



# CINDERS



October 1989

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Volume 50      Newsletter of the      Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## OUR MEETING:

FRIDAY, OCTOBER 20, 1989

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

The October 20 meeting of Philadelphia Chapter will feature an evening devoted to railway signal operation, viewed through the medium of a number of professional films from the industry.

From Union Switch & Signal will come a film entitled "Search for Safety", and a second film from General Railway Signal will cover the Automatic Train Control operation on the Quebec, North Shore & Labrador Railroad in Canada. Additionally, from the NRHS Film Library will come "The Railroad Signal", a New York Central production.

Our usual sit-down dinner will be served in the Club Dining Room, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, OCTOBER 18, 1989, to President Tatnall at 215-828-0706. Please note the Engineers' Club "no-show" Policy which is in effect this year, where members will be billed by the Chapter for dinners reserved but not spoken for.

Join us on October 20 as we explore railway signalling and how it keeps our railways safe. MARK YOUR CALENDAR, TOO, FOR OUR ANNUAL RAILRODIANA AUCTION, which will be the entertainment at our November 17, 1989 meeting.

## BLUES TRIP SET FOR NOVEMBER 5

The Reading Blues will once again rumble out of 30th Street Station on a Philadelphia Chapter-sponsored excursion--possibly one of the last fantrips with these vintage SEPTA cars. The date is Sunday, November 5 and the time is 10:50 AM.

The first leg of the excursion will be over Amtrak's Northeast Corridor to Trenton, NJ, the first time that these nearly 60-year-old electric cars have ventured to Trenton in revenue service. Following a lunch stop at 30th Street, the train will proceed to Lansdale and Doylestown during the afternoon, with return to 30th Street scheduled for 5 PM. A number of photo opportunities are planned.

The ticket price is \$30 per person, an increase over the normal fare because of new liability insurance requirements. Tickets may be ordered from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to the Chapter and enclosing a stamped, self-addressed envelope. Tickets will also be available at the monthly Chapter meeting October 20 in the Engineers' Club.

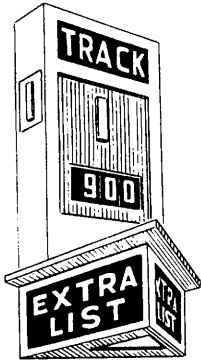
Further information may be obtained by telephoning President Tatnall at 215-828-0706 after 7:30 PM weekdays.

## "RAILROADS IN CIVIL WAR" EXHIBIT TO OPEN NEXT MONTH

A special exhibit, "Railroads in the Civil War," will open November 1 at the Civil War Library & Museum, 1805 Pine Street, Philadelphia and will run through January 31.

The exhibit will feature photographs, artifacts, model trains and paper items from the Civil War era and will stress the importance of railroads in what has been termed the "first modern war." A number of Philadelphia Chapter members have loaned material for the exhibit. The Library & Museum is open 10 AM-4 PM Monday through Saturday. Admission is \$3.





OCTOBER 21, 1989: Fall foliage excursion over entire Black River & Western Railroad using doodlebug #4666. Train leaves Ringoes, NJ 11 AM, returns 5 PM. Fare: \$20 adults, \$10 children under 12. Order tickets from: Camden & Amboy Historical Society, P. O. Box 3277, South Amboy, NJ 08879.

OCTOBER 21: Railroad Festival '89 at Whippany Railroad Museum, Route 10, Whippany, NJ, 11 AM to 4 PM. Featured will be rail equipment displays, antique buses and 40th anniversary of Lackawanna's Phoebe Snow passenger train with Miss Phoebe Snow 1989 arriving aboard a parlor car painted in Lackawanna colors. Admission by donation. For information, contact: Whippany Railroad Museum, P. O. Box 16, Whippany, NJ 07981, enclosing large stamped, self-addressed envelope (telephone 201-887-8177).

OCTOBER 21: Pemigewasset Valley Railroad Excursion will be operated by Massachusetts Bay RRE over 45 miles of New Hampshire freight-only trackage from Laconia to Lincoln, NH. Connecting motorcoach from Boston available. For details, send stamped, self-addressed envelope to: Massachusetts Bay RRE, P. O. Box 8136, Ward Hill, MA 01835 (telephone 617-489-5277).

OCTOBER 22: Ware River Valley Railroad Excursion will be operated by Massachusetts Bay RRE on the Massachusetts Central Railroad from Palmer to South Barre, MA. Morning and afternoon trips will be operated. Full details from Mass Bay RRE at address shown above.

OCTOBER 22: Diesel-powered fall foliage excursion on New York, Susquehanna & Western from Little Ferry and Passaic Junction, NJ to Warwick, NY and return, sponsored by Jersey Central Chapter NRHS. Train leaves Little Ferry 9 AM, Passaic Junction 9:15 AM, returns to Little Ferry about 5:30 PM. Fares: Adult coach \$39, children (5-12) \$32, first-class \$105, box lunch \$5. Order tickets from: Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope.

OCTOBER 28: The Mountaineer Limited excursion from Scranton, PA to Oneonta, NY, sponsored by the Ontario & Western Railway Historical Society, Inc. Train leaves Scranton 8 AM, returns about 6 PM. First-class accommodations in NYS&W dome-observation \$100, which includes continental breakfast and lunch. Coach tickets \$50, box lunch \$6 additional. Tickets should be ordered from: Mountaineer Limited Excursion, c/o Richard Schrader, P. O. Box 472, New Hampton, NY 10958-0472.

NOVEMBER 4-5: RRE Wonderful West Weekend II, sponsored by Chesapeake Division RRE. Saturday rail excursion covers entire South Branch Valley Railroad from Petersburg to Green Spring, WV. Sunday steam excursion via Allegany Central (ex-Western Maryland) Cumberland to Frostburg, MD and return. Multiple runbys both days. Package fare: \$75 per person. Order tickets from: RRE, c/o Wes Vernon, 1605 Billman Lane, Silver Spring, MD 20902, making checks payable to "Chesapeake Division RRE."

NOVEMBER 5: Reading Blues excursion via SEPTA to Trenton, NJ and Doylestown, PA, sponsored by Philadelphia Chapter NRHS. Train leaves 30th Street Station (Upper Level) 10:50 AM, returns about 5 PM. Photo and lunch stops included. Fare: \$30 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

NOVEMBER 11-12: Greenberg's Great Train, Dollhouse and Toy Show at Garden State Park, Route 70, Cherry Hill, NJ, 11 AM to 5 PM both days. Admission: \$4 adults, children under 12 free with adult admission. For information, telephone Greenberg's Shows at 301-795-7447.

NOVEMBER 12: "Hockessin Mixed," a photographers' freight train on the Wilmington & Western sponsored by Wilmington Chapter NRHS. Train consisting of freight cars and open-platform coach pulled by 2-8-2T #37 will leave Greenbank station, Marshallton, DE at 10 AM. Numerous photo stops will be made. Space limited. Fare: \$25 per person. Order tickets from: Wilmington Chapter NRHS, P. O. Box 1261, Wilmington, DE 19899, enclosing stamped, self-addressed envelope.

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: 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).

NOVEMBER 18: Steam excursion on Octoraro Railway from Greenville, DE to Coatesville, PA using Wilmington & Western #37, sponsored by Hagley Museum. Fare of \$90 per person includes lunch and tour of Lukens Steel plant at Coatesville. For reservations and information, write: Hagley Museum, P. O. Box 3630, Wilmington, DE 19807 (telephone 302-658-2400, ext. 303) by October 20.

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.

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, telephone Greenberg's Shows at 301-795-7447.

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.

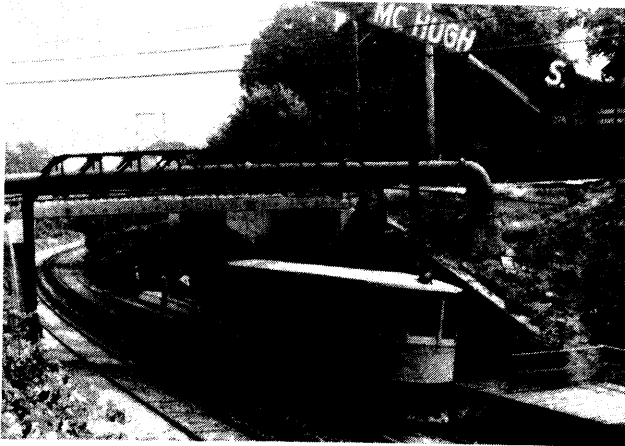
ANNUAL MEMBERSHIP DUES: \$22.00 per person, which includes Chapter and National dues. Chapter-only dues \$10.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

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.

## P&W HANDLES FIRST REVENUE SHIPMENT IN 25 YEARS



SEPTA line car #402 was called to revenue freight duty on September 9, hauling bridge beams to County Line Road in Radnor (above). The crew relaxes (below) while waiting for a mobile crane to lift one of the beams into place. Regular cars operated in both directions on the southbound track during this unusual Saturday freight operation. --PHOTOS BY FRANK TATNALL



SEPTA's busy Norristown High Speed Line, familiarly known as the Philadelphia & Western, experienced a highly unusual event on Saturday, September 9. While still hauling passengers in its famed Bullet cars between 69th Street Terminal and Norristown, P&W also handled a series of revenue freight shipments for one mile between Gulph Mills and County Line station. This is believed to be the first time in at least 25 years that commercial freight has moved on the P&W!

Early that morning line car #402 towing a flatcar departed the 72nd Street shop for Rebel Hill Road in Gulph Mills, where a large mobile crane was waiting to load eight heavy prestressed concrete beams onto the flatcar for movement to County Line. There, another mobile crane was to lift off each beam and set it on the existing abutments to form a new overhead highway bridge. This span will replace a bridge across the P&W tracks dating from construction of the railroad in 1912.

With the exception of the first trip, when two beams nearly proved too much for #402 on the grade at Conshohocken Road, only one beam was transported on each run. The northbound track was used as all regular cars operated single-track between Villanova, Conshohocken Road and Gulph Mills. The entire beam-hauling job was successfully completed by noon.

Ron DeGraw, SEPTA's chief officer-suburban operations and a member of Philadelphia Chapter, was on hand during the morning to observe #402 and its crew performing this unfamiliar task. SEPTA was paid for its services by the bridge contracting firm hired by Radnor Township.

Line car 402, now resplendent in a fresh coat of traction orange paint, was purchased by P&W from Eastern Michigan Railways in 1943.

### HELP WANTED AT NATIONAL LIBRARY

The NRHS Library of American Transportation has moved to its new location at the Robert Morris Building, 100 North 17th Street in Philadelphia. Librarian Hugh Gibb could use help in unpacking and putting away books on Wednesdays for several weeks to come. A long-term project will involve cataloguing the books and material and again the Library needs volunteers who could work Wednesdays or one evening a week. The project will probably start in January.

If interested, contact President Frank Tatnall at P. O. Box 289, Plymouth Meeting, PA 19462-0289 (telephone 215-828-0706 after 7:30 PM weekdays).

# PHILADELPHIA



## FRANK G. TATNALL, JR.

AMTRAK's new radio frequency for the Northeast Corridor was to be extended to the Philadelphia area this month (see August Cinders). SEPTA completed the installation of AAR 97-channel radios in most Silverliner IV's and modified the radios in other cars and diesel units to permit use of the new frequency, which is 160.92 MHz (AAR Channel 54 or channel 7 on the modified radios). Already in service Wilmington-Washington, Overbrook-Coatesville, "North Race"-Atlantic City, New Haven-Springfield and New Haven-Cranston, RI, 160.92 will be cut in October 3 between Overbrook and Coatesville, October 4 between "Zoo" and Overbrook and "Zoo"-Wilmington, and October 5 between "Zoo" and the New York Division post near Holmesburg as well as "Shore"-North Race" on the Atlantic City line. The expected conversion date to Trenton is October 10.



Baldwin station near Chester is expected to reopen with the general timetable change on October 29.....Reopening of the Chestnut Hill West Line, however, has been deferred until at least December 10 as work on the new Cresheim Creek bridge proceeds and the platform area at Chestnut Hill West station is rebuilt.....Work began September 1 on enlarging the parking lot at Jenkintown station.....The new Roberts Avenue shop is now being officially referred to by SEPTA as the "Roberts Avenue Service & Inspection Facility".....All of SEPTA's AEM-7 electric locomotives (#2301-2307) have been equipped with "highly visible marking devices," meaning that they no longer must display their headlights when running in the "push" mode.....Delaware Valley Rail Passenger reports that Delaware County is pushing for the extension of the R3 line beyond Elwyn as far as Wawa or Glen Mills.

A group of visitors from the Transportation Research Board, a prestigious industry group soon to be headed by SEPTA General Manager Louis Gambaccini, toured SEPTA facilities on September 18. First they inspected Frazer shop, riding from center city aboard Bombardier cars on train 541. Later, after dinner in Jenkintown, they had a real treat--returning to Philadelphia on a special two-car train of Blueliners (#9114-9128)... SEPTA has issued a folder entitled "Bridging the Gap," which describes the \$352-million project to replace or rebuild 25 bridges and install new track, signals and catenary in the four miles of Mainline between Wayne Junction and the center city tunnel entrance. The project is to begin during the summer of 1991 and continue for the two following summer periods, subject to receipt of funding.

SEPTA had more than its share of service outages on Regional Rail last month, most of them due to causes beyond SEPTA's control. A gas main break at Girard & Belmont Avenues in West Philadelphia September 7 disrupted SEPTA's morning rush-hour service to and from Paoli as well as AMTRAK's Harrisburg service. Then, on the afternoon of September 20, a contractor accidentally cut a main signal cable near Wayne Junction, virtually halting all Reading-side service from 5:20 to 6 PM and causing further delays well beyond that time..... A six-alarm fire in the Purolite Chemical Company at G & Venango Streets in Philadelphia, adjacent to the North-east Corridor, forced the suspension of all AMTRAK, SEPTA and CONRAIL operations between "Shore" and North Philadelphia, from 9:10 to 10:10 PM on September 27.

The Third U.S. Circuit Court of Appeals last month approved SEPTA's plan to begin random drug and alcohol testing of employees holding safety-sensitive jobs on the Regional Rail system. This decision lifts an injunction which had been in effect since January 1988. This goes a step beyond the U.S. Supreme Court ruling last March that upheld Federal Railroad Administration regulations allowing "for cause" drug tests on employees involved in safety violations. In contracts reached with City Transit Division and Red Arrow workers earlier this year, SEPTA already has won the right to conduct random testing of transit personnel.....SEPTA reportedly is having some problems with its automatic train control equipment being furnished by Harmon Electronics. The FRA-mandated deadline for equipping all Northeast Corridor trains with ATC is April 1, 1990..... SEPTA now has its cab signal system in service between "Zoo" and 30th Street and between "Walnut" (near Franklin Field) and 30th Street. Cab signal rules are in effect on the Mainline all the way from "Zoo" to Wayne Junction and on the West Chester Line from 30th Street ("Schuylkill") to Secane.....A total of 39 Silverliner II's and III's have returned from rebuilding at Morrison-Knudsen's Hornell (NY) shop. The first rebuilt Silverliner III, #237, returned on September 20. The former Reading Silver II's are being stripped of their Budd-installed disc brakes.

SEPTA's On Site program, which allows the riding public direct access to top SEPTA officials, has been expanded to 69th Street Terminal and 30th Street Station. On certain Thursdays SEPTA managers will be on hand between 7:30 and 9:30 AM at these locations to field complaints, compliments and suggestions.....A bill passed overwhelmingly by the U.S. Senate last month would prohibit discrimination against the 43 million Americans with some form of disability. Requirements of the law would include increased accessibility of transit routes, with all new buses and trains equipped for wheelchairs and transit systems to be made fully accessible within 20 years. No additional funding for this work was provided, however, and its cost to SEPTA and other systems has not been determined. (Continued on Page 5)



## PHILADELPHIA EXPRESS (Continued from Page 4)

Former SEPTA Board Member Bryan Clymer of Delaware County, nominated by President Bush several months ago for the post of Urban Mass Transportation Administrator, has not yet been confirmed by the Senate. An Inquirer report indicated that Senate staffers first want to investigate the Federally-funded contracts which Clymer's accounting firm in Media was awarded with no competitive bidding.....Without ceremony, PennDOT reopened all lanes of the Schuylkill Expressway through Philadelphia on September 14, completing the four-year, \$225-million rebuilding of 18 miles of the busy highway between King of Prussia and center city. SEPTA had beefed up service on certain rail and bus lines to offer commuters an alternative to the often lengthy delays caused by the long project.....On September 10 SEPTA permanently closed its little-used Spring Garden station on the Ridge Avenue subway line, after many complaints of drug activity there.

SEPTA said last month that it could not afford to continue the peak-hour fare discount for senior citizens. Since 1978 the City of Philadelphia has given SEPTA an annual subsidy to support the program; last year SEPTA received \$2.4 million but this was cut to \$500,000 in the current budget. Seniors can still ride free during off-peak hours under a program funded by the State Lottery.....For the first time in several years the trolleys on Route 23 operated all summer over the entire line, but Route 56 on Erie Avenue was still running with buses in late September. The cars were restored to Route 15-Girard Avenue in August.....Over the summer SEPTA issued several interesting publications, including a two-color folder advertising the extension of bus Route 27 from Barren Hill to Plymouth Meeting Mall in Montgomery County, another promoting bus Route 38 to West Philadelphia as a tourist line serving the Zoo and various cultural attractions, and still another entitled "We're moving on the Broad Street express." The latter describes the plan to install express tracks in the Broad Street subway between Erie and Olney stations by next spring. A 20-page booklet reporting on the Frankford Elevated Reconstruction Project ("FERP") was also issued, giving a good overview of this massive rebuilding project. One flaw noted in the Broad Street folder was the repeated reference to "Synder Avenue" in South Philadelphia.



AMTRAK will receive \$615 million in Federal funding for Fiscal Year 1990 which began October 1, under legislation passed by the House September 25. The Senate is considering similar legislation but the White House has threatened a veto of the bill as too expensive. The House bill also faces opposition in the Senate because it contains a provision to exempt CONRAIL from liability claims in the event of a commuter train accident on its tracks in the District of Columbia. Conrail has insisted on this exemption as a condition to allowing the proposed northern Virginia commuter service to operate over its mainline enroute to Union Station. The legislation passed by the House would also authorize \$2.68 billion for Amtrak over the four-year period from 1989 to 1992. In FY 1989 Amtrak received \$584 million in Federal subsidies. If the full \$615 million is appropriated in 1990, Amtrak is expected to proceed with its long-planned order for new Viewliner single-level equipment.

AMTRAK last month closed the block and interlocking station at "Park" in Parkesburg, Chester County, transferring control of the interlocking and hotbox detectors to "Thorn" tower at Thorndale. "Park" had become less important since CONRAIL last year took its low-grade Enola Branch out of service between Parkesburg and Creswell.....The City of Newark, DE has restored and reopened the historic ex-Philadelphia, Wilmington & Baltimore Railroad passenger station. While only one AMTRAK train in each direction currently stops at Newark, the 1877-vintage station could become more active if SEPTA were to extend its Wilmington commuter service. The building now houses various historical displays and is open to the public from 6:30 to 8 PM Tuesdays and Thursdays (Roy Soukup).

AMTRAK's on-time performance for non-Corridor trains in August was a poor 60.5 percent. Although passenger revenues increased over August 1988, passenger miles were down from a year ago (NARP).....AMTRAK has completed the move of its headquarters from 400 North Capitol Street to Washington Union Station. The new address is: 60 Massachusetts Avenue NE, Washington, DC 20002 (telephone 202-906-3000).....AMTRAK's off-season fares went into effect October 1. These include the popular "one-way plus \$7 return" round-trip excursion fares good for travel through May 24, 1990. All Aboard America fares (\$179 for one region, \$229 for two regions and \$259 for the entire system) allow one-way or round-trip travel for up to a 180-day period, with as many as three stopovers. The "one-way plus \$7" applies for most trips when the one-way full fare is \$65 or more.....Mohawk & Hudson Chapter's Call Board reports that AMTRAK has a 4,376-bed capacity each day and 19,500 coach seats.....The new national timetable is effective October 29.....AMTRAK Senior Director Bruce Heard recently appeared before the Mass Bay RRE in Newton Highlands, MA. Among the many pieces of information gleaned from that meeting and reported by Boston Chapter's Steel Wheels is that the 25-year operating contract between Amtrak and the freight railroads expires in 1996. More than 3,800 miles which are not major freight routes are at risk of downgrading or abandonment, Heard said.



CONRAIL began operating a new piggyback train through Philadelphia on October 3. Symboled TV-233, the train runs from Kearny intermodal terminal in North Jersey to Atlanta, GA via the ex-Reading through Philadelphia, Reading and Harrisburg to Hagers-town, MD, thence over NORFOLK SOUTHERN to Manassas, VA and south on the mainline. Southbound, the train leaves Kearny at 5 AM Tuesday through Saturday while its north-bound counterpart, TV-234, arrives at 10 AM via Allentown.....CONRAIL's \$9.5-million project to rebuild "Harris" interlocking in Harrisburg is coming along, and should be completed on schedule by the end of the year. It will permit faster speeds for the 50-plus freight trains which pass through "Harris" each day and separate freight from passenger movements. Control of the interlocking will be shifted from Amtrak's "Harris" tower to the Conrail Harrisburg Division dispatcher.

## PHILADELPHIA EXPRESS (Continued from Page 5)

CONRAIL received the last of 25 new SD60 diesel locomotives from Electro-Motive on September 25. They are numbered 6843-6867.....Press reports indicate that CONRAIL has reduced its 1990 order for 100 C40-8 locomotives to 50. The units will be built by General Electric in Erie, PA.....CONRAIL closed "Stadium" tower in South Philadelphia, effective October 6, with the switches entering Greenwich yard now hand-thrown. This leaves "Nice" tower in Nicetown as the only active Conrail tower in the City.

The Inquirer announced last month that it will build a new printing plant on the site of the former Alan Wood Steel plant at Swedeland, PA, near Norristown. The property is served by the UPPER MERION & PLYMOUTH.....The disconnected ex-Reading Chester Valley track west of King of Prussia, abandoned by CONRAIL and sold to Philadelphia Electric several years ago, was briefly reconnected over the weekend of September 23. A temporary track was laid over Westlakes Drive at a large office park, allowing Conrail to deliver two large transformers to a PE substation at King of Prussia. Public transit advocates have long pushed for retention of this line as a possible rail transit corridor to the congested King of Prussia commercial area (Bill Polk)....CSX delivered to CONRAIL on September 22 two of the former PORT AUTHORITY TRANSIT F7 locomotives and six cars, enroute from Pittsburgh to the Connecticut Department of Transportation at New Haven. Spotted in the special train were PAT diesels 6690 and 6691, straight coaches 1601, 1604, 1605, 1606 and HEP "power coaches" 1680 and 1682. Four other ex-PAT cars remained at CSX's East Side yard in Philadelphia.

Altoona's K4s #1361 will not operate this fall, according to latest reports, because of a mishap in replacing a driving axle which was damaged last year. The engine remains in CONRAIL's shop complex at Altoona.....Forbes Magazine ran an interesting article on "private varnish" railroad cars in its October 2 issue. Among the cars mentioned was Washington, DC Chapter's heavyweight sleeper-lounge Dover Harbor.....Class I railroads employed 231,879 people in mid-June 1989, down 3.4 percent from a year earlier, according to an Interstate Commerce Commission report (Railway Age).....The 1990 transportation appropriations bill approved by the Senate late last month includes a requirement that rail, air and motor carrier employees in safety-related jobs be subject to random drug and alcohol testing.

Six bidders have surfaced in the competition for control of the bankrupt DELAWARE & HUDSON RAILWAY, among them CANADIAN PACIFIC and DELAWARE OTSEGO, the present designated operator of the 1,200-mile system. Other bidders include D&H Railway Acquisition Corp., an investor group headed by Robert Serlin of Phoenixville; Railport, led by Thomas J. Holt of Holt Cargo Systems, Gloucester City, NJ; and D&H Group, Inc., representing a New York investment firm and Kent P. Shoemaker, former president of D&H. Also filing a reorganization plan was GUILFORD TRANSPORTATION INDUSTRIES, present owner of the railroad, but another likely suitor, CONRAIL, failed to submit a bid. Trustee Francis P. Dicello would not comment on speculation that the proposals ranged from \$25 million to \$60 million in cash and assumption of D&H debt.

CSX will adopt new systemwide radio frequencies of 161.37 and 161.52 to replace the hodgepodge of former B&O, Seaboard and Atlantic Coast Line frequencies previously in use. The new ones are actually those long in service on ex-Louisville & Nashville lines.....CSX reported earnings of \$151 million (\$1.45 per share) for the second quarter of 1989 compared with a loss of \$160 million in the year earlier period. Part of the gain reflected an after-tax profit of \$39 million from the sale of CSX's 50-percent interest in LIGHTNET, a 5,000-mile fiber optic telecommunications network. Total operating revenue for the quarter was \$2 billion, up from \$1.9 billion a year ago.....CSX has now reached reduced crew-size agreements with workers on about 58 percent of its vast system. The latest agreement, announced in July, eliminates the second brakeman position on all former B&O lines.

SHORTLINE NOTES. VALLEY RAILROAD of Connecticut is expecting delivery of its new Chinese-built steam engine sometime this month. The 2-8-2 set sail in early September on a vessel bound for Camden, NJ, and the engine is to move via CONRAIL from there (Steve Bogen).....Hawk Mountain Chapter's ex-Jersey Central RS3 #1554 is ailing and has not operated recently out of Jim Thorpe. The unit is to move to New Hope on the NEW HOPE & IVYLAND where a contractor will make the repairs.....Maurice L. Cannon, 40, of Bridgeville, DE, has been named the new executive director of Historic Red Clay Valley, Inc., parent of the tourist-hauling WILMINGTON & WESTERN RAILROAD. W&W has sold its ex-Pennsy B6sa 0-6-0 #60 to the Eastern Shore Railway Museum of Parksley, MD (Old Dominion Chapter Highball).....MARYLAND MIDLAND, hurting for power because of increased business, is considering the purchase of three additional used diesels. MMID has recently restored ex-C&NW F7A #413 to operating condition and renumbered it 101, supplementing sister #100 (Bull Sheet).

Tri-State Chapter's ex-BANGOR & AROOSTOOK F3A #44 may not be ready for the Chapter's "first generation" excursion from Morristown, NJ to Port Jervis, NY (Carl Perelman).....ARHS-owned F3A #46 (also EX-BAR), has been restored and repainted as Central of Pennsylvania #56, moving from Swedeland to Jim Thorpe September 9 for the ARHS fantrip on PANTHER VALLEY September 17.....Two more rebuilt SW1200 switchers were delivered to USX's Fairless Works last month. Painted orange, #22 and 26 were furnished by Wilson Railway of Des Moines, IA.....BLUE MOUNTAIN & READING's 4-6-2 #425 has had another grade crossing collision, but this time suffered little damage. Someone in a rent-a-truck met the 425 and its passenger train at Ontelaunee, near Reading, on August 30, demolishing the truck but causing the driver only minor injuries (P&R Chapter Colebrookdale Local).....No new talks have been scheduled in the contract stalemate between PATCO and the Teamsters Union. Workers on the high speed line have stayed on the job since their old contract expired last June 15.....A group known as Reading Station Associates has taken over the old Reading shop area in Reading, and plans to develop the buildings into another retail outlet mall. The former occupant of the main shop, a railcar repair service, closed up at the end of September.

## NJ TRANSIT'S ATLANTIC CITY DEBUT MARRED BY FATAL ACCIDENT

NJ TRANSIT launched its Lindenwold-Atlantic City commuter service on Sunday, September 17, as advertised, but spirits were dampened by a fatal grade crossing accident during the first morning of operation. Train #4711, running with its cab car first, struck an automobile stopped on the Harker Avenue crossing in Berlin at 11:20 AM, after its driver had veered around the lowered gates. The motorist, a 27-year-old Sicklerville woman, and her four-year-old daughter were killed instantly, and ten of the 175 passengers on board the train were treated for minor injuries. The four-car train, pushed by a GP40FH-2 locomotive, had departed Lindenwold at 11:15 AM, 45 minutes late. Service on the Atlantic City line was halted for nearly two hours.



The accident rekindled the anger of some local residents who have been opposing the revival of high-speed passenger service on the former PRSL mainline, particularly AMTRAK's Atlantic City Expresses which began running last May 23. Amtrak has had no accidents at any of the 43 crossings on the line, but many complaints have been voiced about malfunctioning gates and signals. While the maximum speed between the Delair bridge and Atlantic City is generally 80 mph, NJT immediately after the accident reduced its speed limit to 60 mph within Camden County. (Amtrak made no change.) NJT actually owns the railroad.

Three days earlier, on September 14, NJ TRANSIT introduced its new service with an invitation-only special from Lindenwold to Atlantic City and return. The train was headed by GP40FH-2's #4144-4142, Comet II coaches 5113, 5767, 5771, 5130, 5764, 5769, 5110 and, bringing up the markers, NJT's ex-Jersey Central open platform observation car #1. Departing Lindenwold shortly before noon, the special stopped at all four intermediate stations--Atco, Hammonton, Egg Harbor and Absecon--where mayors and other officials climbed aboard to be greeted by NJT Executive Director Thomas Gagliano. Upon arrival at Atlantic City's new station a ceremony was held with Mayor James Usry and several other politicians in attendance. Both candidates for governor, Democrat James Florio of Camden County and Republican James Courter of Warren County, in an earlier appearance endorsed the passenger rail line as vital to the economic future of South Jersey.

Another special operated from Newark to bring North Jersey officials and guests to Lindenwold, where they boarded the eight-car train. The shorter train, consisting of GP40FH-2 #4140 and Comet II coaches #5768, 5762 and control car 5119, then deadheaded to Atlantic City where it remained until 3 PM. The first train in departed an hour later behind #4142, with both specials operating through to Newark via Frankford Junction. Two AMTRAK trains were also in Atlantic City station during the ceremony.

NJT mailed a colorful brochure to thousands of potential riders advertising the new service, and touting the 50-percent discount in fares which is effective through November 30. For example, the normal one-way fare from Lindenwold to Atlantic City is \$6, but the introductory fare is just \$3. Monday through Saturday service consists of eight southbound trains and nine northbound, with slightly fewer trains on Sunday. Ample free parking is available at all stations, and NJT has established a toll-free telephone number of 800-AC-TRAIN for information on the new line.

Meanwhile, AMTRAK was taking steps to boost its sagging ridership. Only about 1,200 passengers per day are riding the Atlantic City Express service, but Amtrak marketing people hope that the new incentive program with Harrah's Casino (see September Cinders) and added long-distance service beginning October 29 will attract more customers. (Much of the above information was drawn from Jersey Central Chapter's News and the Camden Courier-Post.)

### RAIL TOURS OFFERING FALL FOLIAGE TRIPS FROM JIM THORPE

Rail Tours, Inc. again this year is offering a series of fall color excursions from Jim Thorpe to Haucks, PA and return, a 34-mile round-trip over a former Jersey Central branchline now operated by the Panther Valley Railroad under lease from Carbon County.

The diesel-powered trains feature open-window coaches and leave from the CNJ depot in Jim Thorpe. Fares are \$10 for adults and \$6 for children four to ten years old. Younger children are free. Trains depart Jim Thorpe at 10 AM and 1:30 PM Saturdays and Sundays October 14 through 22 and at 1:30 on Saturday and Sunday October 28-29. The entire excursion requires about three hours.

Tickets may be obtained by mail from: Rail Tours, Inc., P. O. Box 285, Jim Thorpe, PA 18229-0285, enclosing check for trip(s) desired and a stamped, self-addressed envelope. Tickets will also be sold on day of trip if still available. For further information, telephone 717-325-4606 (215-432-4036 between 5:30 and 9 PM).

It is hoped that steam power will return to this route for the 1990 season.

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



The month of September showed little Southern hospitality to Amtrak. Late on Thursday, September 21 Hurricane Hugo, packing 140-mph winds slammed into the South Carolina coast, crippling Charleston and many other cities and knocking out utilities for hundreds of thousands of residents. CSX's former Atlantic Coast Line main through Charleston and Savannah was hard hit, with washouts and downed communications lines forcing a complete halt to freight and passenger services. Amtrak terminated all trains through the Carolinas on Thursday except for #90 from Jacksonville, finally resuming limited Silver Star and Auto Train service on Saturday via the undamaged Norfolk Southern through Atlanta and on to Jacksonville via freight-only lines (with up to 12-hour delays).

The following week these trains (#52 and 53 running alternate days) were diverted to the former Seaboard route through Raleigh and Columbia which had been less heavily damaged than the coastal route, but it was not until October 1 that the Silver Meteor was returned to operation--via an alternate CSX route through Pembroke and Hamlet, NC. Amtrak sources were saying it might be another month before the line to Charleston could be fully restored, principally because of the unavailability of electric power for signals and communications. Trains #89 and 90, the Palmetto, are being terminated at Florence, SC for an indefinite period of time.

Meanwhile, Amtrak Train #19, the Crescent, smashed into a fire truck responding to an alarm at a rural crossing near Calverton, VA, between Manassas and Culpeper on Thursday evening, September 28. Two volunteer firemen on the truck were killed. Damage to #19's equipment was estimated at \$900,000. The consist of #19 (estimated damage in parentheses) was as follows: F40PH #319 (\$125,000), F40PH #383 (\$105,000), baggage-dorm 1618 (\$40,000), Heritage coaches 4704 (\$60,000), 4646 (\$50,000), 4647 (\$50,000), 4742 (\$100,000), 4019 (\$125,000), lounge 3112 (\$75,000), diner 8502 (\$60,000), sleepers 2452 (\$30,000), 2887 (\$35,000), 2884 (\$20,000), Slumber-coach 2089 (\$10,000). The remainder of the train, which did not derail, was coaches 4612, 4639 and Material Handling Cars 1458 and 1417. Trains 19 and 20 on Friday, September 29, were detoured via Doswell, VA and the RF&P.

Capitoliner cafe car #863 will be the prototype conversion of its type to a cab car. Reports are that these cars could be reconfigured as club cars and used to convert Metroliner Service trains to push-pull operations. (Existing cars in this pool are receiving MU trainlines as they cycle through Bear shops). The new number for 863 will be 9800. Capitoliners 809, 825 and 827 have received modifications to allow them to operate as cab cars. The former is at Philadelphia and the latter two are running out of Chicago with cab car 9646, the first car rebuilt for Michigan service. Apparently, 11 additional cars will receive modifications: 814, 818, 822, 826, 827, 828, 880, 884, 885, 888 and 889. This will allow the installation of push-pull service while Wilmington goes through the very time-consuming practice of rebuilding other Capitoliners to cab cars 9647-9653. For those keeping count, these latter cars are being converted from the 801, 807, 819, 806, 820 and 821.

Elsewhere, as of September 1, 1989, Amtrak rostered 161 stored passenger cars, including 14 Turboliners and 27 Capitoliners. The active fleet consisted of: 483 Amfleet I, 149 Amfleet II, 45 Horizon, 282 Superliner, 705 Heritage, 18 cab cars, 3 Viewliner, 50 Turboliners and 17 Capitoliners, totaling 1,752 cars.

Amfleet coach 21046, for almost three years the only car in the old livery, continues in service looking much the worse for wear. Amcafe 20051, meanwhile, has joined 20034 and 20042 at Bear for conversion to Metroliner Service Club cars. Twelve Metroliner Service coaches are being reconfigured with 68 seats and no dressing room, yielding eight more seats per car. Beech Grove, however, has exhibited an odd habit of not renumbering Amcoaches which they convert from 60 to 84 seat cars. As a result, cars have been misassigned to overnight runs by yardmasters who innocently assumed the cars still seated 60 people with more leg room. Eventually, the matter is brought to someone's attention and the car number (crudely) changed. The most recent example is car 21865 which should have been renumbered to 21285 when released August 16.

As of late September, Bombardier had not resumed deliveries of Horizon cars to Amtrak (55 to go), but was in the process of completing an MBTA order.

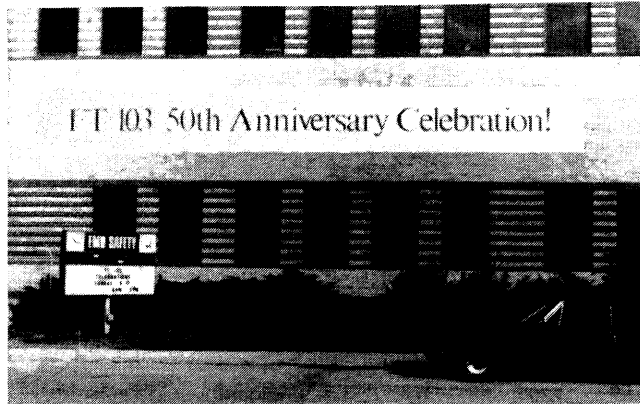
Twelve of the distinctive "shorty" baggage cars in Amtrak's 1350-1379 series have been placed in storage. While several cars received M U trainlines and an overhaul for San Diego-Los Angeles service, many others need considerable work. With more MHC's on order, the worst cars in the fleet are being culled out. Car 1359, though, still in service, is in the original "Arrow" paint scheme, obsolete at least 13 years ago!

(Continued on Page 10)

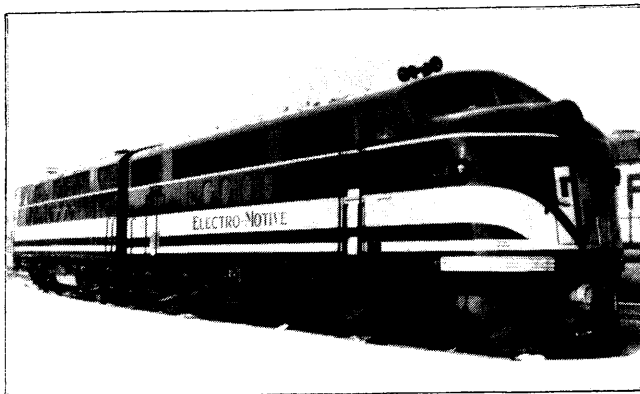


# EMD HOSTS OPEN HOUSE TO MARK FT'S 50TH

by Frank Tatnall



Above, Electro-Motive greets visitors to its September 17 open house with this sign. The celebration marked the golden anniversary of FT #103, which in 1939 helped convince America's railroads that steam could not compete with diesel power. Original #103 A unit (below) was borrowed from the National Museum of Transport and cosmetically restored by EMD to its demonstrator colors. --PHOTOS BY FRANK TATNALL



restored to pristine condition by the workforce at LaGrange, and repainted in its original demonstrator colors of dark brown and yellow, the 103 and an FT booster unit from the Virginia Museum of Transportation have been leased by EMD for one year. Reportedly, the company is considering a tour with this FT display set and may even restore the cab unit to operating condition.

Beginning with the 103--actually turned out by predecessor Electro-Motive Corp. --a total of 555 FT cab units and 541 boosters were built for 25 railroads between 1939 and 1945, before EMD introduced the improved F3 model after World War II. Santa Fe was the largest owner of FT's with more than 300 units on its roster. Of the original set, only the lead A unit #103 still exists, its three partners having been scrapped. The B unit on display was built for the Southern as part of a later order.

While the FT set headlined the exhibit, it was part of a gleaming display of 19 EMD-built locomotives representing the evolution of diesel freight power over the past half-century. More than 23,000 people flocked to the LaGrange works on this bright, pleasant day to circulate around the well-arranged display area, buy FT tee shirts and sip soft drinks "at 1939 prices." Six of the locomotives were on loan from various museums including Reading 5513, the first GP30, produced in 1962 as EMD's first "second generation" unit and later donated by Conrail to the Reading Company Technical & Historical Society. Two of the historic locomotives and two spanking-new SD60's were fitted with stairways which allowed visitors to view or walk through the operating cabs.

Beautiful weather and the presence of many railfans from around the nation guarantee that photos of this memorable gathering of power will appear in many magazines over the next few months. On Page 10 is a list of the locomotives displayed during this event.

In a welcome public relations move, the Electro-Motive Division of General Motors opened the doors of its sprawling LaGrange plant at McCook, IL on September 17 to celebrate the 50th anniversary of the landmark FT locomotive. Later dubbed "the diesel that did it," FT demonstrator #103 has been credited with convincing many railroads that internal combustion power indeed had the muscle to supplant steam. Diesels, said General Motors, "could do twice the work of steam at half the cost."

The four-unit FT set--two cabs and two boosters--rumbled out of LaGrange on November 25, 1939 as a missionary to the railroad industry. Generating 5,400 hp from its four 567-series 16-cylinder diesel engines, #103 set forth on a grueling 83,764-mile demonstration run over 20 different railroads, contending with all types of weather from desert heat to subzero blizzards. The tour was so successful that once-skeptical railroad motive power men began to look favorably on the diesel-electric as the road freight power of the future. The onset of World War II limited the number of FT's that could be produced, but set the stage for an avalanche of orders for successive models as soon as hostilities ended.



ELECTRO-MOTIVE

The demonstrator set was sold to Southern Railway in 1941 and operated for another 20 years before retirement. Southern then donated the lead cab unit of #103 to the National Museum of Transport in St. Louis, where it remained until EMD leased it this year. Cosmetically

## LOCOMOTIVES ON DISPLAY AT EMD OPEN HOUSE SEPTEMBER 17, 1989

OWNING ROAD	UNIT NUMBER	MODEL	REMARKS
EMD (SOU)	103	FTA	Original road freight demonstrator (1)
EMD (SOU)	-	FTB	(2)
UP	6936	DDA40X	Last active Centennial
EMD	268	SDP40FM	Demonstrator
EMD	5740	SD45X	Demonstrator
CN	5535	SD60F	Comfort cab
C&NW	1518	GP7	First GP-type unit (demonstrator) (3)
RDG	5513	GP30	First second-generation unit (4)
EMD	837	GP38-2	Demonstrator
CR (NYC)	3000	GP40	First GP40 delivered (1965)
BN	7111	SD40-2	
MONON	32	BL2	(5)
EMD	117	SW1001	Plant switcher
ATSF	101	FP45	Repainted in red warbonnet scheme
GN	400	SD45	"Hustle Muscle" lettering (6)
EMD	EMD-5	GP60	Demonstrator
UP	6200	SD60M	Comfort cab
IHB	9007	SW9	

## NOTES

- (1) - On loan from National Museum of Transport, St. Louis, MO
- (2) - On loan from Virginia Museum of Transportation, Roanoke, VA
- (3) - On loan from Illinois Railway Museum, Union, IL
- (4) - On loan from Reading Company Technical & Historical Society, Reading, PA
- (5) - On loan from Kentucky Railway Museum, Louisville, KY
- (6) - On loan from Lake Superior Museum of Transportation, Duluth, MN

## ON THE SCENE (Continued from Page 8)

Plans to refurbish three additional RTG turbo coaches have apparently been cancelled, since Metro-North, as I understand it, has forbidden the operation of six-car trains of the earlier Turbos due to their couplers in the tight trackage around Grand Central Terminal. Cab car #60 is believed to be under repair, however, to provide a backup power unit.

The Viewliner sleepers on the Night Owl are being sold on an experimental basis for both marketing and logistical reasons (no spares are available, so a 10-6 would have to substitute). Accordingly, nine "compartments" are being sold as roomettes, three others as bedrooms and the three "deluxe bedrooms" are being sold as bedrooms. A compartment is 3' 9" wide and 6' 7" long (deluxe bedrooms are the same length but 7' 1" wide). Compartments have two facing seats, a bedroom has a sofa and moveable chair.

Several cars with extensive wreck damage will likely be written off: Hi-level coach 39912, bi-level cab car 9622, baggage cars 1156, 1169 and 1205, and Amcoach 21108.

In motive power items, F40 #205, believed to be one of the last two units in the obsolete "cigar band" paint scheme pioneered by the E60 electrics, has gone into Beech Grove. Sister #203, also in this livery, is still in service out of Chicago. AEM-7's #909 and 941 are both believed to be out of service with major damage. The same goes for E60's 954 and 955, but the latter unit is expected to reappear soon, presumably with HEP and as the 610.

The super-deluxe train service which will be offered by American-European Express on Amtrak's Capitol Limited between Washington and Chicago will consist of two five-car trainsets. Each set will consist of an eight-bedroom-dormitory, one 11-bedroom sleeper, one four-bedroom, two-drawing room, four compartment sleeper, one diner and one lounge. The heritage of these cars is B&O/C&O, Union Pacific/Amtrak, Southern Pacific/Amtrak, Union Pacific and Union Pacific/Amtrak, respectively. Car names will be Monte Carlo, Washington, Berlin, Vienna, Istanbul, Paris, Chicago, Zurich, Bay Point and St. Moritz.

Once service begins, it will operate six days per week, eastbound from Chicago except Tuesday, and westbound from Washington except Wednesday. Nine of the ten cars will be displayed at Washington Union Station from November 2 to November 7 (by invitation only -- not open to the public). Five cars will then operate west on Train #29 on November 8 (VIP trip) and will be on display at Chicago Union Station from November 11 to November 14. Four other cars will move from Washington to Boston on November 9, being placed on display in Boston on November 10, moving to New York on November 11, with display there on November 12-14, moving back to Washington on Train #647 on November 14. The first nine cars will arrive in Washington on November 1 via Norfolk Southern, having been sent from Panama City, FL. The tenth car will arrive in time for the inaugural run.



# "AUTUMN LEAVES" SEPTA BLUELINER EXCURSION



sponsored by  
Philadelphia Chapter  
National Railway Historical Society

Sunday, November 5, 1989



Philadelphia Chapter, NRHS cordially invites you to participate in another of our excursions utilizing SEPTA's former Reading Company "Blueliner" electric MU cars, built by Bethlehem Shipbuilding in 1931-32.

The excursion will originate at Philadelphia's 30th Street Station (Upper Level) at 10:50 AM, and will cover the Amtrak mainline to Trenton, NJ, as well as the former Reading Lansdale-Doylestown line. This will mark the first revenue trip to Trenton for these venerable cars.

A three-car train of the refurbished cars, in the current red-white-blue-gray paint scheme is expected to be used. These cars, the last open-window commuter cars in the United States, will allow the traction enthusiast the opportunity to enjoy traction sounds at their finest in the late autumn air.

Photo stops will be made as operating conditions permit. A lunch and rest stop will be made at 30th Street Station.

Due to new requirements which mandate that we provide liability insurance for the operation of this excursion, we have been forced to raise the ticket price to cover the insurance premium.

We urge you to not miss this opportunity to ride these cars as they near the end of their operational career. It is possible that this could be the last trip we will be able to operate, and you should take advantage of the chance to participate.

Further information on this trip may be obtained evenings between 7 and 9 PM from 215-828-0706 or 215-947-5769.

Return to Philadelphia (30th Street Station) is expected about 5 PM.

Ticket Agent  
Philadelphia Chapter  
National Railway Historical Society  
P. O. Box 7302  
Philadelphia, PA 19101-7302

Gentlemen:

Please send me \_\_\_\_\_ tickets at \$30.00 each for the Sunday, November 5, 1989 SEPTA Blueliner excursion originating at 30th Street Station (Upper Level) at 10:50 AM. I have enclosed \$\_\_\_\_\_. payable to PHILADELPHIA CHAPTER, NRHS for my tickets, and have also included a stamped, self-addressed envelope for the mailing of my tickets.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP Code \_\_\_\_\_

Telephone: Area Code \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

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