennsylvania Railroad steam locomotive, at Philadelphia Chapter's December 9 meeting at the Engineers' Club.

--PHOTO BY BILL GARDINER

by Mike Burshtin

A large number of Philadelphia Chapter members and friends turned out to attend the December 9, 1988 meeting, which featured a program by Chapter Member Ken Murry of Mountville, PA on famed Pennsylvania Railroad Calendar Artist Grif Teller. We were fortunate to have Mr. Teller himself attend dinner and the program that evening as a special guest of the Chapter, along with one of his sons, John, who had not yet seen such a review of his father's work for the Pennsylvania. A record turnout of 43 participants at dinner that evening joined in a surprise 89th birthday celebration for Grif, the December meeting being his exact date of birth in 1899.

The lobby of the Engineers' Club was turned into a mini art gallery that evening as Ken Murry along with the writer and his wife Lynn displayed several original oils and calendars of not only PRR subjects but also of the landscapes which

are Grif's first love. Ken's program was an extensive review of the history of the PRR calendars from 1927 to 1961, with Grif leading up to a 1980 commemorative calendar in the style of the PRR originals, and a look at the extensive range of his other paintings done over the years for clients and friends. At the conclusion of the program Ken and Grif joined in the unveiling of an original oil painting by Grif of a PRR steam locomotive hard at work on the mainline. The Philadelphia Chapter, located in the headquarters city of the PRR, then presented Grif a special certificate of appreciation and several birthday gifts.

The following day, the Chapter arranged for the Tellers and Ken Murry to tour the Juniata Terminal Company, the North Philadelphia private car shop of Bennett and Eric Levin, long-time friends of Grif. Standing on the rear platform of the Levin's ex-Pennsylvania business car 120 brought back memories, for it was there at the dedication of the restored GG1 4935 on May 15, 1977 that Grif Teller was made an honorary member of NRHS.

Still blessed with good health and amazing energy for one of any age, Grif Teller continues to paint and has several years worth of commissioned works on his order list. He told one member during dinner that "I decided long ago not to retire, and just have been keeping too busy to notice the years go by," which seems to be excellent advice. In a note of thanks he sent to the Chapter shortly after the meeting, he noted that "I find that being 89 is really not too bad, and does have many benefits. Meeting new friends and seeing old ones is only one". The Philadelphia Chapter has been honored to present a tribute to a great friend of railroading.

During the meeting, copies of SEPTA's commemorative brochure on the rebuilding of 69th Street Terminal were provided to those present. These were furnished by Ron DeGraw.

**GRIF  
TELLER**  
173 FIRST AVENUE  
LITTLE FALLS, N.J.  
07424

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

ANNUAL MEMBERSHIP DUES: \$22.00 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.

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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.

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

# OUR MEETING:

FRIDAY, JANUARY 20, 1989

The Engineers' Club, 1317 Spruce St., Philadelphia, PA  
Dinner at 6:00 PM in the Club Dining Room (\$13 per person)  
Meeting at 7:30 PM in the Conference Room (3rd Floor)

On a cold January morning in 1969, history was being made in the predawn darkness as the first revenue train left Lindenwold, NJ on the new Port Authority Transit Corporation, better known as the Lindenwold Hi-Speed Line. On the occasion of the 20th anniversary of this highly successful operation, Member Russ Jackson will present a retrospective look at PATCO, with special emphasis on a behind-the-scenes review of the first years of operation. It all takes place at our January 20 meeting.

The evening will begin with our usual sit-down dinner in the Engineers' Club Dining Room, 1317 Spruce Street, downtown Philadelphia, at 6 PM (\$13 per person). MANDATORY ADVANCE RESERVATIONS MUST BE MADE ON OR BEFORE WEDNESDAY, JANUARY 18, 1989 to President Tatnall at 215-828-0706.

Make your New Year's resolution to attend every NRHS meeting in 1989, and enjoy Russ Jackson's look at two decades of PATCO. Please mark your calendars for the 1989 annual Ray Muller Slide Contest, which will be the program feature at our meeting on Friday, February 17, 1989.

## CANCELLATION ALERT

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting night, Chapter officers will make a decision in advance as to whether to hold the scheduled meeting. If in doubt, members should call 215-947-5769 for a recorded advisory on the meeting.

## TOUR OF AMTRAK CETC CENTER SET FOR JANUARY 25

Chapter members this month will have an opportunity to see Amtrak's newly-opened Centralized Electrification & Traffic Control (CETC) Center in action, as it oversees all operations on the busy Northeast Corridor between Wilmington, DE and Washington, DC.

The tour, scheduled for 6:30 PM on Wednesday, January 25 at 30th Street Station, will be open to Philadelphia Chapter members only, on a reservation basis. A maximum of 30 persons can be accommodated on the tour, which will be conducted by John F. Baesch, Amtrak general superintendent of transportation.

Visitors will view the CETC in operation, with its giant video model board spread across 60 feet of wall space depicting all tracks, trains and signals in the 110-mile controlled area. Four full-time dispatchers are responsible for segments of the multiple-track territory. In addition, members will view the adjacent System Operations Center, recently moved to 30th Street Station from Washington.

Reservations may be made by telephoning President Frank Tatnall between 7 and 10 PM, or contacting him at the January 20 Chapter meeting if space is still available. Each caller will be assigned a number, which should be written down and retained. Tour participants should assemble by the elevators in the southwest corridor of the station, opposite Mulligan's Restaurant, prior to 6:30 PM. The entire tour will last approximately 90 minutes.

# "FLEET OF MODERNISM"

In 1938 the Pennsylvania Railroad introduced a fleet of lightweight, streamlined passenger trains styled by famed Industrial Designer Raymond Loewy. The Pennsy called them the "Fleet of Modernism."

On Saturday, January 28, 1989 well known Rail Authors Peter Tilp and Karl Zimmermann will present a slide-lecture program on the conversion of PRR's passenger fleet. Place: Railroad Museum of Pennsylvania, Route 741, Strasburg. Time: 2 PM. Admission: \$3 adults, \$2 senior citizens, \$1.50 young persons age six to 17.

For more information, contact the Museum at P. O. Box 15, Strasburg, PA 17579-0015 (telephone 717-687-8628).



It's time to once again "talk turkey" and discuss Amtrak's Thanksgiving Holiday service. On Wednesday, November 23, I spent most of the day at Trenton observing the activity. However, age must be catching up with me, as I found I was unable to write down the car numbers on the Metroliner Service trains passing through the station at God knows what speed!

I think it proper we place this annual exercise in perspective. I've been watching these moves for more than 25 years now, and in the Pennsy years the railroad would throw as many cars into the fray as it could. In those days, however, PRR had a huge reserve of P70's and MU's to draw upon, not to mention literally hundreds of spare standard Pullmans. Freight diesels and electrics, equipped with steam generators, could be borrowed as needed (i.e., FP7's and GG1's).

The facts of today are that Amtrak, in re-equipping with new technology, simply could not afford to build and maintain the same kind of reserve which the Pennsy had built up over many years. All Amtrak can do is to operate trains in a way to put the equipment where it can best cover the anticipated loadings. Amtrak's only source of extra equipment are the various commuter authorities, but equipment is not always compatible, may not clear through strategic terminals or may simply just not be available. We should bear in mind that the commuter operations themselves have gone through a re-equipping and they generally don't have a reserve, either. Unfortunately, at least one authority refuses to lease equipment to Amtrak under any conditions.

When it comes to Thanksgiving, you must (and Amtrak does) keep on top of a fast-changing situation, both setting up a long-term strategy (as outlined in the special timetable) and in making short-term adjustments (adding trains on short notice to cope with changing conditions). On Wednesday, at least, trains did not run very long, but extra locomotive-hauled sections were laid on beginning about Noon on many trains.

As the day wore on, Maryland cars began to show up as early as Train 3140 (a MARC set with an Amcafe and trailing Sumitomo cab car 7750, properly pointed). SEPTA Silverliners first turned up on Train 2642, but mainly served as extras between Philadelphia and New York (remember, you place your limited resources where they can do the most good). Two additional MARC trains, formed of ex-Pennsy coaches and new cab cars (trailing) ran north of Baltimore—the only time the new cars were seen. Several MARC AEM-7's ran as well.

Some extra trains were operated on Thursday, Thanksgiving Day, but I didn't get a chance to observe.

Recording history will cause this observer to go to some lengths: Sunday morning, I borrowed one of my brother's cars, drove to Chestnut Hill East, walked to Chestnut Hill West, took the first bus and train to North Philadelphia station (first time I'd been there in years), and went on to Trenton and Newark via MU's. There, I ran into another railfan, Andy King, who I usually see on big holidays. We were able to cover each other's flanks and catch all of the action. Here's a summary of what we saw passing through Newark:

#### Westbound Corridor Trains

Train 183 - 7 cars (turned to 176 at Washington)  
 47 - 7 cars  
 \*89 - 13 cars, with 7 to Jacksonville, and 6 cut at Washington  
 187 - 7 cars (turned to 3186 at Washington)  
 2143 - 4 MU's (turned to 2140 at Philadelphia)  
 3143 - 6 cars (turned to 178 at Washington)  
 143 - 8 cars (6 cars to 178 at Washington)  
 135 - 7 cars (turned to 186 at Washington)  
 113 - 6 cars (turned to 122 at Washington)  
 6095 - 4 MU's  
 \*95 - 12 cars, with 5 to Newport News and 7 to 1148 at Washington  
 115 - 6 cars (turned to 124 at Washington)  
 2161 - 5 cars (turned to 3188 at Washington)  
 3161 - 4 MU's (turned to 2186 at Philadelphia)  
 \*161 - 14 cars (9 to 148 at Washington, 5 to 188 at Washington)  
 117 - 6 cars (turned to 126 at Washington)  
 85 - 6 cars (through to Richmond)  
 6085 - 4 MU's (turned to 1178 at Philadelphia)

\* - Trains marked with an asterisk were powered by doubleheaded AEM-7's.

(Continued on Page 4)

## ON THE SCENE (Continued from Page 3)

Westbound Corridor Trains (Continued)

1173 - 7 cars (turned to 90 at Washington)  
 6173 - 4 MU's (turned to 2148 at Philadelphia)  
 \*173 -14 cars (5 to 96 at Washington, 8 to 138 at Washington, hold the Amclub)  
 121 - 6 cars  
 185 - 8 cars  
 219 - 4 MU's  
 123 - 6 cars  
 217 - 4 MU's  
 4175 - 5 cars  
 6045 - 4 MU's  
 \*175 -14 cars (last 8 cars turned to 66 at Washington)  
 125 - 6 cars  
 45 - 7 cars  
 647 -10 cars  
 297 - 6 cars  
 129 - 6 cars  
 137 - 7 cars  
 \*177 -13 cars  
 6177 - 8 MU's  
 7177 - 6 cars  
 299 - 6 cars  
 229 - 8 cars  
 3167 - 7 cars  
 2167 - 8 MU's  
 \*167 -15 cars  
 4197 - 6 cars (Metroliner Service cars)  
 \*197 -14 cars  
 X-197 - 8 MU's  
 \* 67 -13 cars

* - Trains marked with an asterisk were powered by doubleheaded AEM-7's.
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Eastbound Corridor Trains

Train \*12 -14 cars (3 to 177 at Springfield, 6 to 167 at Boston)  
 206 - 8 MU's (4 to 2143, 4 to 217 at New York)  
 \*198 -14 cars (3 to 197 at Springfield, 9 turned at Boston)  
 \*4168 -12 cars (7 to 135, 5 to 2161 at New York)  
 168 -10 cars (3 to 67 at Boston)  
 6182 - 4 MU's (to 6095 at New York)  
 182 -11 cars (7 to 1173, 4 to another train at New York)  
 44 - Not observed - cars may have turned to Train 85 at New York)  
 4170 - 5 cars (to 4175 at New York)  
 \*170 -12 cars (4 to 167 at Springfield, 8 to Boston)  
 106 - 6 cars (to 117 at New York)  
 6086 - 4 MU's (to 6085 at New York)  
 1086 - 4 MU's (to Advance 161 at New York)  
 216 - 4 MU's (to 219 at New York)  
 86 - 9 cars (to 185 at New York)  
 \*174 -14 cars (all via Shore Line to Boston)  
 110 - 6 cars (to 121 at New York)  
 2140 - 4 MU's (to 6173 at New York)  
 140 - 7 cars  
 112 - 6 cars (to 123 at New York)  
 4094 - 5 cars  
 \*94 -13 cars (3 to Springfield, 10 to Boston)  
 114 - 6 cars (to 125 at New York)  
 642 -10 cars  
 1642 - 4 MU's (to 6045 at New York)  
 \*176 -12 cars (3 to Springfield, 10 to Boston)  
 118 - 4 cars (to 129 at New York)  
 1178 - 4 MU's (to 6647 at New York)  
 \*178 -13 cars (4 to Springfield, 9 to Boston)  
 6176 - 4 MU's (to 6177 at New York)  
 294 - 6 cars  
 6186 - 4 MU's (to X-197)  
 3186 - 7 cars  
 122 - 6 cars (to 4197 at New York)  
 1148 - 8 cars (7 to 229 at New York)  
 148 - 9 cars  
 129 - 6 cars  
 2188 - 4 MU's (to 2167 at New York)  
 3188 - 5 cars

(Continued on Page 5)

## ON THE SCENE (Continued from Page 4)

Eastbound Corridor Trains (Continued)

1246 - 4 MU's (to X-197)  
 246 - 7 cars  
 188 - 5 cars  
 186 - 7 cars (to 3167 at New York)  
 126 - 6 cars  
 \*90 -14 cars (8 from Jacksonville)  
 138 - 8 cars  
 \*96 -14 cars (6 from Newport News)  
 \*66 -14 cars

\* - Trains marked with an asterisk were powered by doubleheaded AEM-7's.

Through trains using AEM-7's were 50 and 51 and those using E60's were 81, 19, 41 (engine off of 88), 87, 20, 40 (two E60's) and 82.

This massive undertaking required the use of over 200 Amfleet cars, 26 Congressional (Clocker) coaches, 20 borrowed Amfleet II's (including a lounge) and seven Heritage leg-rest coaches. Locomotives included MARC AEM-7's #4900, 4902 and 4903 and new Amtrak AEM-7's 947-950 were also noted. Three MBTA push-pull sets ran between New Haven and Boston, totalling 24 cars, covering Trains 4173 (to 4170 at New Haven), 4175 (to 674 at New Haven, running via Springfield in lieu of cars from 174), and 3177 (to 4178 at New Haven).

Amtrak did run advance sections of Trains 47 and 246 between Philadelphia and Harrisburg, utilizing Clocker coaches. Of the three regular trainsets on the route, one was powered by an E60 and 4 Clocker coaches, two had F40's and a total of seven Capitliners (ten still survive).

Elsewhere on the Amtrak system over Thanksgiving, it was noted that Empire Service received its third rebuilt RTG II Turbo set just in time for the holiday. Several extra sections were noted on this route, including an Advance 65 to Syracuse, an Advance 64 and two different Advance 62's. Amfleet equipment ran on Trains 65, 37 and 62 besides the Toronto and Montreal trains. Some Amcoaches were borrowed from the Corridor and 44 were noted in service.

In the Midwest, Chicago used at least 63 Amfleet cars and backed them up with borrowed cars: Train 304 from Kansas City to Chicago had 5 Superliners, as did 305 from Chicago to St. Louis. Train 366 (Chicago-Toronto) operated with 6 VIA LRC's, and Train 334 used four Metra gallery cars from Chicago to Milwaukee. Four Amtrak bi-levels were found on Trains 350 and 355 between Chicago and Detroit, and Train 352 included two Heritage coaches. Trains 391 and 347 drew two F40's.

In the West, the two San Joaquin trainsets each ran eight cars while five extra Superliners were added between Seattle and Portland. The San Diegans used 41 of the 42 cars assigned; only one cab car was missing.

Thanksgiving, 1989 should find 50 new Bombardier coaches (and cafes) on hand, and they will provide much-needed additional capacity. In addition, Amtrak has embarked on an enhanced program to repair wreck-damaged cars. Nevertheless, next year's program will continue to tax Amtrak's equipment and personnel to the limit as Thanksgivings have through the years. It was quite a show.

The Bombardier cars should begin to arrive in March. Numbers are expected to be 53000's for cafes and 54000's for coaches. Production is scheduled at two cars per week with the order for the first 50 cars to be completed in September. Scheduling is not known at present for the second group of 50 cars. Also apparently under consideration are plans to acquire an additional group of Material Handling Cars.

Amfleet I coach 21046 was seen over Thanksgiving still soldiering on in the long-obsolete "cigar band" livery. The car isn't due for an overhaul until next fall, so members have several months to get a photo of this somewhat bedraggled-looking Amcoach. It also appears that several Amfleet cars have been reconfigured but not renumbered recently. Coach 21881 is an 84-seat car now, but was not renumbered to 21280. Similarly, 21921 lost its dressing room, and now seats 68 instead of 60 passengers.

In motive power news, the eight former GO Transit GP40TC's will be coming into service over the next few months, with one unit expected out every three weeks. They will be numbered 192-199. New AEM-7 #951 was noted at Christmas, and sisters 952 and 953 were expected by New Year's to complete the seven-unit order. The last active Amtrak E60 in the old "cigar band" scheme was 953, but has recently been repainted and, of course, renumbered to 621 to allow the slot opening for the new AEM-7. At least 15 earlier AEM-7 and E60 locomotives have been retrofitted with the red pantographs which adorn new AEM-7's 947-953.

Amtrak has reconfigured "Zoo's" eastern sector to permit westbound trains to have a straight shot from Track 3 to the River Line connection, eliminating the need for an Amtrak crossover move.

As this was written, I had seen only the January 15, 1989 Corridor schedules, and the changes in them are limited, with these worth noting: The Palmetto runs an hour earlier southbound and an hour later north to better accommodate the lengthened route to Jacksonville, FL. The 7:20 PM train north from Washington is now

## ON THE SCENE (Continued from Page 5)

Sunday only since the Palmetto does operate daily one hour later. Train 138 will run Fridays as well as Sundays as a relief train for the Palmetto. Train 216 (Sunday-only 10:55 AM Clocker) is rescheduled as Train 244 (1:00 PM Sundays). East Greenwich, RI has been discontinued as a stop, and no mention is made in the Corridor schedule of any Montrealer restoration.

A Union Pacific dome-lounge has gone full circle and has returned to Omaha for rebuilding as a company service car. Car 9005 had served time on Auto-Train and subsequent private operation. Norfolk Southern, meanwhile, has sold its four FP7's (3496-3499), with two going to a Kentucky dinner train operation and two to the Atlanta-based New Georgia Railroad. F units may still be found on the Chicago & North Western and CSX, plus FL9's operating on Amtrak and Metro-North.

In some commuter rail notes, ten cars is generally the limit for commuter MU's, but several trains on the Long Island, Metro-North and NJ Transit exceed this limit. Only one train into Grand Central Terminal, however, appears booked for 12 cars -- train #1327 due at 8:32 AM from the New Haven Line. Metro-North still fields four Budd RDC's on the former New Haven Line. Cars 11, 47, 60 and 63 have been noted, with the 11 and 60 actually in service. Connecticut DOT Budd SPV-2000's 988, 989 and 992 are being overhauled for return to active service.

On the Long Island Rail Road, we'll note (a bit late) for the record that LI used its 11 rebuilt parlor cars on peak summer Fridays as follows: 9:27 AM train from Jamaica (1 car), 2:29 PM from Jamaica (1), 4:27 PM from Jamaica (6) and 6:10 PM from Jamaica (3). Car 2000-Morris Park ran on the 7:05 PM train. The latter train was the only one consisting of 2900-series cars with individual power units, with the others using 2800-series converted MU's as coaches, requiring a 600-series power car or an MP15.

As readers may know, I am now residing and working in Binghamton, NY. While freight traffic through this city remains at significant levels (Conrail, Susquehanna/D&H), passenger service ended in January, 1970 with the final runs of Erie Lackawanna's Lake Cities. The hardy rider could rise early to leave at 4:30 AM for Hoboken via Scranton; the return trip arrived at 11:20 PM. A sleeper (for Youngstown) and diner-lounge were provided.

Next month, too, we note the 50th anniversary of the former Seaboard Silver Meteor, which began service on February 2, 1939. SAL had at that time only recently acquired three-unit EMD E4 diesels on its heavy-weight, all-Pullman Orange Blossom Special; it now added a single seven-car Budd streamliner, pulled by one E4. The train ran once every three days, alternating between Miami and St. Petersburg. What I found interesting was the number of stops the train made along the Pennsy -- including Elizabeth, New Brunswick and Chester!

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### AMTRAK TO BEGIN \$75-MILLION RENOVATION OF 30TH STREET STATION

Amtrak on December 1 formally unveiled its plans for the redevelopment of 30th Street Station in Philadelphia (see April 1988 Cinders). Over the next 27 months nearly \$75 million in public and private funds will be spent to refurbish the classic block-square station, which handles 3.5 million Amtrak passengers and almost four million SEPTA commuters each year.

Officially opened by the Pennsylvania Railroad on December 15, 1933, 30th Street was designed to replace not only the old West Philadelphia station but also Broad Street Station in center city. Not until Old Broad Street was finally closed on April 27, 1952, however, did 30th Street assume its role as Philadelphia's main railroad terminal. Over the years the magnificent building has lost none of its grandeur but has suffered interior neglect as its succession of owners--PRR, Penn Central and Amtrak--found themselves hard-pressed for funds.

Many improvements are planned in the current project. These include a complete renovation of the main concourse with its 95-foot-high ceiling, refurbishing of the five upper floors of offices, installation of restaurant and retail space in the now-unused south concourse and a 450-car parking garage in the old subterranean mail-handling area. Airport-style baggage carousels and a lounge for first-class passengers will be placed on the north side of the concourse and the waiting area extended into the space now occupied by Artist Red Grooms' "Philadelphia Cornucopia" display.

Amtrak has teamed with 30th Street Limited, a development partnership which has leased the building; the Gerald D. Hines Interests of Houston, TX which is managing the project; and the George Hyman Construction Company of Washington, DC which has been awarded the construction contract. When the project is completed Amtrak will move about 1,000 of its employees from the 2000 Market Street Building and elsewhere into the station's newly-renovated office space.

SEPTA commuters have not been forgotten by the developers, who intend to rebuild the shabby Upper Level platforms and canopies which have seriously deteriorated over the years. Last summer SEPTA replaced the six Upper Level tracks for the first time since the station was opened.

A final impressive touch will be the cleaning and landscaping of the exterior of the building, noted for its soaring Corinthian columns, along with new street construction and parking areas. Dramatic exterior lighting is planned which, in the words of an Inquirer writer, "promises to make the station as handsome at night as the Philadelphia Museum of Art."

## Crane Retires at Conrail; Sanborn Named as Chairman



Conrail inspection train passes the new "Ford" interlocking on SEPTA in Norristown, enroute to Morrisville and Trenton December 28. The train was operated as a farewell tour for retiring Conrail Chairman L. Stanley Crane, three days before his retirement.

--PHOTO BY FRANK TATNALL

L. Stanley Crane formally retired as chairman and chief executive officer of Conrail on December 31, after eight remarkable years at the helm of the once-troubled system. During that period he led Conrail out of the financial wilderness and into prosperity as the major rail carrier in the nation's most populous region.

In the first five years after its creation in 1976 from the ashes of six bankrupt railroads, Conrail piled up total losses of \$1.5 billion. But by 1987 its net income for the year reached \$299 million, even after the payment of all taxes in its new role as a private company.

The 73-year-old Crane is succeeded by Richard D. Sanborn, 52, who was hired away from CSX Distribution Services last March to become Conrail's president and heir-apparent to the top position. Effective January 1, Sanborn took command as chairman, president and CEO.

In retiring as chairman and resigning from the Conrail board of directors, Mr. Crane has climaxed a brilliant 51-year career in the railroad industry, much of which was spent with the Southern Railway where he retired as chairman in 1980. His name has become almost legendary in financial and industry circles for the miraculous turnaround he engineered at Conrail, which eight years ago was considered a hopeless case by the Reagan Administration. Quickly heading off government efforts to liquidate the company and sell its lines to other carriers, Mr. Crane persuaded unionized employees to defer wage increases and convinced Congress to pass the Northeast Rail Service Act which allowed Conrail to drop its burdensome passenger operations and rapidly abandon unprofitable lines.

In 1981 Conrail managed to turn a small profit and, under Mr. Crane's leadership, this grew rapidly in succeeding years as the company took full advantage of the regulatory freedoms granted by the Staggers Rail Act of 1980. Ironically, Conrail's evolution into a financially sound enterprise led the Department of Transportation to seek a buyer for the government's 85-percent stake in the company, despite Mr. Crane's protests that it should remain independent. After a bitter fight in Washington, Congress failed to approve the DOT's proposal that Norfolk Southern purchase Conrail, and Mr. Crane's plan to take the company public was later adopted. In 1987 the government sold its interest for \$1.6 billion in the largest public stock offering in U.S. history.

As a farewell gesture to its retiring chairman, Conrail operated an office car special around the Philadelphia area on December 28 (see photo) with top company officers and the inspection train staff on board. Their purpose was to honor the man who, in the words of *Modern Railroads Magazine*, gave Conrail "knowledgeable, dedicated and inspirational leadership for eight years...." Mr. Crane, however, does not intend to retire from the railroad industry. He has opened a consulting office in the Suburban Station Building, just across the street from Conrail headquarters.

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### CONVENTION REFUNDS REPORTEDLY COMPLETED LAST MONTH

Representatives of Tri-State Chapter told the NRHS board of directors at its November 13 meeting in Miami, FL that all refunds for 1988 convention cancellations would be in the mail by early December. The Tri-Staters also revealed that the Chapter's deficit for the much-maligned convention would approach \$35,000.

Later reports indicate that all refunds--or at least all refunds considered valid--were completed during December.

In other business at Miami, the chapters elected vice presidents for the 19 newly-drawn regions of NRHS. Philadelphia Chapter's Larry Eastwood was re-elected vice president of the Eastern Region without opposition. Five new chapters based in Battle Ground, WA; Fort Lauderdale, FL; Grand Island, NE; Harrisonburg, VA and Paris, KY were admitted to the Society.

The 1990 national convention was awarded to the St. Louis Chapter for an early gathering on June 14-17 of that year. C. P. Huntington Chapter has placed a bid for the 1991 convention to be headquartered in Huntington, WV and Chicago Chapter is seeking the 1993 convention. (No bidder for 1992 has yet appeared.) A report was presented on plans for the July 1989 convention to be held in Asheville, NC.

Attending the Miami meeting for Philadelphia Chapter were President Frank Tatnall, National Director Peter M. Seninand Regional VP Larry Eastwood:

# PHILADELPHIA



## FRANK G. TATNALL, JR.

After many delays SEPTA activated its Frazer maintenance shop on December 5, transferring all seven of its push-pull trainsets to that location. Effective the same date, four trains began operating out of Frazer via AMTRAK's rebuilt #2 track to Thorndale--the only existing rail access to the new \$16.5-million shop complex in Chester County. Then, concurrently with a general timetable change on December 12, six of the five Bombardier trains were placed in regular service on Route R5 (with an R7 sidetrip to Chestnut Hill East). The assignments by train number are:

- Set 1 - D5003/7524/D7007/9008/D6009 (Powelton) 6576 (Doylestown)
- Set 2 - D5005/7528/D7009/9010 (Wayne) 9565/D5013/D5014 (Frazer)
- Set 3 - D5007/9530 (Roberts) 9559/D5004 (Frazer)
- Set 4 - D5009/7532 (Suburban Station) 7563/D5006 (Frazer)
- Set 5 - D5011/7538 (Suburban Station) 7555/D5002 (Frazer)
- Set 6 - (Doylestown) 511/9014/D6015 (Powelton) 6754/8571/D5008 (Frazer)

The midpoint shown above is the daytime layover location and the last point for each train is the overnight location. "D" means deadhead run (no passengers). The above cycles return each trainset to the Frazer shop every night or second night for maintenance by Bombardier Corp. technicians.

SEPTA issued new timetables effective December 11 for Routes R2-Warminster and R5-Lansdale/Doylestown, and new folders for Temple U station and Jenkintown/Glenside. In addition, new timetables showing October 30 dates for R1-West Trenton, R3-Media/Elwyn, R5-Paoli/Downingtown and R6-Norristown/Cynwyd actually became effective December 11, while R7 and R8 timetables dated October 16 remained in effect. The October 30 folders had been printed earlier with the intention of making the Frazer-related changes on that date, but unexplained delays at Frazer caused the date to slip. Through service was restored December 12 between Norristown and Cynwyd on R6 and on the same date trains again began operating on the R2 Warminster Line after a three-month shutdown for track and signal rebuilding.....Average daily ridership on Regional Rail reached

96,000 last month, close to the longtime goal of 100,000.



With the appearance of six "Bomb" trains in daily service, one of the three sets of vintage Reading Blues was withdrawn last month. This is the set that had been running as Chestnut Hill East trains 6711/6756. By the end of the year car #9135--last in Reading blue and white paint--was stored along with three others that had not received rebuilt trucks in the upgrading program of two years ago. Blues, however, soldier on in spite of the new cars, still operating on Media/Elwyn trains 9304/9363 and Paoli trains 9536/9565 in sets of six cars each.....Four of the five remaining Budd Pioneer III cars are sidelined--perhaps permanently--for major electrical malfunctions. Consideration may be given to converting them into non-powered push-pull cars, as NJ TRANSIT did with its early Jersey Arrow I's.

SEPTA plans a special invitation-only inaugural trip for its revived Wilmington commuter service, due to begin on January 16. The special will leave Suburban Station at 9:30 AM on Thursday, January 12, arriving Wilmington station at 10:05 AM. A Bombardier push-pull set will be used even though this equipment will not be assigned to the Wilmington service. The extension of R2 Marcus Hook trains will involve 27 rush-hour schedules each weekday, partially funded by Delaware DOT.

The new "Ford" interlocking at Ford Street, Norristown, was placed in service on December 17. Paid for by CONRAIL, the remote-controlled switch will speed the movement of freight trains between the former Pennsy Trenton Cut-Off at Earnest yard and the former Reading mainline at "Norris," a distance of two miles via SEPTA's Norristown Line. The inspection train pictured on page 7 is passing "Ford" on December 28.....SEPTA aired radio commercials for its underused Airport Line during December. Philadelphia International Airport handled more than 15 million passengers in 1987, but most of them don't know that convenient rail service exists to center city.....SEPTA has officially changed the name of Jenkintown station to Jenkintown-Wyncote, as it was known for many years under Reading Company management.

SEPTA's Regional Rail system suffered a number of operational problems last month. About 6 AM on December 15 deadhead train 9800 enroute to Fox Chase tore down about eight spans of overhead wire at Cheltenham. R8 passengers were bused and CONRAIL train TV-171 was delayed for six hours. Then at 5:43 PM December 20 train 0648 struck and killed a 69-year-old man walking the track at Ford Street, Norristown. Again, buses were pressed into service and Conrail train PIMO9 was forced to detour. During the mid-morning period of December 22 commuter service was disrupted when a train pulled down overhead wires at Melrose Park. Shuttle buses were used until power was restored an hour and a half later. Finally, a violent wind and rainstorm on the afternoon of December 28 knocked out rush-hour service for thousands of passengers on the R1, R2, R5, R8 and Airport Lines. About 4 PM tree limbs were blown onto catenary wires on the Airport Line and at Bethayres on the R1 West Trenton Line

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and soon all power was lost from Newtown Junction north. Most service was restored by 7:15 PM after some trains had sat motionless for more than two hours (#6370 was held on Cheltenham Hills siding at Jenkintown for three hours). Then a tree fell onto the wires at Washington Lane station on the Chestnut Hill East Line, halting service until 6 the next morning.

A Federal judge in late November dismissed the personal injury claims of 39 Paoli residents who said that they or deceased relatives had suffered from exposure to toxic PCB chemicals seeping from SEPTA's electric shop area in Paoli. Judge Robert F. Kelly in Philadelphia said there was no conclusive scientific evidence that PCB's pose serious health risks.....SEPTA has advertised for bids to replace the worn catenary on the ex-Pennsy Chestnut Hill West Line. This is the last of the original wire installed in 1918.....SEPTA is considering the replacement of its signal system on the lightly-used Ivy Ridge Line.....SEPTA's Silverliner upgrading program is about one-quarter finished, as Morrison Knudsen last month completed work on the tenth of 38 Silverliner II's and III's to be overhauled at its Hornell, NY shop.

Late in December a Federal appeals court upheld the constitutionality of SEPTA's proposed random drug and alcohol testing program. Circuit Judge Dolores K. Sloviter said in the court's 31-page opinion that the interests of public safety outweighed the privacy rights of workers in safety-sensitive jobs. The decision came in a suit filed by Transport Workers Union Local 234 and several railroad unions after SEPTA announced the policy in 1987. An injunction against the testing of rail workers, however, was left intact to allow continued negotiations under the Railway Labor Act.....The Inquirer on December 18 published a story revealing that dozens of homeless people have taken up residence in the subterranean tunnels beneath Suburban Station, some of them enjoying lights, electricity and running water in former maintenance rooms.



Though it faces a number of major issues, SEPTA has recently received front-page publicity about a more dramatic subject: a stolen bus. About 6AM on January 3 a man walked into Frankford depot, climbed into an unsecured bus and drove away. As police pursued the speeding bus through Northeast Philadelphia, Lower Bucks County and eastern Montgomery County, the driver careened onto Red Lion Road, crashed into at least 19 automobiles and finally rammed the bus into a large black walnut tree at Red Lion Road and Huntingdon Pike. Fifteen people were injured in the rampage and the driver, an apparently deranged 35-year-old man from Croydon, Bucks County, was arrested and charged with a long list of offenses. He too was injured in the crash and wounded by police bullets. Editor Larry Eastwood, who lives near the crash scene in Huntingdon Valley, took numerous photos of the remains of 1982-model Neoplan bus #8440, which suffered extensive damages in the bizarre incident. The theft of the bus again called into question SEPTA's security practices at Frankford and other unfenced depots. The January 3 joyride, however, was apparently unrelated to the theft of another Neoplan bus from the Victory Avenue garage in Upper Darby three days earlier, in which a man drove the bus into the Overbrook section of Philadelphia and smashed into at least 20 parked cars before abandoning the vehicle. No one was injured but the thief escaped.

SEPTA's board last month approved a plan by General Manager Louis J. Gambaccini to stretch out the \$650-million rebuilding of the Frankford Elevated over an indefinite period beyond the originally scheduled 1993 completion date. The project to rebuild 5.4 miles of the 66-year-old el has run into severe cost overruns, and this plan is seen as a way to prevent tying up all of SEPTA's capital funding in this single project during the next four years. Only one section in the vicinity of Berks Street station has been redecked since work began last March, and the project has been suspended for the winter. Gambaccini's plan has now been approved by the U.S. Urban Mass Transportation Administration and City Council approval is also expected. The el carries about 98,000 riders each weekday, as part of the City's busiest mass transit route.

Historic PCC car #2054 has been moved from Luzerne to Callowhill depot, repaired and taken out on a New Year's Eve charter. Several years ago the City secured a commitment from SEPTA to preserve the 1940-vintage car as an operating relic, the last prewar PCC still owned by a major U.S. transit system.....Trolley service was restored to Route 15-Girard Avenue on December 4, utilizing an unusual detour route to avoid the soon-to-be-replaced bridge at Girard & Belmont Avenues. New switches were installed at 40th & Lancaster, 41st & Lancaster and at 40th & Girard, to permit the Route 15 cars to operate on the disused track along 40th and 41st Streets, Ogden Street and the Route 10 track on Lancaster Avenue. PCC's will now intermingle with Kawasaki cars on Lancaster for the duration of the two-year bridge project.....Route 56 is being bused for two months.

SEPTA expects to complete work on its new five-county transit map by next month. It's not yet certain when the map--similar in format to the present Philadelphia map--will be available to the public..... SEPTA has issued a color folder entitled "After the ribbons are cut," describing the long-term deterioration of its physical facilities.....In mid-December police evicted a group of homeless people who had set up a collection of cardboard shanties in the Broad Street subway concourse near the south end at Spruce Street.....A homeless man who may have been living between subway stations in South Philadelphia was struck and killed by a Broad Street subway train December 26 near the Snyder Avenue station.....A 23-year-old man was killed when he was run over by a Market-Frankford train as it approached the 40th Street station on December 27.....A woman was seriously injured when an escaped mental patient pushed her in front of a subway train as she waited to board at the 40th Street station last month. The assailant was captured by another passenger and then arrested by an off-duty police officer.

SEPTA has hired a new deputy general manager, Howard H. Roberts, Jr., 49. The Bucks County resident, formerly a vice president at Citibank of New York and a VP of the NEW YORK CITY TRANSIT AUTHORITY, is expected to take day-to-day command of SEPTA under General Manager Gambaccini. He also will be placed in charge of

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SEPTA's labor relations, including negotiations with TWU Local 234 whose current contract expires on March 15. Roberts, who will earn \$135,000 a year at SEPTA, is a 1961 graduate of West Point and has a masters degree in civil engineering from Princeton University. He was a full colonel in the Army Corps of Engineers.

SEPTA's 57-year-old Brill Bullet cars are sporting a new look. The old P&W cars--still in daily service--have been equipped with sealed-beam headlights as a safety measure.....Strafford car #162, dating from 1927 and still in P&W red, has been returned to active service, one of only two operational 160's..... New pedestrian overhead bridges have been completed at the Bryn Mawr and Villanova P&W stations.....April 1989 is the date now set for opening of the new Norristown Transportation Center.

SEPTA has awarded more than \$13 million in construction contracts to extend the Broad Street subway express tracks from Erie Avenue to Olney Avenue. Work is set to begin next summer for completion by the summer of 1990, when bridge repair work may force the closure of the Regional Rail mainline in North Philadelphia and divert thousands of additional passengers to the Broad Street subway at Fern Rock. Meanwhile, the Daily News reported that the Broad Street trackwork will cost \$2.5 million more than originally thought because of an estimating error by an engineering consulting firm, T. K. Dyer, Inc.....A ten-month review of SEPTA's contracting policies, conducted by UMTA at the request of Congressman William H. Gray III of Philadelphia, has found a number of deficiencies in SEPTA cost estimates and award procedures. But UMTA found no evidence that Federal funds had been misspent by SEPTA, which last year awarded more than \$350 million in contracts.

Claims filed against SEPTA by persons who said they were injured in transit-related accidents have fallen by 19 percent over the last five months, the Inquirer reported. This period coincides with publicity about SEPTA's crackdown on fraudulent lawsuits, including the case of six people indicted in September by a Federal grand jury for falsely claiming injuries in a 1984 Route 23 trolley accident.....A suit by nine black ex-SEPTA employees, who claim that racial discrimination was involved in their dismissals, has been granted class action status in U.S. District Court. The case could now affect about 900 former employees who have been fired since June 1978.....The Senate last fall defeated a bill by New York Senator Alfonse D'Amato which would have allowed taxpayers to deduct a larger amount of public transit fares provided by their employers. Tax deductions are now allowed on the full value of parking space provided by employers (Rail Travel News)..... SEPTA has issued a folder describing what is meant by its various levels of winter storm alerts. The most serious is "Level Three" in which there is a full snow emergency requiring service curtailments or cancellations.



AMTRAK will operate a special Metroliner train on January 12 from New York to Washington to mark the 20th anniversary of Metroliner service. (The service was actually begun by the Penn Central on January 16, 1969 using the self-propelled Budd-built cars now known as Capitliners.) Numerous government and Amtrak officials, past and present, have been invited, along with employees who helped get the project started. Amtrak has also issued a public call for passengers who rode the first train--if they can establish that fact they too will be guests on board the special and at a luncheon in Washington. The train will leave New York at 8:30 AM, Philadelphia at 9:38, Wilmington at 10, arriving in Washington at 11:20, and will be made up of an AEM-7 locomotive, four spotless Metroliner Amfleet coaches, a full club and a dinette car. The SEPTA push-pull special noted above is due into Wilmington just five minutes after the 20th anniversary Metroliner.

A doubleheaded steam special is due to run from Leaman Place to Harrisburg, PA on January 16 for the filming of a TV commercial at the Harrisburg station. Made up of 4-4-2 #7002 and 4-4-0 #1223, owned by the Railroad Museum of Pennsylvania, and eight coaches (mostly STRASBURG-owned), the train will operate via AMTRAK's mainline in both directions. The westbound trip will probably be after dark, but the eastbound run is scheduled to leave Harrisburg at 8:30 AM January 20.....AMTRAK operated a three-car special from Washington to Wilmington and Philadelphia on December 3, chartered as a benefit for the National Symphony Orchestra. The AEM-7-powered train had NORFOLK SOUTHERN's Buena Vista glass-end inspection car and two CSX office cars..... The two Army-Navy Game special trains operated from Washington to South Philadelphia and return as scheduled, also on December 3.

AMTRAK is planning to extend its Centralized Electrification & Traffic Control system northward from Wilmington to Philadelphia by the end of this year. CETC dispatchers based in 30th Street Station already control the Northeast Corridor from Wilmington south....."Hook" tower at Marcus Hook may be closed by next month, its switches to be remotely controlled from "Bell" tower just north of Wilmington. The interlocking at "Bell" has recently been reconfigured to simplify the connection to CONRAIL's Shellpot running track into Edge Moor yard, resulting in little activity for the operator there. "Bell," however is a more modern installation than "Hook," the scene last winter of a serious train accident caused by an operator's failure to close a track which was out of service for repairs. In a report released this month, the National Transportation Safety Board cited drug impairment by the employee, who has since resigned, as a primary cause of the accident, but NTSB also faulted Amtrak failing to provide backup safety equipment at the tower and failure to monitor the operator's job performance. The January 29 accident just north of Marcus Hook, which injured 25 and caused more than \$3 million in damage, occurred when northbound train #66 collided with a self-propelled track machine.

AMTRAK is now saying that it will begin regular service to Atlantic City on May 21, 1989, when summer schedules go into effect. Amtrak has leased CONRAIL's #2 track from "Shore" tower at Frankford Junction to "Jordan" switch in Pennsauken which, after rebuilding, will allow the Atlantic City trains a route unimpeded by freight trains.....AMTRAK's new winter timetables have been issued effective January 15.....AMTRAK increased most of its fares on December 1 (Amtrak Newsbreak).....President W. Graham Claytor, Jr. of AMTRAK

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has been named "Railroader of the Year" for 1988 by Modern Railroads Magazine.....Samuel K. Skinner, chairman of Chicago's Regional Transportation Authority, has been named Secretary of Transportation by President-elect Bush.....NTSB has urged AMTRAK to speed up the installation of emergency escape windows in all sleeping compartments and passenger car hallways, after an investigation of the derailment of the Empire Builder on BURLINGTON NORTHERN last year (UTU News).....NARP is asking AMTRAK to extend the New York-Pittsburgh Pennsylvanian service to Cleveland, a move which would require no additional trainsets.....Recently-acquired GP40TC locomotives, formerly GO TRANSIT 500-507, have been renumbered AMTRAK 192-199, and the first are in service out of Chicago.....Narragansett Newsletter reports that F40PH #203 assigned to New Haven is still wearing the old "Phase II" AMTRAK paint scheme.

AMTRAK reportedly intends to convert its Northeast Corridor signal system to the color position type. A test installation is being made in the southward distant signals to "Prince" interlocking, Principio, MD, apparently in response to a government safety recommendation.....AMTRAK's computer-operated CETC control system suffered a massive failure on December 14, blacking out signals and rendering switches inoperable for the entire distance between Wilmington and Washington. The system was "frozen" from 7:18 to 8:30 AM, resulting in delays to 17 Amtrak and MARC trains.....CONRAIL's new Locomotive Speed Limiter (see December Cinders) is now being applied to 100 freight units for operation on the Northeast Corridor. The automatic train control device, installation of which is mandated by a Federal Railroad Administration order, works in connection with the cab signal system. The most favorable cab signal on the Corridor ("clear") imposes a speed limit of 50 mph on lead locomotives equipped with the LSL.



CONRAIL Chairman L. Stanley Crane retired on December 31 after eight years of accomplishments highlighted by the company's surge into profitability and its sale to the public instead of NORFOLK SOUTHERN (see story on page 7). At a dinner to honor the 73-year-old Crane on January 4, Conrail's new chairman, president and CEO, Richard D. Sanborn, announced that the railroad would provide a \$1-million endowment to establish the L. Stanley Crane Professorship of Engineering at George Washington University, Washington, DC, where Crane graduated with an engineering degree in 1938. He is now vice chairman of the University's board of trustees.

CONRAIL completed two track projects in the Philadelphia area last month. The first was the "Ford" interlocking at Norristown which will allow more east-west freight trains to use the former Reading mainline, then switch to the ex-Pennsy Morrisville Line by means of SEPTA's route through Norristown. This will mean fewer trains on the old Trenton Cut-Off between Earnest yard at Norristown and Thorndale yard near Coatesville. The other improvement is the Midvale connection in North Philadelphia, which allows freight crews to switch the Budd auto parts plant along SEPTA's Chestnut Hill West Line from a new connection to the Trenton Line (ex-Reading Richmond branch), avoiding use of AMTRAK's busy Northeast Corridor to reach Budd. A farewell inspection train for Chairman Crane on December 28 operated over the Midvale connection, then later via the "Ford" connection and Norristown running track enroute to Trenton. That train consisted of E8A #4020, sleeper #8, conference car #12 and theater inspection car #9.

CONRAIL's new field operations organization took effect on January 1, which streamlined the system from three regions and 13 divisions into six large divisions. These include the Philadelphia Division headquartered here and the Harrisburg Division at that location. Conrail said about 200 jobs would be eliminated in the reorganization. Each of the new divisions will issue its own loose-leaf operating timetable, with Harrisburg's already in print effective January 15 covering the former Harrisburg and Allegheny Divisions.

In a year-end review CONRAIL reported that it is estimating increases of more than six percent in freight volume and seven percent in revenues for 1988 versus 1987. The nation's strong economy contributed to the company's performance, Chairman L. Stanley Crane said, which allowed the investment of nearly \$570 million in capital projects during 1988 (including \$295 million in track projects). Conrail reported \$299 million in net income for 1987 and will announce 1988 results late this month.....Among last year's track improvements was the \$8.4-million upgrading of eight lines in New Jersey. The Amboy secondary track between Monmouth Junction and South Amboy received \$2.1 million worth of new rail, ties and surfacing.....CONRAIL said last month that it handled its one millionth revenue intermodal shipment for 1988 on November 25, more than two weeks earlier than in the previous year. Conrail is the only U.S. railroad to handle more than a million trailers and containers in a single year.

The derailment of CONRAIL train ROENIX near Harrisburg passenger station on December 2 blocked the railroad for nearly 24 hours and caused a number of freight train reroutings. At least three trains were diverted through Reading to Philadelphia, then west on AMTRAK's Harrisburg mainline via Paoli, bypassing the wreck scene by operating directly through Harrisburg station. An Amtrak bulletin order had imposed a speed limit of 15 mph on freight trains between "Zoo" and "Glen," west of Paoli, but this restriction was lifted to accommodate the trains.....BLUE MOUNTAIN & READING 4-8-4 #2102 headed a 12-car excursion from Temple, PA to Norristown and return on December 3 via CONRAIL and SEPTA. It is not known whether BM&R plans to operate any excursions beyond its own line in 1989.

Sale of 25.4 miles of CONRAIL's Shamokin secondary track to the SEDA-COG Joint Rail Authority was completed last month after a \$1.3-million State appropriation was approved. The ex-Reading track extends from Mount Carmel Junction, PA to "CP-SF" at Sunbury, and is now operated by the Shamokin Valley Railway with ex-

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Conrail SW1200 #12 leased from PANTHER VALLEY RAILROAD. The SV is operated by the NORTH SHORE RAILROAD of nearby Northumberland, which runs another SEDA-COG line of former Lackawanna ownership. North Shore is also negotiating to take over operation of the WEST SHORE RAILROAD made up of ex-Reading and Pennsy branches in the Lewisburg area (Wayne Laepple).

CONRAIL's newest office car, the former NORFOLK & WESTERN #100 Pocahontas, has been repainted into dark green at Altoona shops and renamed Boston. It is being rebuilt at Reading shop.....CONRAIL GP30 #2241 was spotted on the head end of a coal train with two NORFOLK SOUTHERN units passing through Philadelphia on December 10. The recently reactivated GP30 had apparently been given a fresh blue paint job to cover its Penn Central black, but had not received the customary Conrail logos.....The Daily News on December 27 carried a story that several former CONRAIL dispatchers who worked at Philadelphia Division headquarters on North Delaware Avenue have filed suit claiming that they suffer from job-related stress which forced them to leave their jobs.

NJ TRANSIT plans to build a new rail station and bus maintenance facility along the Northeast Corridor in Hamilton Township adjacent to I-295, six miles east of Trenton (NJT Inside Track).....NJT has placed a \$7.2-million order with Morrison Knudsen for five more remanufactured GP40FH-2 passenger locomotives, for delivery this summer. NJT has also acquired three ex-PITTSBURGH & LAKE ERIE SW1500 units (Jersey Central Chapter News).....The New Jersey Railroad & Transportation Commission has voted to recommend Flemington as the site for the State's proposed transportation museum.....CSX has increased its insurance requirement to \$25 million for passenger train excursions.....Chapter Member Bert Pennypacker has authored "Wyoming country east," a nine-page article on Wyoming-type 4-8-4's of the Lehigh Valley Railroad appearing in the February 1989 Trains Magazine. Trains noted that Bert's byline has appeared 21 times in the magazine since he first wrote about Reading 4-8-4's in the December 1960 issue.

PRE-REGISTRATION FORMS FOR '89 CONVENTION IN THE MAIL

One of the useful innovations that came out of the problem-plagued 1988 NRHS national convention was the pre-registration system which allowed members, in effect, to reserve their places months in advance. Asheville Chapter, sponsor of the 1989 Asheville (NC) convention, has adopted this idea. Pre-registration forms have been mailed with Issue #5 of the National Railway Bulletin (though about 1,700 copies do not have them because the supply of forms ran out).

Members are reminded that this is the last issue of Cinders you will receive if you have not paid your 1989 National and Chapter dues. The number "1989" will appear on the upper right hand corner of the mailing label for this issue if you are paid. Dues payments received by January 31 will insure a February Cinders.

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