

# ENGINEERS

## November 1989



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PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

## OUR MEETING:

FRIDAY, NOVEMBER 17, 1989

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

Our November 17, 1989 meeting features our Annual Railroadiana Auction. The evening begins with our usual sit-down dinner in the Engineers' Club Dining Room, 1317 Spruce Street, downtown Philadelphia, beginning at 6 PM (\$18 per person). MANDATORY ADVANCE RESERVATIONS MUST BE MADE to President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, NOVEMBER 15, 1989.

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

1. Minimum bid price on any one lot is \$2; increments in bidding MUST be in multiples of 50¢.
2. Each seller is limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot number to be sold. Each item must be listed separately on the registration form. EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.
3. The Chapter retains 20% of the proceeds from each sale. PAYMENT FOR ALL ITEMS MUST BE MADE AT THE TIME OF THE SUCCESSFUL BID, and settlement for items sold will be made at the end of the evening or at such time as all your items have been sold. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders.
4. HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS NOT WELCOME. Dig through your attics and come up with a full box of items for sale, and a full wallet to buy! The date is Friday, November 17, 1989, and the place is the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, at 7 PM.

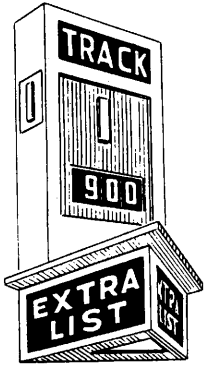
## CHAPTER SEEKS TO RETAIN MEETING ROOM AT ENGINEERS' CLUB

Members who attended the October Chapter meeting were told by Senior Vice President Mike Burshtin that the Engineers' Club is in the process of restructuring its operations. The possibility exists that the Club may close by early next year, but its management is attempting to remain in business at the current location with reduced facilities and floor space.

Those present at the meeting were asked to express their opinion as to whether the Chapter should stay at the Engineers' Club or move to another location--either in center city or the suburbs. The overwhelming response was in favor of retaining a center city location, although several members indicated that a monthly dinner is not necessary.

President Tatnall, who is also an officer of the Engineers' Club, reports that an outside restaurateur is negotiating to take over part of the first floor, including the kitchen, while the Club would continue to occupy certain other sections of the building. NRHS members and guests could still meet for dinner, to be booked by the Club and served by the restaurant, but the current space in the Conference Room would no longer be a side benefit of the dinner. Instead, the Chapter would pay a rental fee, which in effect spreads the cost of meetings to all members rather than only to those members purchasing dinners.

A definite decision on the future course of the Engineers' Club should be made by the end of 1989. Philadelphia Chapter has conducted its meetings at this location for more than 20 years, a tradition that the officers hope to continue.



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

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

THROUGH NOVEMBER 26: "Love of the Rail: A Pennsylvania Perspective from 1850 to 1950," exhibition at Southern Alleghenies Museum of Art, Loretto, PA, 20 miles west of Altoona. Display includes railroad artifacts of all types, original oil paintings, photographs, posters and three-dimensional objects relating to the age of rail travel. The exhibition is funded in part by America's Industrial Heritage Project and the Pennsylvania Council on the Arts, with artifacts on loan from the Railroad Museum of Pennsylvania and other collections. Admission is free.

NOVEMBER 16: "New York World's Fair 1939," color film documentary of the 1939 Fair and its railroad pavilion, presented by Louis Buehler, at the Canal Museum, Route 611, Easton, PA. Program begins 8 PM and admission is free.

NOVEMBER 18: Steam excursion on Octoraro Railway from Greenville, DE to Coatesville, PA using Wilmington & Western steam locomotive #37, sponsored by Hagley Museum & Library. Fare of \$90 per person (\$75 for NRHS members) includes lunch and tour of historic Lukens Steel plant at Coatesville. Telephone Jody Millard, Hagley Museum, at 302-658-2400 to determine if tickets still available.

NOVEMBER 18: 3rd annual Holiday Railroad Extravaganza at Abington Junior High School, Susquehanna Road, Abington, PA, sponsored by Abington Township Police Association, 9 AM to 3 PM. Featured will be model railroads and railroadiana. Admission: \$2 adults, children under 12 free. Cost of tables \$15 each. For information, contact: ATPA, P. O. Box 211, Abington, PA 19001-0211 (telephone 215-887-1460).

DECEMBER 2, 3, 9, 10: "Santa rides the rails" on Penn's Landing Trolley, leaving hourly from Delaware Avenue & Dock Street, Philadelphia 10 AM-5 PM. Ex-Philadelphia & Western 1907-vintage car #46 will be used. Fare: \$2 per person (reservations advisable). For information and reservations, write: Penn's Landing Trolley, P. O. Box 7285, Philadelphia, PA 19101-7285 (telephone 215-627-0807).

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

### MEMBERS: NOW IS THE TIME TO PAY YOUR 1990 NRHS DUES!

Dues bills for 1990 membership renewals in NRHS are in the mail. Neither National nor Philadelphia Chapter dues have been increased, the total remaining the same as last year (\$22).

Dues of Chapter-only members, however, have been raised from \$10 to \$11, to offset the cost of mailing Cinders to those whose home chapter is elsewhere.

In remitting dues payments, members are reminded to total the amount shown on the dues bill (National plus Chapter). Contributions to either the parent Society or Philadelphia Chapter, over and above the dues, are welcome and are tax-deductible. Such contributions should be indicated in the proper spaces on the dues form.

January 31, 1990 will be the cutoff for remittances, and those who have not paid by that time will not receive the February issue of Cinders. We look for a 100-percent renewal of all current members!

Dues payments should be sent to: David Kopena, Treasurer, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

### CHAPTER IS GRANTED TAX-EXEMPT STATUS BY IRS

Philadelphia Chapter NRHS has officially been recognized by the Internal Revenue Service as a tax-exempt historical and educational organization, according to a notice received early last month.

The Chapter's application for exemption under Section 501(c)(3) of the Internal Revenue Code was approved by the IRS in a notice dated October 3. This means that contributions and grants to Philadelphia Chapter are now tax deductible, the same as those to the parent Society.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

SEPTA reissued the timetables for all seven commuter rail routes effective with the return to standard time on October 29. Among the changes are a reduction in rush-hour service on the R8 Chestnut Hill West Line, from 20-minute to approximately 30-minute headway. This is to allow replacement of the ancient electric catenary system, which has not been renewed since its installation in 1918. Single-track operation will be required during the construction period.




On the R2 Wilmington-Marcus Hook route, there are now five instead of six rush-hour trains from Wilmington to center city, but three are expresses from Ridley Park compared to only one in the old timetable. Three instead of two morning trains now start from Crum Lynne, and cross over at "Baldwin" interlocking where AMTRAK has reopened the tower for the daylight shift. Baldwin station, however, has not yet been reactivated. On the R5, a fourth morning express has been added from Lansdale to center city, leaving Lansdale at 8:06 AM, while Sunday service between Lansdale and Philadelphia has been increased from every two hours to hourly. On the western end of the R5 a new inbound local train from Downingtown has been added on weekday evenings, by extending Paoli train #594 to leave Downingtown at 8:45 PM. This reduces the former four-hour gap between departures. A proposal is being developed to extend R5 service as far west as Parkesburg, at the western border of Chester County.

As reported earlier in Cinders, SEPTA is going forward with its plan to operate a special AEM-7-powered train to Washington later this month, which will carry a powerful group of business persons, civic and labor leaders to lobby Congress and the Administration for more transit funding. This will be an effort similar to the successful venture to Harrisburg in June, and is part of General Manager Louis Gambaccini's drive to implement his ten-year, \$3.5-billion "Action Plan" for rebuilding SEPTA.....A hearing will be held November 8 to consider the permanent closure of the Tioga and Nicetown Regional Rail stations.....SEPTA's program of parking lot improvements includes 15 railroad stations and the Bridge Street terminal of the Market-Frankford Line.

For a period of about ten days beginning October 11 SEPTA stored all of its Reading Blue cars, the first time in memory that this has occurred. Finally, in response to a shortage of available Silverliners, one six-car set of Blues was returned to its regular Paoli-center city assignment on trains 9536-9569.....The Urban Mass Transportation Administration last month announced a \$47.2-million Federal grant to SEPTA, to be applied to the \$352-million project to replace 25 Regional Rail bridges in North Philadelphia (see October Cinders). In addition, UMTA will give SEPTA \$7 million to help construct a new Temple University station between Berks and Norris Streets.

In mid-October the Regional Rail system suffered a number of unusual problems. Late on October 12 train #386 with Silverliner IV's #179-180 derailed in "Broad" interlocking at the west end of Suburban Station. By the morning rush hour one track was still out of service, causing delays for virtually all trains passing through the station. Then, at 7 PM on October 16, train #376 heading to West Trenton struck an auto which had been abandoned on the tracks at the Township Line Road crossing north of Woodbourne. No one was injured. The next morning, train #319 lost a pantograph and pulled down the overhead wire on #3 track near Wayne Junction, disrupting rush-hour service.....The City is threatening to evict the news dealers who have been doing business for years in the concourse area near Suburban Station, according to a Daily News report. Without City permits the dealers are "trespassing," said a spokesman for the Public Property Department.



SEPTA last month issued its long-awaited Suburban Street and Transit Map, covering in considerable detail most of the five-county SEPTA region. The colorful map, which opens out to 35 x 44 inches, sells for \$3 per copy at SEPTA information centers.....General Manager Louis Gambaccini last month was voted a 6.5-percent increase in salary by the SEPTA board, amid unanimous praise for his performance since taking over the job in August 1988. Gambaccini, 58, is now paid \$191,700 per year, plus various perks such as a rent-free center-city apartment, making him the highest-paid public official in Pennsylvania.....Consumer Activist Max Weiner, who had doggedly opposed Gambaccini on the issue of last summer's fare increase, died of a heart attack on October 22. Weiner, 77, was running as the Consumer Party candidate for City Controller in the November 7 elections.

The October issue of SEPTA's employee newspaper SEPTA Lines focuses on the SEPTA On Site program, in which customers can comment or complain directly to SEPTA officials each Thursday. Chapter Member Harry Garforth, manager of rail schedules, has taken his turn behind the SOS podium and is quoted extensively in the front-page article. "I haven't seen this kind of action since I drove a bus years ago," Garforth says. "Not only have I gained insight into the riders' point of view, I have a new appreciation for the men and women who

(Continued on Page 4)

## PHILADELPHIA EXPRESS (Continued from Page 3)

come into contact with our riders every day," he continues. "As a schedule preparer, I don't come face-to-face with our passengers (but) by speaking directly to them I found out that we simply don't just change schedules; we modify someone's entire day. Everything from when they pour their first cup of coffee in the morning to whether they stay up for 'Johnny Carson' may hinge on a decision I make in my office at 841 Chestnut Street."

Two Bullet cars will pay a return visit to Woodland shop this month to undergo bolster repairs. Car #208 is to be trucked from 72nd Street to Woodland, with #203 following a short time later. In service for 58 and 56 years respectively, these rugged cars received heavy repairs at Woodland during the shutdown of the Norristown High Speed Line in 1986.....SEPTA reports that its program to replace some 20 miles of overhead trolley wire is nearly complete. The remaining work, on the northbound track of Route 23, is now in progress. ....The project to rebuild the Olney station of the Broad Street subway has passed the halfway mark.... ....No more half fares for senior citizens during peak hours in Philadelphia. The City has been subsidizing this program since 1978, but Mayor Goode eliminated the \$2.4 million subsidy from his current budget. No other city in the nation has such a program, although many provide free off-peak rides for seniors. In Pennsylvania, the off-peak program is funded by the State lottery.


 Amtrak

AMTRAK for the first time is operating Metroliner service over a section of its railroad off the Boston-New York-Washington Corridor. Effective October 30, train #201 originates at Downingtown at 6:10 AM weekdays, receiving passengers at Malvern, Paoli and Ardmore before leaving 30th Street at 6:55 AM for an 8:37 AM arrival in Washington. The one-way coach fare Downingtown to Washington is \$50.....AMTRAK has also added three non-stop express Metroliners between New York and Washington. Southbound train #203 leaves New York at 7:30 AM weekdays, arriving in Washington at 10:07 AM, and #233 leaves at 4:30 PM and arrives at 7:10 PM after a suburban stop at New Carrollton, MD. Northbound, #222 leaves Washington at 4:40 PM, arriving New York at 7:17 PM. This train is in addition to the existing morning non-stop #202 leaving Washington at 6:50 AM, and a new Metroliner #200 which runs non-stop from Baltimore to New York each morning.

At the same time, AMTRAK has renumbered all of its Philadelphia-New York Clocker trains into the 600 series, previously used only for Harrisburg and Atlantic City trains. Renumbering of several Harrisburg trains also occurred, including #42-43 Valley Forge from and to New York which are now #640-641. The Pittsburgh-New York Pennsylvanian, formerly #46-47 (#246 Sundays), has been renumbered to #42-43 (#44 Sundays).... ....On the Atlantic City side, daily train #653 from New York has been extended to operate through from New Haven, leaving the Connecticut city at 7:57 AM and arriving in Atlantic City at 12:37 PM, the same as before the change. In the opposite direction, #654 leaving the shore resort at 8:20 PM now runs through to New Haven, arriving at 12:49 AM.....AMTRAK's fall-winter system timetable features a colorfully stylized drawing of a mountain scene. The timetable will remain in effect through March 31, 1990.....New Northeast Corridor employees timetable #2 also became effective on October 29.....AMTRAK will again issue a special public timetable for Thanksgiving holiday service, effective November 21-26.

Early on the morning of November 2, AMTRAK operated a test train over SEPTA's Airport Line from Philadelphia International Airport to 30th Street Station. The train, consisting of F40 #313 and a push-pull trainset normally assigned to Atlantic City service, used the "escape track" connection to the Northeast Corridor at "Phil" interlocking. It is believed that Amtrak is toying with the notion of running direct service between the Airport and Atlantic City, or possibly Harrisburg.....AMTRAK reportedly is considering the restoration of brake shoes on the trucks of all Amfleet cars, supplementing the Budd disc brakes now in use.....AMTRAK has constructed a bridge over the Blue Route (Interstate 476) at Radnor, and will permanently divert the Harrisburg mainline over the "shoo-fly" route.

AMTRAK last month completed the installation of its new radio frequency (160.92 MHz) over the entire Northeast Corridor, including the Harrisburg and Springfield spurs. The only exception is in METRO-NORTH-controlled territory between New Rochelle, NY and New Haven. Corridor users, including CONRAIL and the commuter authorities, have equipped their cars and locomotives with the new frequency.....Potomac Chapter reports that Bombardier has made AMTRAK an offer to build new Superliner passenger cars. Bombardier now owns the designs developed by Pullman Standard and Budd.....AMTRAK's passenger revenues for August 1989 were \$84.8 million, up 11.5 percent from the previous August, although passenger miles declined by 2.2 percent to 576 million because of a slight drop in capacity (Amtrak Newsbreak).



CONRAIL has reported net income for the third quarter 1989 of \$87 million (\$1.27 per share) on revenues of \$835 million, compared with net income of \$83 million on revenues of \$876 million for the same period of 1988. Freight ton-miles declined by 5.9 percent year to year but net income increased by almost five percent. "Conrail demonstrated its ability to adjust its overall costs in the face of a drop in business, brought on by the general economic slowdown," said James A. Hagen, chairman, president and CEO. Most traffic segments were down, although intermodal business increased 2.6 percent from a year ago. For the first nine months of 1989, Conrail's net income was \$229 million (\$3.34 per share) on revenues of \$2.59 billion, compared with \$228 million on identical revenues of \$2.59 billion for the same period of 1988.....A few days after this announcement, the Inquirer ran a story on Chairman Hagen headlined "Conrail profits show evidence of a steady hand on the throttle." Writer Tom Belden characterized Hagen as possibly the "most soft-spoken, mild-mannered chief executive of a major American corporation," but he "has a steely determination to keep the freight railroad on the steady track it has followed in recent years."

## PHILADELPHIA EXPRESS (Continued from Page 4)

CONRAIL's 50 new C40-8 diesel locomotives, to be delivered by General Electric next year, will be equipped with Canadian-style comfort cabs, according to GE sources. The builder is currently delivering an order of similar units to the UNION PACIFIC, also with wide cabs.....The VALLEY RAILROAD of Essex, CT has announced that its new Chinese-built 2-8-2 steam locomotive will arrive at the Port of Camden, NJ later this month, aboard the Chinese cargo ship Trade Fir. On the same ship are two other new Mikado locomotives, one for the BOONE & SCENIC VALLEY RAILROAD in Iowa and the other for the KNOX & KANE RAILROAD of northwestern Pennsylvania.....Those four ex-Pittsburgh coaches which were stranded in CSX's East Side yard, Philadelphia (see October Cinders), finally moved in a special CONRAIL train October 7 to New Haven, CT, where they joined six other cars and two F7 locomotives which had arrived earlier. All have been purchased by Connecticut DOT for a proposed commuter service out of New Haven.

NJ TRANSIT has announced two more studies of some interest to this region. The first is a study of the proposal made last year by one Rodney Fisk to purchase and operate NJT's ex-Pennsy Princeton (NJ) branch, home of the famed "Dinky" service. The other is a feasibility study announced last month of a plan to use existing railroad rights-of-way to link Philadelphia and Camden with Burlington and Gloucester Counties in South Jersey.....Consultants for the City of Philadelphia will undertake a new study of the Penn's landing area to determine the feasibility and cost of expanding the present tourist trolley line on Delaware Avenue (BVTA News Bulletin).....Maryland's MARC system is planning to increase its commuter operations by extending the present service on AMTRAK's Baltimore-Washington mainline to Middle River, Edgewood, Aberdeen and Perryville, MD (RRE Journal).

CSX is experimenting with a modified locomotive paint scheme to replace the solid gray "stealth" scheme currently in use. SD40 #8420 has received a new treatment of gray body, blue roof and lettering, yellow ends and yellow frame stripe, making the unit much more visible (Forest City Division RRE).....Jerry R. Davis, formerly executive vice president-operation for UNION PACIFIC, has been named president of CSX RAIL TRANSPORT, the operating arm of CSX TRANSPORTATION.....Kenneth C. Dufford, 61, executive VP of CSX RAIL TRANSPORT, will retire December 31 after 36 years of railroad service. CSX's \$23-million state-of-the-art operations center in Jacksonville, FL, opened this year, was named in honor of Mr. Dufford.

The trustee of the bankrupt DELAWARE & HUDSON, Francis P. Dicello, has not yet announced the successful bidder for his railroad (see October Cinders). But CP RAIL personnel are reported to have thoroughly inspected the line in recent weeks.....Morrison-Knudsen has purchased a 200,000-square-foot plant at Mountain Top, PA, located on CONRAIL's Lehigh Line near Wilkes-Barre. The first major contract for the facility is the rebuilding of GP38-2's and GP39-2's for D&H, and an annual capacity of 200 units is expected. Other M-K shops at Hornell, NY and Boise, ID are not affected (Hawk Mountain Chapter Hostler).....Postmaster General Anthony M. Frank proclaimed August 29, 1989 as "Railway Mail Service Day" to commemorate the 125th anniversary of the first RPO service, begun at Chicago in 1864. The final RPO route, operating via CONRAIL between New York and Washington, was discontinued in 1977 (NRHS News).

BLUE MOUNTAIN & READING has sold one of its three RDC's, #9169, to the Lake Superior Transportation Museum in Duluth, MN, which ran it during the summer on a section of the DULUTH, MISSABE & IRON RANGE. The 9169 once operated on the Reading.....BM&R took Pacific #425 and ten cars to Pennsburg on the ex-Reading Perkiomen branch for a series of trips October 14.....Alco RSC2 #1102 passed through Ivyland, PA late in October, enroute from a dealer in Baltimore to the NEW HOPE STEAM RAILWAY.....A Delaware company, Railroad Management Services, has told the Wilmington News-Journal that it has a \$1.3-million plan to revive freight rail service on 4.1 miles of abandoned track north of New Castle. The line is part of the Pennsy's former Delmarva branch from Wilmington passenger station (Roy Soukup).

"The slide is dead." So reported the Inquirer in a September 10 article which quoted knowledgeable people in the photography trade as saying that print films and video cameras have taken much of the market away from color slides. With their brilliant colors and sharpness, slides require more skill to shoot properly. "While professional and commercial photographers and semi-serious shooters are sure to keep Kodak in the slide business, Kodak and other film manufacturers can kiss the consumer slide market goodbye," the article concluded. ....In a recent USA Today survey of 2,000 Americans, only nine percent said that they "regularly" use public transportation or car pools, 12 percent said "occasionally" and 78 percent said "never".....National contract talks between major railroads and their unions have reached an "impasse" and are headed for Federal mediation, according to a Journal of Commerce report last month. The president of one major union was quoted as saying that "I see a nationwide rail strike at the end of the road".....The Inquirer last month held a groundbreaking ceremony for its \$300-million printing plant to be built on the UPPER MERION & PLYMOUTH near West Conshohocken.....Chapter Member Roy Soukup has authored an article for Chesapeake & Ohio Historical Magazine (August 1989) on his teenage memories of the C&O station at Westham, VA.

## FOUR PHILADELPHIA CHAPTER MEMBERS RECEIVE 25-YEAR PINS

NRHS has named four Philadelphia Chapter members as recipients of the distinguished 25-year silver membership pin during 1989. The long-time veterans of our group are:

James A. Gillin  
Kenneth R. Paton

Albert E. Meier  
John R. Pawson

The Chapter joins the Society in congratulating these supporters of our group and we express our appreciation for their contributions to the Chapter and Society over the past quarter century.



Amtrak's October 29 schedule change included a number of adjustments in our area, some of which have been covered in Frank Tatnall's Philadelphia Express. Amtrak has renumbered whole series of trains in the East. Empire Service trains operating to Albany or Schenectady are renumbered into the 240-289 series, for example, and Trains 647 and 674 (Washington-Boston via Springfield) are renumbered to 447 and 474.

Some Metroliner Service trains have been renumbered into the low 200 series. Train 201, from Downingtown to Washington, relieves often sold-out #101 for Philadelphia-Washington passengers. In order to provide the equipment for #201, the 8:00 PM Metroliner out of New York runs only to Philadelphia Monday-Thursday in order to position equipment for #201.

The few surviving "clocker" trains between Philadelphia and New York are renumbered into the 600 series, as are the Harrisburg-New York trains.

The Crescent adds a leg between Birmingham and Mobile, AL (Trains 519 and 520), covering the old L&N route through Montgomery.

Outside our area, there will be two additional Chicago-Milwaukee round-trips, using push-pull equipment.

In an equipment note, Amfleet I coach 21046, for over three years the only Amcoach in the old livery, has (mercifully) been sent to Bear for overhaul.

The biggest rail passenger news, of course, is the restructuring of VIA Rail Canada. A total of 191 trains will be operated weekly, down from the present 405, and numerous Canadian cities will be left without rail passenger service and others will face vast reduction in service. VIA will operate a total of 20 routes, compared with 38 before the restructuring, and oddly, most service will be operated over former Canadian National routes. The effective date for the huge cutback is expected to be January 15, 1990.

What will be left in Canada for rail passengers to ride? In the Quebec-Montreal-Toronto-Windsor corridor, there will be 19 weekly Ottawa-Toronto round trips, 30 Toronto-Windsor (via Brantford) round trips, 14 Toronto-Sarnia (via Stratford) round trips (including seven round trips operated by Amtrak's International), 36 Montreal-Toronto round trips, 22 Montreal-Ottawa round trips, 21 Montreal-Quebec round trips (not including long-distance Maritime services), and 14 weekly Toronto-Niagara Falls round trips (which includes seven round trips made by Amtrak's Maple Leaf).

In long-distance operations, a Toronto-Vancouver train will operate three round trips weekly via the old CN route through Capreol and Edmonton. A summer-only once-weekly round trip will operate between Vancouver and Calgary over the famed Canadian (CP Rail) route via Banff. The Jasper-Prince Rupert Skeena will also operate three round trips per week.

To the Maritimes, the Atlantic will operate three round trips per week via the present Montreal-Sherbrooke-St. John-Halifax route through Maine. The Ocean and Chaleur will apparently operate as separate trains three round trips weekly each, if information is correct, providing service six days per week between Montreal and Matapedia, and continuing to Halifax three days per week and to the Gaspé on three alternate days.

Several mandatory service trains will be operated as well. There will be one round trip per week between Churchill and Wabowden, and three round trips per week each on the following routes: The Pas-Lynn Lake; White River-Sudbury; Montreal-Cochrane; Montreal-Jonquiere; Montreal-Senneterre and Winnipeg-Churchill.

The impact on equipment will most likely be more profound. While details have not been spelled out, it would appear that VIA's 59 F40PH units would probably be sufficient to operate most services, although it will apparently be necessary to operate some FP9's where weight restrictions prohibit the F40's. Our guess is that there will be little need for the unreliable, temperamental LRC locomotives. One F40 will be able to easily handle the lightweight LRC equipment in the corridor services where two LRC units are often now used, generally as a guard against failures enroute.

It is expected that there will be little, if any need for VIA's vast fleet of Budd RDC cars, and these will probably be surplused, too. (Continued on Page 7)

## ON THE SCENE (Continued from Page 6)

My guess would be that most former CN "blue" cars will be excess, save some coaches. Enough Budd sleepers and Skyline domes will be available to handle most all long-distance requirements. Much, however, depends upon how VIA plans to operate the remaining long-haul trains. The transcontinental train could be a virtual duplicate of the present full-service Canadian, or it may be reduced to two coaches, a sleeper and a dome taking reservations for short-haul trips only, although VIA's news release and letter to its employees from President Ronald E. Lawless states that the transcon will be a full-service train.

Notable services such as the Halifax-Yarmouth and Halifax-Sydney, the Victoria-Courtenay round trip over the E&N and numerous other short-distance runs will vanish and Canadian rail passenger service will be a ghost of what it once was. It will be interesting as January 15 approaches to see what the finalized plans for VIA's future reveal.

As we all wait for the Canadian Government's action which is expected to decimate VIA's long-haul services, it's appropriate that we take another look at the two transcontinental trains this past season (in reality, only the Canadian is a true transcon, with the Super Continental operating only between Winnipeg and Vancouver.) The Canadian remains perhaps the last example of the land cruise trains of our golden era. All Budd-built stainless cars are used, except for a blue ex-CN snack-coach, with separate domes (and meal facilities) for coach and sleeper passengers, every conceivable type of sleeper accommodation from sections to drawing rooms. The above is what the West was like here in the days before Amtrak and Superliners.

Apart from cars known to be in the HEP conversion program, most of the Budd-built cars were seen in service this summer. A number of Park-series observations are separately assigned to Montreal-Halifax service.

Power on the Canadian was usually an F40PH and an F9B, with the same being true for the Super C. The latter train was mostly all "blue", with a skyline dome on some sets. Actually, coach passengers might find this train less hectic than the Canadian. Three days each week, the cars from the Skeena out of Prince Rupert operate between Jasper and Vancouver, aiding in servicing this equipment as well as providing additional capacity over the heaviest segment. Sleepers are mostly "E" series cars (mercifully, Ethelbert was not seen!).

VIA has acquired several more coaches as HEP candidates. Former Southern Railway (then Alaska, Roaring Fork) Budd-built coach #830 will become VIA #135 (then 8135), and presumably three others will become 132-134 (8132-8134). The first HEP car has been outshopped-- coach 8117 (ex-135).

In commuter rail news, NJ Transit's order for 50 cars from Bombardier will be made up of the following: nine cab cars (5000-5008), 35 non-lavatory coaches (5500-5534) and six lavatory coaches (5200-5205). If a 25-car option is exercised, there would be four more cab cars (5009-5012) and 21 non-lavatory coaches (5535-5555). This is a new number series for these cars, since they will be equipped with center doors.

Maryland's MARC, meanwhile, is taking a look at NJT's 5400-series coaches (ex-Pennsy roomette cars rebuilt to coaches), and may wind up buying 20 of the 24 surviving cars.

Turning back the pages of time, it was 50 years ago that Budd's Hunting Park plant was finishing up the trainsets which would introduce daily coach streamliners on the Seaboard (Silver Meteor) and Atlantic Coast Line-Florida East Coast (Champion). Seaboard, of course, had been fielding an every-third-day Meteor with a single set of equipment but the new equipment would provide seven-car trains.

ACL opted to equip its trains with a full tavern-observation, while SAL selected a coach-tavern and a coach-observation. Both roads selected a diner, a head-end baggage-dormitory coach and filled out the consists with coaches. Power was a single EMD E4 on the Seaboard while the ACL fielded EMD E3's as well as the first E6 (ACL 501).

Speaking of the E units, I am reminded that the introduction of the E6 really heralded the mass-produced passenger diesel locomotive. Something like 18 E3's had been built for a number of railroads, but the E6 sold many more units and won much greater acceptance until production was halted by wartime demands. The Pennsy, for example ordered a two-unit E6, which was never delivered; the railroad instead received an early E7 set immediately after World War II. Speculation is that the units were intended for the Chicago-Miami South Wind streamliner, then mostly steam-operated, of course.

## ADDENDUM TO MOTIVE POWER ROSTERS OF SHORTLINE AND REGIONAL RAILROADS

The additional changes shown below should be made in the motive power rosters of shortline and regional railroads, as published in the August issue of Cinders:

MARYLAND MIDLAND RAILWAY, UNION BRIDGE, MD

Change number of F7A #413 to #101

NEW YORK, SUSQUEHANNA & WESTERN RAILWAY, LITTLE FERRY, NJ

Change number of SD45 #6361 to #3626

WEST SHORE RAILROAD, LEWISBURG, PA

Change number of SW1 #8525 to #9425

WILMINGTON & WESTERN RAILROAD, MARSHALLTON, DE

Delete #60 (sold)

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

NEW HOPE & IVYLAND TO BE SOLD

Cinders has learned that the New Hope & Ivyland Railroad will be sold at the end of the year to local business interests. Currently, the 17-mile-long former Reading branch is owned by the Bucks County Industrial Development Corp., which wishes to dispose of the line because of its limited freight potential.

Reportedly Morristown & Erie, the current freight operator, will withdraw at the end of its current contract on December 31, and the new NH&I management will take over the operation. (M&E C424 #19 will be removed.) In addition to ex-Pennsylvania SW1 #9423, operated by New Hope Steam Railway, another diesel appeared on the NH&I in late October. It is rare six-wheel-truck Alco RSC2 #1102 (originally Seaboard Air Line #1513), purchased from a Baltimore locomotive dealer by Gary Fairbanks of Newton, NJ. The RSC2 is painted in the orange and blue colors of prior owner Florida Power & Light.

It is understood that tourist passenger service will be continued under the new NH&I management, but it is not clear what the role of the all-volunteer New Hope Steam Railway will be.

DON'T FORGET PHILADELPHIA CHAPTER'S AUCTION - FRIDAY, NOVEMBER 17, 1989!

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