



CINDERS

March 1989



IN THIS ISSUE

Philadelphia Chapter Meeting Notice.....	3
ON THE SCENE, by El Simon.....	5
PHILADELPHIA EXPRESS, by Frank Tatnall.....	7
Extra List.....	11

Volume 50

Newsletter of the

Number 3

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Blues Set for Wilmington Trip June 4

SEPTA's famed Reading Blues will return to their birthplace on Sunday, June 4, perhaps for the first time since they were built in Wilmington nearly 60 years ago. The occasion will be Philadelphia Chapter's regular spring excursion with the venerable Blues, now the oldest passenger cars still in regular public service in the United States.



The heavy steel cars were built by Bethlehem Shipbuilding Company of Wilmington in 1931-32 for the newly-electrified Reading commuter lines out of Philadelphia, and were rebuilt at Reading shops in 1964-65.

vice. Time will be allowed for a tour of Wilmington's splendid brick station, restored in 1984 at a cost of \$10 million.

The four-car excursion will depart from the Upper Level of 30th Street Station, Philadelphia, at 10:25 AM. Proceeding south on Amtrak's Northeast Corridor to Wilmington, the train will follow a SEPTA commuter route which was reactivated in January, after a six-year suspension of ser-

The balance of the trip will focus on the Reading side of SEPTA's system, with runs to both Chestnut Hill East and Norristown. A photo stop at historic Gravers station in Chestnut Hill is planned, where a similar stop was marred by bad weather during last November's excursion. In Norristown passengers may inspect the brand-new Norristown Transportation Center, which also houses the ex-P&W Norristown High Speed Line on its upper level. A lunch stop, photo stops and a runby have been scheduled and the special will return to 30th Street about 5 PM.

Interestingly, both the Gravers and Wilmington stations were designed by famed Philadelphia Architect Frank Furness in the late 19th Century.

Tickets for the Blueliner excursion may be ordered at \$20 per person from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Checks should be made payable to "Philadelphia Chapter NRHS" and a stamped, self-addressed envelope enclosed. Tickets will also be for sale at monthly meetings of Philadelphia Chapter. A trip flyer will be included with the April issue of Cinders.

Come out and enjoy another warm weather trip with the unique Reading Blues, their open windows and traditional traction sounds. A high-speed run on the Northeast Corridor will be an added feature of the excursion. With an early-1990 deadline for installation of automatic train control equipment, the days of the Blues appear to be numbered and this may well be their last summer of operation.

CETC TOUR RESCHEDULED FOR MARCH 15

Philadelphia Chapter's second tour of the Amtrak Centralized Electrification & Traffic Control Center (CETC) at 30th Street Station has been rescheduled from Wednesday, March 8 to Wednesday, March 15. Tour members should assemble at the southwest elevators at 6:30 PM.

Amtrak's general superintendent of transportation, John Baesch, will again act as host for the tour, which will also include the National Operations Center.

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.

CONRAIL CHAIRMAN SANBORN DIES AT 52; HILLMAN NAMED INTERIM CEO

Conrail Chairman, President & Chief Executive Officer Richard D. Sanborn died of an apparent heart attack on February 12, at the age of 52. Sanborn, who had taken over the top job at the Philadelphia-based railroad just six weeks before, succeeded the retiring L. Stanley Crane.

Three days after Sanborn's death in Baltimore, the Conrail board of directors named a fellow board member, Stanley E. G. Hillman, 77, as acting chairman, president & CEO. A number of financial analysts had been quoted as saying that former Chairman Crane, 73, might be asked to return until a new leader could be found, but Hillman was selected instead. Before joining the Conrail board in 1980, Hillman had served as chairman and CEO of the Illinois Central Gulf Railroad and a trustee of the bankrupt Milwaukee Road.

Sanborn, a 1960 graduate of Harvard Law School, began his railroad career as an attorney with the Atlantic Coast Line in 1961, becoming assistant to the president of the successor Seaboard Coast Line Railroad in 1972, then vice president executive department, senior vice president and finally president and CEO of the company in 1982. With the merger of Seaboard and Chessie System into CSX Transportation, Sanborn became president of CSX Distribution Services in 1986, moving from Jacksonville, FL to Baltimore to head the marketing arm of the CSX empire. He was later recruited to join Conrail as president and chief operating officer, becoming the designated successor to Stanley Crane who in eight years had transformed Conrail from a money-losing government entity to profitable privately-owned carrier. Sanborn assumed the presidency of Conrail on March 7, 1988 and the chairmanship on January 1, 1989.

The Conrail board issued a statement saying that it is "strongly supportive of the initiatives and actions taken by Mr. Sanborn during his brief tenure with Conrail, and believes Conrail should aggressively pursue the course of seeking to grow the company, which was established by Mr. Sanborn."

In a February 17 editorial, the Journal of Commerce said that Sanborn's death was "particularly untimely...Few railroad men were better prepared to operate a major transportation company. Few were better suited to lead. Mr. Sanborn was intelligent, knowledgeable, patient and considerate of others and especially those he managed. Under Mr. Crane's forceful management, Conrail slowly but steadily became leaner and more efficient. Its business foundation was put on more solid ground. Mr. Sanborn...expected to take Conrail into a more aggressive and expansive business strategy. Conrail again, like a Phoenix rising, would realize the glory that was supposed to have been its progenitor, Penn Central. The greatest memorial for Dick Sanborn would be for Conrail to make that vision a reality."

Acting Chairman Hillman, meanwhile, will head the search committee whose job it will be to recommend a permanent replacement for Sanborn, although no time frame has been established for that effort. In a February 22 letter to employees, Hillman praised the work of Crane and Sanborn in "giving all of us the best legacy we could have--a solvent, profitable company...My goal, in the interim period that I serve at Conrail, is to give my personal endorsement to the solid initiatives of recent months, and to make them work." He stressed that his second goal is "to do my very best to find a replacement of the caliber of Stan Crane and Dick Sanborn, who will serve the company's interests in the same way they have, and for the long term."

Often described by the press as a "railroad buff," Sanborn was a member of NRHS from 1981 to 1985. In a statement issued February 13, Chairman V. Allan Vaughn said, "Dick Sanborn was a good friend to the NRHS... (He) was an early advocate of unit train operation and had a keen sense of the future of railroading. We join with his many friends in sharing his loss with his family."

Richard Sanborn's funeral was held in Baltimore on February 15. It was attended by members of the Conrail board, top company officers and friends and former colleagues from throughout the rail industry. He was eulogized by his predecessor, Stanley Crane, and by W. Thomas Rice, former chairman and CEO of Seaboard Coast Line. To accommodate the delegation from Philadelphia, Conrail operated a six-car special train behind E8A's #4020 and 4021 via Amtrak's Northeast Corridor to Baltimore, Washington and return. Sanborn's casket was later carried from Washington to Boston in his recently-refurbished office car #100 Boston at the rear of Amtrak train #66 of February 15. Survived by his wife, two children and his father, he will be buried in his hometown of Sanbornville, NH.

"RAILROADS IN CIVIL WAR" EXHIBIT SEEKS MODELS, ARTIFACTS

The Civil War Library & Museum, located at 1805 Pine Street in Philadelphia, is planning a special exhibit entitled "Railroads in the Civil War," to open about August 1. The library is interested in borrowing accurate models of Civil War-era trains as well as railroad artifacts and paper items dating from 1861-65. The exhibit will last about two months, and those lending items will receive credit in the exhibit.

The Civil War Library & Museum was founded in 1888 and is noted for its outstanding collection of books and artifacts relating to the war. Those wishing to lend material should contact Library Director Russ Pritchard, 1805 Pine Street, Philadelphia, PA 19103 (telephone 215-735-8196), or Philadelphia Chapter Member Patrick E. Purcell, 412 Strafford Avenue, Wayne, PA 19087 (telephone 215-688-6241 evenings).

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

CHAPTER OFFICERS:

President.....F. G. Tatnall, Jr.
Senior Vice President.....Michael L. Burshtin
Vice President & Treasurer.....David L. Kopena
Secretary.....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.

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.

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

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

OUR MEETING:

FRIDAY EVENING, MARCH 17, 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)

Our March, 1989 meeting will feature an evening of professional rail films from the Norfolk Southern Film Library. Members will enjoy STEAM PEOPLE, an NS-produced film documenting the rebuilding of Class A steam locomotive #1218, as well as scenes from the 1987 NRHS Roanoke Convention. Numerous well-known NRHS members are seen in this film. We'll also view WHERE DO THE CHILDREN GO?, a sobering film detailing grade crossing safety, produced as part of the Operation Lifesaver program.

Our usual sit-down dinner will be served in the Club Dining Room, at \$13 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, MARCH 15, 1989 to President Frank Tatnall at 215-828-0706. If you desire a fish dinner, please so indicate when making your reservation.

Come out on March 17, wear your best Irish green outfit, and join your fellow members for an evening of excellent Norfolk Southern film entertainment.

The Chapter Bookstore will be in operation at the March 17 meeting, for those desiring to add to their collections, and various new material is expected to be on hand for sale. Time permitting, another small lot of material from the collection of the late Earle Finkbiner will be sold for the benefit of the Library of American Transportation, too.

RAY MULLER SLIDE CONTEST WINNERS FOR 1989

Fifteen Chapter members entered the 1989 Ray Muller Slide Contest, held at Philadelphia Chapter's February 17 meeting in the Engineers' Club. Twelve of the entrants shared a total of 18 prizes awarded in the contest, which is named after the late Chapter member known for his fine photography.

Prize winners and their subjects in the six categories were:

- STEAM:** 1 - John McConnell (Night shot of ex-PRR K4s)
2 - Larry DeYoung (Durango & Silverton canyon scene)
3 - Doug Rowland (Ex-RDG 2102 on Blue Mountain & Reading)
- DIESEL:** 1 - Gerry Williams (SEPTA RDC at Pottsville)
2 - Doug Watts (Conrail at Horse Shoe Curve)
3 - Doug Rowland (Ex-RDG C630 #5308)
- MAINLINE ELECTRIC:** 1 - Steve Salamon (Conrail E44's on Susquehanna bridge)
2 - Brian Fourer (Amtrak AEM-7 at Newark, DE)
3 - Gerry Williams (SEPTA Blues at 30th Street)
- TRACTION:** 1 - Al Gaus (Open trolley in Lisbon, Portugal)
2 - Larry DeYoung (Interurban in Italy)
3 - Dave Kopena (SEPTA PCC #2054)
- GENERAL:** 1 - Brian Fourer (SP "Mission" tower at twilight)
2 - Gerry Williams (Private car Caritas on SEPTA trip)
3 - Dave Goodman (SEPTA Elkins Park station)
- OLDIES, BUT GOODIES:** 1 - Dick Short (New Orleans Canal Street car)
2 - Rodger Fredrick (Lehigh Valley Transit two-car train)
3 - Gerry Williams (SEPTA Blues on bridge)

Judges for the contest were Phil Mulligan, Frank Tatnall, Sheila Dorr and Elliot Engels. Prizes to be awarded are one 36-exposure roll of color film with processing for first place, one 36-exposure roll without processing for second place and one 24-exposure roll without processing for third place.

The Chapter thanks all those who participated in the contest, which always brings out a wide variety of fine color slides from the membership.

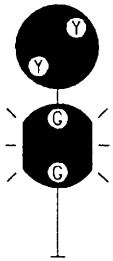
AMTRAK BEGINS CONVERSION TO COLOR POSITION LIGHT SIGNALS

Acting on a recommendation from the National Transportation Safety Board, Amtrak has begun the process of converting its Pennsylvania Railroad-style position light signals to color position lights.

The first installation of the new wayside signals is being made at southward automatic block signals 553 on #2 and #3 tracks near Principio, MD, as reported in the January issue of *Cinders*. These are the distant signals to "Prince" interlocking on the Northeast Corridor. The color signals require substantially more power than the current amber lights, which means substantial rewiring is necessary for the conversion.

If successful in improving visibility of the signal aspects at greater distances, it is believed that color position type signals will eventually be installed on Amtrak's mainline between Washington, DC and New Rochelle, NY and between Philadelphia and Harrisburg, PA.

RULE 281b



NAME: APPROACH LIMITED

**Wilmington and Philadelphia
just got a lot closer.**

**Introducing new regional rail service
linking these two great cities.**

This is the first page of an attractive brochure issued by SEPTA to mark the resumption of commuter rail service between Philadelphia and Wilmington, DE on January 16, 1989. The folder also includes schedules for the 27 weekday rush-hour trains, maps of SEPTA's Regional Rail system, the R2 Wilmington-Warminster Line and of DART bus routes in center city Wilmington.

SEIBEL TO RECEIVE NRHS 50-YEAR SERVICE PIN

Chapter Member E. Alfred Seibel will be awarded an NRHS gold 50-year pin at the Chapter's March 17 meeting in the Engineers' Club. Eastern Region Vice President Larry Eastwood will make the presentation.

Actually, Al Seibel is overdue for this honor, having joined NRHS in 1935, its first year of existence. But a problem with early records of the Society delayed the proper recognition. He will be the 9th Philadelphia Chapter member to receive the coveted 50-year pin.

SEPTA STRIKE ALERT

In the event of a SEPTA transit strike on March 15, Philadelphia Chapter's monthly meeting on Friday, March 17 could be affected.

Chapter officers will consult with officials of the Club as to the situation regarding the meeting. Every effort, however, will be made to hold the meeting on schedule. Members wishing to confirm the meeting should call 215-947-5769 that day for a recorded message.

JUNIATA TERMINAL GETS MORE CARS

Juniata Terminal Company of North Philadelphia has purchased ex-Pennsylvania Railroad N5c caboose 23069 from Conrail and repainted it to PRR 477863.

In addition JTC has acquired former PRR business car 7504 William Penn from a private source in San Angelo, TX. Though in poor condition, JTC Owner Bennett Levin intends to restore the car to operable condition. Also acquired were the trucks from the PRR office car Philadelphia, which are similar to those under JTC's newly-rebuilt private car 120 Pennsylvania.

Chapter Member Eric Levin is heavily involved in these restoration projects.

Juniata Terminal operates as a terminal and maintenance shop for the private cars of several owners, and additional cars are expected to be brought to JTC this year.

COPIES OF 1988 FINANCIAL STATEMENT AVAILABLE: Any member who wishes a copy of Philadelphia Chapter's financial statement for the year 1988 should send a stamped, self-addressed envelope to: David Kopena, Vice President & Treasurer, 422-B Avenue A, Horsham, PA 19044-2061



Amtrak has announced that the new Bombardier-built cars will be known as the Horizon Fleet. The first cars should be coming out of final assembly at Barre, VT as you read this, and there is expected to be an April introduction on midwest routes.

Not all cars coming out of Amtrak's Bear, DE facility are receiving train lines and renumbering -- 21204 emerged in mid-February, unchanged. In other Amfleet items, dinette 20232 has been apparently upgraded to Metroliner Service and released as 48932. Too, club 48146 was released in February, and I expect it is groomed for Atlantic City service.

As we look to the World's Playground, we note that Amtrak in February was busy rebuilding track 5 at "Shore" for a distance west of the connecting switch, where presumably the power will be exchanged on the through New York-Atlantic City trains. The former westbound track between "Shore" and "Jordan" is being refurbished for Amtrak's use as the anticipated May 23 startup date approaches. The Amtrak service will apparently be all we'll see for awhile, though, as budgetary constraints seem to have delayed the initiation of NJ Transit service on the Atlantic City route.

Amtrak's ten E60's can be found most often on the Broadway Limited, Crescent, Silver Meteor and Silver Star, plus an occasional clocker. The two "boiler" E60's, 620 and 621, are usually spotted on Harrisburg-Philadelphia trains, pulling dead Capitliners. In other electric motive power news, two AEM-7's were out of service at Amtrak's Wilmington facility recently -- the 909 with fire damage and the 941 from the accident near Chester, PA in January 1988.

The two Amtrak F69PH locomotives, 410 and 411, are expected to be released from LaGrange shortly, and represent the only Amtrak motive power currently on order. They are to test at Pueblo, CO until this summer and then it would appear that they will be assigned to the Broadway Limited, providing our members a good opportunity to see the latest in new passenger power.

No word has been issued as to when the Montrealer will resume service. Trackwork on the Central Vermont was completed in December 1988, but because the segment south of the B&M-CV connection on to Springfield remains in unsatisfactory condition, it is thought that the train will operate, being hauled backward, from Springfield to Palmer, MA on Conrail's ex-Boston & Albany line, thence north over the CV from there.

Amtrak is conducting a program to replace the glass in dome cars, Sightseer lounges and the former El Capitan hi-level lounges.

The 1988 Passenger Train Annual from PTJ Publishing included an article in which the author fantasized that he rode the 20th Century Limited and used the barber shop. I thought I'd pass on a few notes on this unusual subject. In the 1920's, the Pullman Company operated a fair number of baggage-club cars with barber shops on prestige trains. Typically, this was a male domain, with women and children using the rear-end observation. But, the Depression killed off most of these cars, with only a few receiving air-conditioning for continued service.

So it was that less than 70 streamlined cars were constructed with barber shops -- mostly in lounge or observation cars. However, perhaps only half of these cars were in assigned service at any one time, because railroads purchased second-generation cars and converted the earlier cars to other uses, such as a card room. In the East, only the Broadway Limited and 20th Century Limited had streamlined cars with barber shops, and in both cases the railroads acquired prewar and postwar cars. The PRR used sleeper-lounges, while NYC opted for lounges without sleeping space. In the West, only Union Pacific, Santa Fe and, to a limited extent, the Golden State continued to offer this service. As in the eastern United States, only the very top trains offered this service.

ON THE SCENE (Continued from Page 5)

Typically, the barber shop was just under seven feet long, with the chair in the middle and a sink adjacent along the window. Some cars offered shower service and this usually adjoined the shop. Sometimes the barber doubled as a valet, using an ironing board atop the chair. By late 1954, all barber service had been discontinued.

It has been 20 years since the Pullman Company discontinued direct operation on January 1, 1969. Penn Central had pulled its Pennsy cars out of the lease arrangement the previous summer, but retained a number of cars with Pullman right to the end to equip its share of "foreign" trains interlined for a period with the likes of Seaboard Coast Line. Many railroads had already pulled out of the business and another few elected not to continue sleeper service on their own (Missouri Pacific was the largest to do so).

In January, 1969, the number of sleepers, not including spares, needed to operate scheduled runs were Santa Fe (51), Baltimore & Ohio (4), Grand Trunk Western (4), Milwaukee Road (2), Chesapeake & Ohio (4), Burlington (30), Erie Lackawanna (2), Great Northern (17), Illinois Central (12), Louisville & Nashville (5), Penn Central (NYC-25, NH-6, PRR-35), Northern Pacific (21), Norfolk & Western (2), Seaboard Coast Line (91), Southern Pacific (6), Spokane, Portland & Seattle (2), Southern (16) and Union Pacific (48) for a total of 383 cars needed.

Seaboard Coast Line, it will be noted, was the biggest user because it was the middle of the peak winter season. Looking back at consists of that era, SCL was using its own cars as a rule, but non-pool cars I noted upon my return from the Air Force in February 1969 were: Silver Meteor (PRR Imperial Ridge and B&O Dana), Silver Star (PRR Catalpa Falls), Champion (C&O City of Clifton Forge, City of Montgomery, SP 9051, SOU Enoree River), Florida Special (PRR Elberton, Imperial Fields, Imperial Hills, Imperial Lea, Imperial Loch, Imperial Trees, Imperial Vale, Imperial Terrain, Imperial Bench, Imperial Meadows, Richard Beatty Melton, C&O City of St. Albans, SP 9400, 9010 and SOU Luther Calvin Norris.

Clarendon County was one of the last cars to be released by Pullman's Calumet shops, over a month after the Company had officially exited the business...the release date was February 5, 1969. With the end of centralized control, railroads leased cars from other carriers as needed. By March 1969, I had noted 31 Union Pacific, 31 Southern Pacific, 13 Chesapeake & Ohio, two Illinois Central, nine Baltimore & Ohio and four other railroads' cars, with most of these being operated on Florida trains.

At that time, New Haven had just been absorbed into Penn Central, and the first "Shoreliner" cars were being repainted in PC green from the darker NH hunter green or the orange which had supplanted it. The flagship Merchants Limited was still running out of New York's Grand Central Terminal, and carried three or four parlors, a full diner and four coaches -- all NH stainless cars -- an impressive train for this era, indeed.

In transit news, Baltimore's extension to Owings Mills runs mostly at surface level beyond the intermediate terminal at Reisterstown Plaza. There are three stations on the extension -- Milford Mill, Old Court Road and Owings Mills. A tail track is in place at Milford Mill and on Saturdays alternate trains turn back there.

In New York, the TA has received the last of the 425 R68 subway cars and now a follow-on 200-car order for R68A cars is well along. These cars, however, came from Kawasaki, rather than Westinghouse-Amrail. No further cars are on order, but the continuing program to rebuild and air-condition the best cars worth saving continues.

NRHS TO BEGIN VIDEO LENDING LIBRARY

NRHS members will soon be able to borrow railroad videotapes from a central library to be operated by the Society. President Raymond A. Wood informed Philadelphia Chapter officers last month that he hoped to get the library underway on an experimental basis this year, allowing members to choose from a wide variety of titles for a modest deposit and service fee.

Individual chapters will be asked to donate some of the tapes, and Philadelphia Chapter intends to participate in the program.

CORNELL CHAPTER PUBLISHES SERIES OF COLOR POSTCARDS

Cornell Chapter NRHS, based at Cornell University in Ithaca, NY, is offering a set of full-color postcards depicting scenes of Lehigh Valley, Delaware & Hudson, Conrail and other railroads in the Southern Tier Region of New York State. Among them are several of pre-Conrail LV diesels in the Cornell red and white-black paint schemes. A complete set of 11 cards may be ordered for \$2.50 postpaid from: Cornell Chapter NRHS, 4122 Snee Hall, Cornell University, Ithaca, NY 14853 (telephone 607-255-5352).

A selection of the cards will be available for inspection at the March 17 meeting of Philadelphia Chapter.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

Regional Rail officials were forced to confront the possibility of two major strikes this month. The first was that of 8,500 Eastern Air Lines mechanics and baggage handlers who walked off their jobs at 12:01 AM March 4 and threatened to set up picket lines at other airline facilities as well as those of AMTRAK, CONRAIL and several rail commuter lines including SEPTA. The second dispute is the one brewing between SEPTA and Transport Workers Union Local 234 representing 5,600 City Transit workers, whose contract expires March 15.



To counter the first threat, SEPTA went into Federal court on March 3 and received a temporary restraining order barring SEPTA rail employees from acting "in concert" with members of the International Association of Machinists, which represents the Eastern strikers. Prior to this development, SEPTA had announced that in the event that picketing affected operations on AMTRAK-owned lines, there would be no SEPTA service west of Paoli nor on the Chestnut Hill West and Ivy Ridge Lines. President Bush, meanwhile, in refusing to intervene in the Eastern dispute, told the IAM that if it made any attempt to expand the strike beyond Eastern he would immediately seek legislation to bar such secondary boycotts in the transportation sector. The Railway Labor Act which governs both the rail and airline industries does not restrict

unions from picketing non-involved carriers--a practice outlawed by the Taft-Hartley Act in all other segments of the economy.

In the event of a SEPTA transit strike, Regional Rail has dusted off its emergency plans used in previous shutdowns--most recently in 1986--to beef up service for those who normally ride the subway-elevated, bus and trolley lines in Philadelphia. A strong likelihood exists, however, that a more cooperative spirit between the TWU and SEPTA's newly-installed top management will result in a contract agreement prior to the strike deadline of 12:01 AM on March 15.

A little-noted accident occurred on February 11 at the new Frazer maintenance facility when AEM-7 locomotive #2301 ran off the end of a yard track at high speed, severely damaging the unit. Reports indicate that a Bombardier employee was at the controls of #2301 when it derailed and crashed through a fence. The locomotive is currently being repaired at Frazer. The six operating sets of "Bomb" cars have missed few trips because the other six AEM-7's have maintained a high level of availability.....SEPTA continues to operate two sets of the ex-Reading Blues in rush-hour service, but on February 6 the third set was brought out of storage to run as train 9249 to Marcus Hook and on February 7 as trains 6616/6617 on the Norristown Line.....Blue-and-white car #9135 was inspected last month; it's available for service if needed.

Pioneer III cars #245, 246 and 248 used another of their nine lives last month as they emerged from Paoli shop on February 13. After two weeks of service to Bryn Mawr, Fox Chase and Chestnut Hill East, the 30-year-old Budd-built cars were returned to the shop for medical attention.....Silverliner II #9002 last month became the first of SEPTA's ex-Reading cars to lose its outside disc brakes. These were removed during overhaul at Morrison Knudsen's Hornell (NY) shop.....SEPTA now projects that the new Cresheim Creek bridge on the Chestnut Hill West Line will be completed by August, but it's uncertain when service will resume between Allen Lane and Chestnut Hill. During the shutdown SEPTA is installing 115-pound welded rail in the one-mile section east of the bridge, and next year plans to replace the jointed rail on the remaining segment of the 6.6-mile branch, as well as installing new catenary wire.

Several problems occurred on the Media-West Chester Line last month. On February 7 train #8355 struck and killed a 12-year-old boy who was walking on the tracks near Secane station. He was the son of an Upper Darby Township police officer. Then at 4 PM on February 15, a catenary insulator failed on #2 track near 49th Street, snarling rush-hour service as trains had to use a single track between "Arsenal" and "Cane." Finally, on the morning of February 22, a downed tree on the tracks near "Arsenal" again disrupted service.

SEPTA surprised just about everyone last month when General Manager Louis J. Gambaccini announced that the Authority would seek major fare increases across the board, effective sometime in April. Only the present \$1.25 cash transit fare--America's highest--would not be raised. The price of tokens would increase from 85 cents to \$1.05, transfers from 25 cents to 40 cents, monthly TransPasses from \$45 to \$55 and weekly TransPasses from \$12 to \$15. Regional Rail fares would rise to an average of \$2.67 for a one-way trip, as peak-period fares increase by 50 cents for each zone, off-peak by 25 cents, ten-trip tickets by \$6 and monthly TrailPasses by as much as \$25 depending on the fare zone. These increases, the first in three years, are projected to yield an additional \$35 million a year and help head off operating deficits which otherwise could reach \$72 million by 1992, Gambaccini said. The increased fares average 19 percent on transit and 22 percent on Regional Rail.



PHILADELPHIA EXPRESS (Continued from Page 7)

Public hearings on the fare proposal will be held in each county of the SEPTA region between March 27 and 29. The Philadelphia hearing will begin at 6 PM March 28 in the Holiday Inn at 18th & Market Streets.

SEPTA cited the service improvements it has made over the past three years in the face of steadily rising costs, but said that it must have more money to meet these higher costs and help finance the continued rebuilding of its system. On February 23 Gambaccini revealed that he would ask the State to contribute about \$150 million to help pay for a three-year program of SEPTA capital projects, and to pick up part of the projected operating deficit of \$86 million during the same period. SEPTA's staff has put the cost of rebuilding SEPTA's infrastructure at \$3.5 billion, and has proposed a ten-year program to accomplish this by spending at least \$350 million a year on capital projects.

After a year-long study of the region's public transportation network, a high-level panel of elected officials released its strategic plan for the future at a press conference on February 17. While the group endorsed in principle the need to rebuild SEPTA through increased public investment, no mechanism for funding the suggested \$3.5 billion program was adopted. The Inquirer reported that State Transportation Secretary Howard Yerusalem, a member of the panel, vetoed a proposal to explore methods of State financing and instead insisted the region apply to the Federal government for more money. The study, however, pointed out that SEPTA's local subsidies represent only nine percent of its total revenues--the lowest of 14 major U.S. systems. Still, Montgomery County Commissioner Paul Bartle, also a panel member, said later that he did not endorse any increase in his county's spending on transit services. And in Washington newly-installed Transportation Secretary Samuel Skinner expressed support for the Bush Administration's plan to reduce Federal spending by \$1.6 billion for urban mass transit during Fiscal Year 1990. "State and local governments have let Washington assume too great a role in mass-transit funding," Skinner told a Senate appropriations subcommittee. He is a former transit official from Chicago.

The report released last month--or rather its executive summary--nonetheless makes it clear that action to rebuild SEPTA must be taken quickly. Bucks County Commission Chairman Andrew L. Warren, a SEPTA board member who also chaired the study panel, observed that SEPTA "would be absolutely impossible to replace, and it is in such a bad state of neglect that this may be our last chance to save it."

Judging from press reports, contract talks between SEPTA and TWU Local 234 appear to be progressing well, with far less acrimony than has been evident in past years. Even normally outspoken Roger Tauss, president of Local 234, has been more muted than usual, telling reporters that "I can honestly say that for the first time they (SEPTA management) are not out to break the union and force a strike." With several difficult issues still to address, including the union's demand for a 30-percent wage increase and higher pensions, there could still be a strike, but the presence of new General Manager Gambaccini and Deputy GM Howard H. Roberts, Jr. appears to be having a positive effect on the tenor of the negotiations. Deadline for an agreement is 12:01 AM March 15.

The first two body shells for SEPTA's 26 new P&W cars are expected to move this month from the SORE-FAME plant near Lisbon, Portugal to AMTRAK's Beech Grove shop near Indianapolis. There, final assembly will take place, with expected delivery of the first car to SEPTA in February or March of next year. The cars will have several features unique to transit vehicles in the U.S.: AC traction motors and self-steering trucks (the latter somewhat different from the Budd-built steerable trucks with which PATCO car #114 was originally equipped)All five remaining Bullet cars are again in service on the P&W Norristown High Speed Line. A two-car train of Bullets is run regularly on a late-evening trip to accommodate reverse commuters, but normally the Bullets are used only as singles in midday and weekend service as well as in rush-hour short turns. The seven ex-Chicago carsets are used as rush-hour Norristown trains.....Just one Strafford car, #162 still in red paint, is now on the active roster, with #161 stored.....One of the retired Bullets has appeared in blue paint at Delaware Car Company, Wilmington.

J. Clayton Undercofler, III was unanimously re-elected last month as SEPTA chairman. A Republican from Chester County, he has successfully brought together the once-warring City and suburban representatives on the board.....Former Chief Mechanical Officer Jonathan Klein has returned to SEPTA as assistant treasurer after a three-year absence.....SEPTA is one of four U.S. transit systems to share in an \$800,000 Federal grant to develop ways to cut the cost of new railcars through uniform specifications and innovative designs. The Urban Mass Transportation Administration, which has helped to fund more than 7,000 transit cars, noted that the average cost of such cars in the U.S. has increased from \$300,000 in 1972 to more than \$1.2 million today (Railway Age).

SEPTA GM Gambaccini said on March 5 that he supported the "transit first" policy espoused in a recently-released North Philadelphia streetcar study (see February Cinders), but that the suggested upgrading of the remaining trolley routes would be ranked "with SEPTA's other capital needs." Improvements to Routes 15, 23 and 56 currently have a low priority, ranking behind more than 30 other major capital projects not yet funded. Both the City and SEPTA came in for criticism from the authors of the study for their inconsistent and ineffective policies toward the trolley routes.....Rail operations resumed February 26 on Route 56-Erie Avenue after two months of busing due to street construction. New tracks were installed at 10th & Erie and at the Cottman Avenue loop.....To date nothing has been done to put in switches at 11th and 12th Streets at Girard Avenue to permit cars to run on their own wheels to and from Woodland shop in Southwest Philadelphia. Currently, shop cars must be trucked on a lowboy trailer between Woodland and Luzerne depot.

PHILADELPHIA EXPRESS (Continued from Page 8)

The Frankford Elevated Reconstruction Project (FERP) resumed on February 20, earlier than expected because of this winter's mild weather. This phase focuses on rebuilding the el between Berks and Girard stations.....SEPTA's 70 transit police officers are also negotiating for a new contract, but unlike TWU members are not threatening a strike. The police union's contract expired last October.....New brighter lighting is being installed in the Market Street subway, forcing some evening and weekend diversions of subway-surface trolleys.....One interesting part of SEPTA's fare increase package (above) is establishment of a "Cross County Pass" costing \$65 per month valid between all Regional Rail stations outside the City and on all Suburban Transit vehicles. The present 55-cent Gateway Transfer at 69th Street would also be eliminated in favor of the standard 40-cent transfer.

A favorable article in the Inquirer's Sunday Magazine of February 26 describes how SEPTA has changed its once-decrepit bus fleet into possibly the nation's best and most reliable. Much credit is given to a strong management commitment dating back to former General Manager David L. Gunn, and to the expertise of Chief Automotive Officer Jeffrey H. McCormick.....The Inquirer devoted considerable space on February 19 to SEPTA's renewed campaign to exterminate the large rat population in its center city subway stations..... Also gaining press attention was another raid by City police and social workers on the "box city" set up by homeless people in the Broad Street subway concourse near Spruce Street. As was done in another raid last December, about 25 "residents" were evicted from their makeshift homes.



AMTRAK in early March was drawing up plans to maintain service on the Northeast Corridor, in the event that striking Eastern Air Lines workers carry out their threat to picket the railroad starting March 6. Skeleton service of 11 northbound trains daily from Washington to New York and nine southbound, plus five trains between New York and Boston, would be operated by supervisory employees for a "few days," in the words of Amtrak President W. Graham Claytor, Jr. Supervisors would staff the CETC Center in 30th Street Station as well as certain key towers such as "Zoo" in Philadelphia, in an attempt to offer the public at least basic service. Eastern's paralleling Air Shuttle, of course, was also shut down.

AMTRAK announced its plans to inaugurate "Atlantic City Express" service on May 23, with five weekday round trips between 30th Street and the shore resort and one New York-Atlantic City turn, plus additional weekend service. One of the Philadelphia trains will actually originate in Washington, while the New York trains will reverse direction at Frankford Junction. All trains will consist of an F40 diesel locomotive, Amfleet coaches, dinette, club car and push-pull cab car (converted from former Capitoline MU's). Numbered in the high 600-series, the trains will make 45 round trips per week over the newly-rebuilt railroad to Atlantic City and, according to Amtrak estimates, carry up to 1.4 million passengers per year and generate gross revenue of \$30 million annually. Fares between Philadelphia and the shore will tentatively be \$15 one-way and \$25 round trip and tickets for the all-reserved-seat trains will be available after March 15. Certain unspecified trains will make an intermediate stop at PATCO's Lindenwold station, once used by PRSL and CONRAIL RDC trains.

A new passing siding has been built at "Race" adjacent to Garden State park in Cherry Hill, meaning that trains will operate on seven miles of single track between that point and "Shore" tower at Frankford Junction, where connection is made with the Northeast Corridor mainline. Running time 30th Street-Atlantic City will be one hour and 20 minutes for the 68-mile trip. The railroad will have centralized traffic control dispatched from Philadelphia Division offices at 30th Street. While regular service will begin May 23, two VIP specials will operate to Atlantic City the previous day for opening ceremonies.

Work began last month on the \$75-million renovation project at 30th Street Station. A staging area has been opened in the old below-street mail handling area where a 450-space parking garage will be built, requiring the removal from service of post office tracks 13 through 20. Some upstairs office space is being gutted prior to refurbishing. Cost of the 30th Street project is more than seven times the original pricetag of the station, which opened in 1933.

Ex-Capitoliner car #9641, rebuilt as a cab control car for Atlantic City service, has been in recent use on the Harrisburg 600 trains. Five more cab cars are needed for the shore service, and AMTRAK has been discussing the possibility of leasing a Comet cab from NJ TRANSIT to fill in for a time.....AMTRAK is testing real Corningware china in the dining cars of the Capitol Limited and Coast Starlight for a 90-day period to see if customer reaction justifies the added expense (Amtrak Newsbreak).....There were no passenger fatalities on AMTRAK in 1988 for the tenth year in Amtrak's 18-year history (NARP).....AMTRAK has been running special ads to commemorate the 100th anniversary of the birth of A. Philip Randolph, founder and longtime president of the Brotherhood of Sleeping Car Porters. A special U.S. postage stamp has been issued in memory of this well-known labor and civil rights advocate (Newsbreak).....AMTRAK has earmarked \$2.5 million for repairs to the 76-year-old Bush River and Gunpowder River bridges on the Northeast Corridor in Maryland (RRE High Green).....AMTRAK's board has also approved more than \$4 million for this year's tie and surfacing program, which includes replacement of 71,550 wood ties. And \$2 million was approved for ballast undercutting on 20.2 miles of track on the New York and Philadelphia Divisions (Newsbreak).

President Bush has followed the lead of the outgoing Reagan Administration by "zeroing out" AMTRAK in the \$29.1-billion Transportation Department budget for FY 1990 beginning September 1. In addition to urging a halt to all Federal spending for Amtrak, the new budget calls for a \$1.6-billion cut in urban mass transit subsidies. In the current fiscal year Amtrak will receive \$584 million in Federal funds, although former President Reagan had sought their complete elimination.

PHILADELPHIA EXPRESS (Continued from Page 9)

**CONRAIL**

The first of CONRAIL's 25 new General Electric C40-8 diesel units is due to be delivered early this month. The 25 SD60's from EMD are not expected until June. The railroad is now considering its locomotive purchasing plans for 1990.....As reported last month, CONRAIL has begun installing white number boards with black numerals on its locomotives, apparently a cost-cutting measure.....Most of the GP30 and GP35 units which were brought out of storage last year to meet traffic demands are now back on the storage tracks. But high business levels could return some of them to service.....A new CONRAIL ad running in several national magazines is entitled "Conrail does some light work for GE," referring to the shipments of lamps which it moves for that customer. This time, however, the small locomotive shown in the ad is GE-built C39-8 #6017, in contrast to an earlier GE ad which pictured a General Motors SD50.

Chapter Member Doug Watts is featured in the January-February issue of CONRAIL's employee magazine Inside Track. His work as a train master helped him land an analytical job in Customer Service and later the carrier's Marketing Department, through a program to fit employees into the right positions based on their skills and experience.....CONRAIL's Morrisville Line trains are operating over a temporary shoo-fly track near King of Prussia, where a new underpass for Henderson Road is being built.....As of early March, ex-Reading 2102 had not yet ventured out from its storage track in Hagerstown, MD. It is due to operate a break-in freight run on the WINCHESTER & WESTERN RAILROAD.

The writer sat with CONRAIL Chairman and CEO Richard D. Sanborn at a luncheon just five days before Mr. Sanborn's death on February 12 (see separate article on Page 2). The 52-year-old executive told the luncheon audience that Conrail had to become more competitive and gain more business, in order to raise the price of its stock to reflect true market value and ward off possible corporate raiders. (The stock now sells for about \$35 but has a book value of \$55 per share.) To get business now handled by trucks, Sanborn said, Conrail must begin to "think like a trucker, look like a trucker, smell like a trucker".....The U.S. Supreme Court on February 28 heard arguments in a case brought by rail labor against a rule announced by CONRAIL in 1987 that would require employees to submit to drug testing as part of their regular physical examinations. The unions challenged the rule, saying that it represented a major contract change and must be negotiated rather than imposed. Lower courts have split on the issue.....According to a report in Locomotive & Railroad Preservation, Steamtown still owes CONRAIL \$1 million for the 18-mile stretch of ex-Lackawanna mainline between Pocono Summit and Moscow, PA.....Work to rebuild "Harris" interlocking in Harrisburg should begin by April 1 and last six months. CONRAIL wants to separate its tracks from AMTRAK and speed up train movements through the area (Harrisburg Chapter Rail Review).

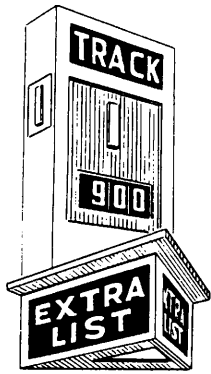
NJ TRANSIT

With a State budget crunch on the horizon, NJ TRANSIT last month proposed increases averaging 15 percent in rail and bus fares, together with substantial cutbacks in service including elimination of some bus routes in South Jersey. NJT also said it would delay until at least mid-1990 the startup of its commuter rail service between Camden County and Atlantic City, prompting protests from South Jersey Congressman James Florio--a candidate for governor--and local officials. Without the fare increase, NJT said, its deficit for FY 1990 beginning July 1 may reach \$55 million in an operating budget of \$636.6 million. The agency said it had requested an \$80-million increase in State funding and got only \$7.5 million more. NJT carries more than 300,000 daily riders.

NJ TRANSIT and Maryland's commuter rail agency are reportedly swapping locomotives to run a series of tests. MARC AEM-7 electric #4900 will run on NJT's Northeast Corridor route while NJT GP40FH-2 #4131 will go to MARC.....Historic Preservation Magazine in its March-April issue features an eight-page color spread on NJT's successful program to preserve historic rail depots.....Jersey Central Chapter News reports that those three former PITTSBURGH & LAKE ERIE SW1500 switchers are being painted black and numbered 500-502.....NJ TRANSIT and AMTRAK now have a new two-year agreement for the operation of NJT trains on the Northeast Corridor (NJT Inside Track).....NJT's board in December authorized the purchase of up to 150 bus shelters (Inside Track).

DELAWARE & HUDSON Bankruptcy Trustee Francis P. Dicello last month dropped his plan to eventually take over operation of the beleaguered railroad. He took the action after the Interstate Commerce Commission failed to approve a proposal that DELAWARE OTSEGO continue operating the D&H for up to 18 months with financial support from CSX. Instead the ICC extended the SUSQUEHANNA's 1988 directed service order for only 30 days from February 13. Dicello may now explore a shutdown of the D&H or its sale to another carrier.....Meanwhile, GUILFORD surprised the railroad industry by announcing a tentative agreement with the United Transportation Union for a new contract between the UTU and Guilford subsidiary SPRINGFIELD TERMINAL. If approved by ST's 1,500 employees, the agreement could end the three-year battle between Guilford and its unions, which resulted in two costly strikes.

PATCO last month celebrated the 20th anniversary of its startup of service between Philadelphia and Lindenwold, NJ. The highly-successful line now carries more than 39,000 daily riders.....This year marks the 150th anniversary of the art of photography.....Emons Holding, Inc., owners of the MA & PA RAILROAD, last month completed acquisition of the 16-mile York-to-Porters (PA) branch from CSX. The line will be operated by Emons subsidiary YORKRAIL using ex-SANTA FE CF7 units.....BLUE MOUNTAIN & READING reportedly is seeking to acquire a second-hand diesel switcher from CONRAIL.....Maryland DOT has tentatively decided to award a



MARCH 18, 1989: "Greetings from the Canals of the Delaware Valley," a special exhibit of early 20th century life along the canals of eastern Pennsylvania and New Jersey, opens at the Canal Museum, Route 611, Easton, PA. Admission free. For information, telephone the Museum at 215-250-6700.

APRIL 1-2: Railroadiana & Train Show at Cherry Hill Armory, Grove Street at Park Blvd. off Racetrack Circle, Cherry Hill, NJ, sponsored by West Jersey Chapter NRHS. Hours: 10 AM to 5 PM both days. Donation: \$3 adults, children under 12 free. For information, contact: West Jersey Chapter NRHS, P. O. Box 647, Palmyra, NJ 08065-0647 (telephone 609-829-4222 evenings).

APRIL 9: Third Greater Delaware Valley Train & Railroadiana Show & Sale, sponsored by Delaware Valley Train Meet Associates, at Philadelphia Park Racetrack, Street Road, Bensalem, PA 19020, 9 AM to 4 PM. Admission charge not known at presstime. For further information, contact Bruce Heiner, Box 240, Gibbsboro, NJ 08026 (telephone 609-596-1630).

APRIL 13: Exhibit program "A postcard tour of the canals of the Delaware Valley" by Lance Metz, 8 PM at the Canal Museum, Route 611, Easton, PA. Admission free. For information, telephone the Museum at 215-250-6700.

APRIL 15: Bus tour of Lehigh & Hudson River Railway stations and right-of-way, sponsored by Lehigh Valley Chapter NRHS. Rail Historian Ed Crist will narrate the trip. Bus departs Trans-Bridge Garage/Terminal, 2012 Industrial Drive, Bethlehem, PA at 8:30 AM, returns before 9 PM. Tickets: \$25 per person. Order from: Lehigh Valley Chapter NRHS, c/o Gerhard Salomon, 825 Fernwood Street, Emmaus, PA 18049, making checks payable to "Lehigh Valley Chapter NRHS" and enclosing stamped, self-addressed envelope.

APRIL 16: 4th annual Harrisburg Train Show & Sale at Zembo Temple, 3rd & Division Streets, Harrisburg, PA, sponsored by Harrisburg Chapter NRHS. Open 10 AM. Admission: \$2 adults, \$1 children under 12, families \$5. For information, contact: Harrisburg Chapter NRHS, 1110 Green Street, Harrisburg, PA 17102 (telephone 717-787-9730 8 AM-4:30 PM Monday-Friday).

APRIL 22: "Riding the City Rails: The Development of Philadelphia's Transit System," a half-day tour exploring the City's rail transit system, sponsored by the Atwater Kent Museum. Tour lasts from 12:30 to 5:30 PM. Registration fee: \$5 per person. SEPTA will provide passes for all participants. Contact the Museum's coordinator of programs at 215-686-3630.

APRIL 22: Mountaineer Limited special train on South Branch Valley Railroad, covering entire 52.4-mile branch from Green Spring to Petersburg, WV, with bus return, sponsored by Chesapeake Division RRE. Train leaves Green Spring 9 AM, buses return about 7 PM. Photo runs featured in valley of Potomac River. Fare: \$60 per person as part of "Wonderful West Weekend" including Sunday excursion on Allegany Central Railroad (see item below). Box lunches \$5 extra. Order tickets from: RRE Weekend, c/o Wes Vernon, 1605 Billman Lane, Silver Spring, MD 20902, making checks payable to "Chesapeake Division RRE" and enclosing stamped, self-addressed envelope. Maximum of 100 tickets will be sold.

APRIL 23: Allegany Central Special on rebuilt Western Maryland mainline from Cumberland to Frostburg, MD and return, featuring ex-Canadian Pacific 4-6-2 #1238, sponsored by Chesapeake Division RRE. This is preview trip on Allegany Central Railroad which is to begin public operation the following weekend. Train leaves ex-WM station in Cumberland at 10 AM, returning about 3 PM. Photo runs on mountainous line are scheduled, with lunch stop in Frostburg. Fare: \$60 per person for weekend. See previous item for ticket information.

APRIL 29: Annual banquet of West Jersey Chapter NRHS at Silver Lake Inn, White Horse Pike, Clementon, NJ. Social hour begins at 6 PM, dinner at 7 PM. Cost of following entrees includes taxes and gratuity: Stuffed breast of chicken \$17.50, baked stuffed flounder \$20, roast prime ribs of beef \$21.50. Featured speaker will be David L. Gunn, president, New York City Transit Authority. Order tickets from: Anthony Dawson, 117 Meadow Lane, Marlton, NJ 08053, making checks payable to "West Jersey Chapter NRHS." Tickets will be held for pickup at the door.

MAY 5-7: 9th annual National Trolleyman's Meet at George Washington Motor Lodge, Route 202 South, Valley Forge, PA, sponsored by East Penn Traction Club. Registration: \$16 per person (\$18 after April 15). To order, see below.

MAY 7: SEPTA rail transit excursions featuring three-car Bullet train on Norristown High Speed Line and three-car train of old Broad Street subway cars, sponsored by East Penn Traction Club. Bullet train leaves 69th Street Terminal 9:30 AM, Broad Street special leaves Fern Rock 1 PM and Walnut-Locust station southbound at 1:30 PM. Fares for each trip: \$13 with Trolleyman's Meet registration, \$18 without registration. Ticket requests without registration will be filled on space-available basis after April 15. Obtain registration and tickets from: George VanDeventer, 1470 Kingsley Drive, Warminster, PA 18974, making checks payable at "EPTC" and enclosing stamped, self-addressed envelope.

MAY 13: Amtrak special train from Lancaster and Harrisburg to Johnstown, PA and return for Johnstown Flood Centennial, sponsored by Lancaster Chapter NRHS. Train will operate via Amtrak and Conrail mainlines through Conemaugh River Valley, with opportunity to tour historic flood sites during layover. Fare: \$75 per person, buffet lunch \$5. Order from: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

EXTRA LIST (Continued from Page 11)

MAY 13: Repeat of Philadelphia "Riding the City Rails" tour, sponsored by the Atwater Kent Museum. For details, see April 22 item.

JUNE 4: SEPTA Blueliner excursion to Wilmington, Chestnut Hill East and Norristown, sponsored by Philadelphia Chapter NRHS. Special train leaves Philadelphia 30th Street Station (Upper Level) at 10:25 AM, returns about 5 PM. Lunch stop and photo opportunities. Tickets \$20 per person. Order from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope.

PHILADELPHIA EXPRESS (Continued from Page 10)

\$61-million contract for 35 AC-drive light rail vehicles to ABB Traction, a subsidiary of European builder Asea-Brown Boveri. The cars, to be delivered in 1991, will be used on a new surface rail line to operate through Baltimore, serving both northern and southern suburbs (Bill Vigrass).....The former Reading LEMTU car (for Locomotive Engineers' Mobile Training Unit), #90847, has been donated by CONRAIL to the Reading Company Technical & Historical Society. The car, built in 1913 as coach 1405, was converted in 1953, and is now at the Society's Leesport (PA) storage yard (P&R Chapter Colebrookdale Local).

CSX has reported earnings of \$143 million, or 93 cents a share, for 1988 after a special charge of \$778 million for labor separations and claims that reduced earnings by \$492 million for the year. Total operating revenues were \$7.6 billion, of which \$7.3 billion came from CSX's rail, barge and Sea-Land units..... CSX has decided not to sell the Greenbrier, its world-class resort in White Sulphur Springs, WV.....CSX is committed to reducing its rail system from about 20,000 miles to 15,000, preferably through selling marginal lines to shortline operators. But President John W. Snow said that if court challenges by unions continue to stymie such sales, "we will take a number of sales candidates and put them in the abandonment category." In 1988 CSX sold 459 miles of line and abandoned 611 miles (Railway Age).

CSX and the United Transportation Union have signed agreements making three-person crews standard on about 38 percent of all trains systemwide. The areas covered include the former Pere Marquette, Hocking Valley, Clinchfield, Louisville & Nashville and Nashville, Chattanooga & St. Louis lines in the Midwest and Midsouth.... CSX has identified a continuing need for about 400 cabooses and will retain 450 to 500 of the cars, which will be shopped for repairs and painted blue and gray (Danville Chapter Flyer).....CSX is taking delivery of 20 yard slugs numbered 1010-1029, which will be mated with GP38-2's in the 2500-series. In addition, 80 road slugs to be assigned to heavy coal trains will be numbered 2200-2279. All were rebuilt by Precision National Corp. of Mount Vernon, IL (CSX News).

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