



CINDERS



September 1989

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Volume 50 Newsletter of the Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

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

The September 15 meeting of Philadelphia Chapter will feature our annual slide review of the summer's activities, as viewed through the lenses of numerous Chapter members. Subjects to be covered will include "Trains to Match the Mountains", the very successful 1989 NRHS Convention at Asheville, NC, as well as other notable railfan activities. Members are invited to contribute slides from summer activities to this show.

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, SEPTEMBER 13, 1989 to President Tatnall at 215-828-0706. Please note the new Engineers' Club "no-show" policy which takes effect this year, and is outlined on Page 1 of this issue. The 1989-1990 dinner price is as noted in the heading above.

Join us on September 15 as we begin our 1989-1990 meeting year. Bring a friend. Remember, too, that new members joining NRHS on or after September 1 will have their full year's membership, plus three months bonus, carrying to December 31, 1990. Sign a railfriend up today!

READING BLUES SPECIAL SCHEDULED FOR SUNDAY, NOVEMBER 5

What promises to be one of the final excursions with SEPTA's famed Reading Blues has been tentatively scheduled for Sunday, November 5, sponsored by Philadelphia Chapter.

The train will run via Amtrak's Northeast Corridor to Trenton, NJ, the first time that the 58-year-old Blues have operated to Trenton in revenue service, and to Lansdale and Doylestown on SEPTA's former Reading commuter lines. The special is to leave from the Upper Level of Philadelphia's 30th Street Station at 10:50 AM, returning about 5 PM. Several photo stops will be made enroute, as well as a lunch stop at 30th Street. The ticket price will be \$30 per person, an increase over fares charged in the past because of new insurance requirements imposed by SEPTA. Final approval of the trip is still being awaited.

Tickets may be ordered from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing a stamped, self-addressed envelope. Information may be obtained by calling President Frank Tatnall after 7:30 PM weekdays at 215-828-0706.

CHAPTER'S FP7 MOVED FROM STRASBURG TO LANDISVILLE

Philadelphia Chapter's former Reading/SEPTA FP7 passenger diesel locomotive #903, together with sister #902 owned by Lancaster Chapter and a caboose, were moved from their storage track on the Strasburg Rail Road at Strasburg on August 30. Their destination: the Landisville Railroad, Landisville, PA. The 19-mile move was handled by Conrail.

ENGINEERS' CLUB TO REQUIRE PAYMENT FOR DINNER RESERVATIONS

Beginning this season, Philadelphia Chapter will be required by the Engineers' Club to pay for all dinner reservations made in advance. Therefore, if a reservation is made but the person does not appear, the Chapter will be billed. It will therefore be necessary for the Chapter in turn to bill the individual involved.

Everyone's cooperation will be appreciated.

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.

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be sent to the President at P. O. Box 7302, Philadelphia, PA 19101-7302.

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

PHILADELPHIA CHAPTER WELL REPRESENTED AT NRHS NATIONAL CONVENTION

At least 25 members of Philadelphia Chapter were spotted in attendance at the NRHS national convention, held July 19-23 in Asheville, NC.

Those participating included Brother Hilary Basel, Howard Bender, Wayne Blattner, John Burke, Rich Copeland, Eric Dervinnis, Sheila Dorr, Larry and Marie Eastwood, Joe and June Flagler, Kermit Geary, Gene Kane, Dave Kopena, Dennis Linsky, Dave McWherter, Ara Mesrobian, Don Morrison, Harry Myers, Bill Rhodes, Doug Rowland, Pete Senin, Frank Tatnall, Bill Wagner, Fred Weisenbach, George Weiss and Roy Zeiher.

More than 1,400 people registered for the convention.

FRANKLIN INSTITUTE TO REOPEN RAILROAD ROOM OCTOBER 7; VOLUNTEERS NEEDED

The Franklin Institute will reopen its famed Railroad Hall to the public on Saturday, October 7, after a six-month renovation funded by Conrail. Originally opened in 1934, the Hall has played host to a number of railroad exhibits, including the massive Baldwin 4-10-2 steam locomotive #60000 which was moved in via a special siding from the Baltimore & Ohio mainline. The wall of the building was then completed behind it.

The refurbished Hall includes the platform and waiting room of a Victorian railroad station, and a 40-foot-long model railroad layout which can be operated by visitors. The 60000 can still be moved forward and backward on its special track via electric power. Numerous other historic and scientific exhibits relating to railroads are housed in the Hall, which is a permanent feature of the Institute.

Another special attraction will be a Model & Toy Train Festival, to be held October 7 through December 31 in the William Penn Gallery of the Institute. Model and toy trains of all types, as well as videos, books, music and several detailed layouts explore the technological development of railroading in America. A large N-scale layout specially commissioned for this exhibit traces the path that #60000 took when it toured the nation in the 1920's, including its testing on the Pennsylvania Railroad's Horse Shoe Curve.

Volunteers are needed to staff the train festival, especially persons such as NRHS members with unique knowledge of railroads. Longer-term opportunities for volunteers to staff the Railroad Hall are also available. Those interested should write to Bobbie Dillon, manager of volunteer programs, Franklin Institute, 20th Street & The Parkway, Philadelphia, PA 19103, or telephone her at 215-448-1163.

The Franklin Institute Science Museum is open Monday through Saturday 10 AM to 5 PM, Sunday 12 Noon to 5 PM and closed on major holidays. Admission is \$5.50 for adults, \$4.50 for senior citizens and children.

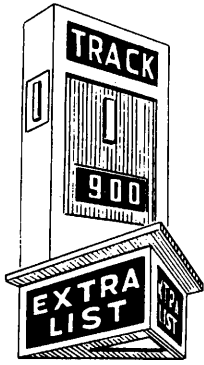
NATIONAL HEADQUARTERS TO MOVE; CONVENTION LINEUP PRESENTED

The National Railway Historical Society's national headquarters will move from its Suburban Station location on October 1, 1989 to the Robert Morris Building, 17th & Arch Streets. The Society has signed a five-year lease on the 12th floor space in the Robert Morris Building, recently renovated in a historical preservation project. The Society will gain additional space in the new location at a comparable rental, with the National Railway Bulletin staff securing brighter quarters for their production and the Library of American Transportation gaining a bit of breathing room for processing acquisitions. The Society's headquarters were moved to the Suburban Station Building in 1984.

Commitments for national conventions through the year 1993 have been made by chapters wishing to host the annual affair, it was revealed at the Society meetings held at the 1989 Asheville Convention. The lineup of future NRHS conventions is as follows:

1990 - St. Louis, MO (June 14-June 17, 1990)
1991 - Huntington, WV
1992 - San Jose, CA
1993 - Chicago, IL

After a drought of convention bids over the past two or three years, these long-range commitments will provide much rail enjoyment for Society members in the coming years at the annual summer gathering.



SEPTEMBER 17, 1989: "The Anthracite Special" excursion from Jim Thorpe to Haucks, PA and return, sponsored by Anthracite Railroads Historical Society. Special all-Jersey Central consist will depart Jim Thorpe 11:30 AM. Recently restored F3 diesel #46 will be on display and possibly perform a runby. Tickets: \$25 per person. Order from: Gary J. Klein, 1916 Foster Road, Hatfield, PA 19440, making checks payable to "Anthracite Railroads Historical Society."

SEPTEMBER 17: South Jersey Railroad Fair, 10 AM to 5 PM, at Garden State Park, Route 70, Cherry Hill, NJ. Show features model trains and railroadiana. Admission: \$4 per person (children under 12 free). For information, telephone Bruce F. Heiner at 301-750-7232.

SEPTEMBER 18-21: National Conference on Historic Canals at Hotel Easton, Easton, PA, sponsored by Hugh Moore Historical Park & Museums to promote the new Delaware & Lehigh Navigation Canal National Heritage Corridor. For information, telephone the Canal Museum at 215-250-6700.

SEPTEMBER 24: Railroadiana and Model Railroad Show & Sale sponsored by Lehigh Valley Chapter NRHS, 10 AM to 4 PM at Dieruff Senior High School, Irving Street, Allentown, PA. Admission: \$2 per person (\$3 for entire family). Cost of tables is \$20 each. For information, contact: Paul A. Kuehner, P. O. Box 300, Laurys Station, PA 18059 (telephone 215-799-2530).

SEPTEMBER 29-OCTOBER 1: Railway Preservation Conference at Railroad Museum of Pennsylvania, Strasburg, PA. Speakers include John H. White, Jr., senior historian of transportation at the Smithsonian Institution, Washington, DC; William L. Withuhn, curator of transportation, Smithsonian Institution; Mark Smith, publisher of Locomotive & Railway Preservation Magazine; Timothy C. Truscott, former president of Mohawk & Hudson Chapter NRHS and principal in restoration of Albany (NY) Union Station; and G. Fred Bartels, president of Strasburg Rail Road and former superintendent of Cass Scenic Railroad. This program is a follow-up to the symposium on railway preservation held last April at the California State Railroad Museum in Sacramento. It is sponsored by the Railroad Museum of Pennsylvania and Friends of the Railroad Museum. Fee: \$125 per person, including all programs, Friday evening reception, Saturday lunch and dinner, tours and excursion on Strasburg Rail Road. For information, contact the Railroad Museum at P. O. Box 15, Strasburg, PA 17579-0015 (telephone 717-687-8628).

SEPTEMBER 30: Centennial celebration of former Jersey Central terminal at Liberty State Park, Jersey City, NJ. Governor Kean will be present to rededicate the terminal. Free ferry rides and displays will be featured. Admission free. For information, telephone Liberty State Park at 201-915-3409.

OCTOBER 1: 10th annual Train Meet at Farm Market Hall, Route 61, Leesport, PA, sponsored by Reading Company Technical & Historical Society, 9 AM to 3 PM. Reading T&HS equipment open for inspection and Blue Mountain & Reading will offer excursion rides. Admission: \$2, children under 12 \$1. Cost of tables is \$8 each. For information, contact: Reading Company T&HS, P. O. Box 15143, Reading, PA 19612 (telephone 215-777-2053).

OCTOBER 1-29: 3rd annual Railroad Art & Photography Show at the Art Gallery of Hanover, 32 Carlisle Street, Hanover, PA, sponsored by Hanover Area Arts Guild, Inc. Hours: Fridays 10 AM to 7 PM, Saturdays and Sundays 10 AM to 5 PM, closed Mondays-Thursdays. Admission free. Featured will be railroad art and photographs, displays of railroad hardware and railroadiana. For information, contact: John R. Mowrer, 112 Fulton Street, Hanover, PA 17331 (telephone 717-632-0982 between 9 AM and 3 PM daily).

OCTOBER 7: 9th annual Hoboken Terminal Festival at former Lackawanna terminal, Hoboken, NJ, 11 AM to 5 PM, sponsored by NJ Transit. Locomotive and equipment displays, railroadiana sales and a wide variety of foods will be featured. Admission free.

OCTOBER 7, 8, 14, 15: Fall foliage excursions from Alexandria, VA powered by Norfolk & Western Class A 2-6-6-4 #1218, via lines of Southern Railway, sponsored by Potomac and Washington, DC Chapters NRHS and Chesapeake Division RRE. October 7 trip leaves 7:30 AM for Lynchburg, VA, returns 8:45 PM. October 8, 14 and 15 trips leave 8 AM for Front Royal, VA, return 7:30 PM. Lynchburg trip fares: \$60 adult, \$55 children (5-11), \$120 first class. Fares for Front Royal trips: \$52 adults, \$45 children, \$110 first class. Specify open-window or air-conditioned car. Make checks payable to "Steam Train" and order tickets from: Steam Train, P. O. Box 456, Laurel, MD 20707, enclosing stamped, self-addressed envelope.

OCTOBER 7-8: Fall spectacular at East Broad Top Railroad, Route 522, Rockhill Furnace, PA, with narrow-gauge passenger and freight train operations each day. Shade Gap Electric Railway will also be in operation. Station and roundhouse will be open and special night train will run Saturday. For information, contact: East Broad Top Railroad, Rockhill Furnace, PA 17249 (telephone 814-447-3011).

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: Pemigewassett Valley Railroad Excursion will be operated by Massachusetts Bay RRE over 45.0 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).

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Amtrak has confirmed its order for 70 additional Material Handling Cars ("Amboxes"). Like the preceding 74 MHC's, these will be built by Thrall Car Company--they will have new trucks and built-in marker lights. The 1500 number series is available and most likely will be used. To further boost baggage and mail handling capability, six of the seven baggage cars purchased from VIA Rail Canada several years ago will be rebuilt to HEP and restored to service.

Thirteen coach-baggage Superliner cars, which will become surplus when the San Joaquins convert to Horizon fleet equipment this fall, will be rebuilt to all-economy sleepers with 20 rooms on the upper level (the lower level will remain unchanged, apparently). The rooms will be similar to existing Superliner economy rooms, without individual lavatories.

A total of 16 60-seat Amcoaches have been reconfigured to 84-seat cars. The latest two graduates of Beech Grove are 21284 and 21285, formerly 21860 and 21865. For the record, ten 60-seat coaches remain in "standard" service (not refurbished for San Diegan Custom Class or Metroliner Service). In theory, four cars are assigned to Chicago for the International (Chicago-Toronto), two to Empire Service for the Maple Leaf and four to the Northeast Corridor for the Night Owl.

Two additional trainsets are being formed for Metroliner Service, plus three spare cars, and these will be made up of eight coaches (44915, 44923, 44927, 44935, 44945, 44969, 44978 and 44985), two clubs (20983 and 20984-- ex-Amcafes 20042 and 20034, respectively), and three dinettes, which will be drawn apparently from existing trainline-equipped Amdinettes as no new candidates have gone to Bear for conversion. Twelve Metroliner Service coaches are being converted from 60-seat to 68-seat cars, by removing the dressing rooms and adding two rows of seats.

A correction from last month's column-- Amfleet II coach #25002 has not been written off-- the car is actually one of a few cars modified with baggage racks for Palmetto service and renumbered 26002.

Amtrak has announced that Atlantic City service will see some schedule revisions, including an added Washington-Atlantic City train (which will replace a Philadelphia schedule) and some revision to the Philadelphia trains and a new through New Haven-Atlantic City train, as it fine tunes these schedules in an attempt to boost lower than expected ridership.

The Montrealer is off to a good start, and the consist requires three sets of equipment. The resumption of this popular train resulted in a real tightening of equipment. The initial coaches were obtained by reassigning two coaches from the Broadway Limited pool, and five from the Capitol Limited pool. In addition, the Capitol now operates with two sets of equipment instead of three, thus freeing up three coaches, a lounge and two sleepers. A Broadway lounge and the spare Capitol lounge were requisitioned for the Montrealer and two 10-6 sleepers each were transferred from New York and Chicago to Washington.

VIA Rail Canada is apparently accepting reservations through the end of 1989 on its full Canadian network, so any "rationalization" won't come until early 1990.

Montreal's 24 new commuter coaches from Bombardier are apparently now in service, powered by leased VIA F40's until four rebuilt GP9's with HEP are delivered by CN. There are eight cab cars (#701-708) and 16 coaches (#720-735) in the fleet, and it is believed that the 800-series CCF-built cars from the 1950's will be equipped with HEP and push-pull capability as well.

In New York, Federal funds have been requested to continue the rebuilding of Penn Station and construction of a new tower at Jamaica on the Long Island. In addition, a fleet of "M-6" dual-voltage MU cars is under consideration, with 18 being acquired for New York and 30 for Connecticut. Elsewhere in the Big Apple, the key interlocking at Mott Haven is to be reconfigured, and some existing high-level platforms are to be lengthened and stations between Peekskill and Poughkeepsie will receive new high-level platforms.

A Chicago source informs me that an E unit still turns up on the C&NW on occasion, usually on Tuesdays, indicating perhaps a heavy maintenance day for the F40's. However, an additional four F40's on order will probably spell the end of this practice.

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ON THE SCENE (Continued from Page 4)

In transit items, New York has announced that 87% of its subway fleet is now air-conditioned and it expects 97% of its cars to be equipped by 1991. At this time, the Budd-built R32 fleet is being rebuilt and air-conditioned at Hornell by Morrison-Knudsen and there are also some older cars of Classes R10, R27 and R30 still around. Apart from the R32's still awaiting refurbishing, the best (worst?) place to find such cars is on the "C" Line (Concourse-Eighth Avenue-Fulton Street locals). Modernized R32's (with air-conditioning) have a simplified front end with space for only a route sign and no provisions for destination signs (these may be found on the sides of the cars, if you can see through the crowds).

Washington's WMATA, which already has 366 Breda-built cars, has ordered another 63 and taken an option on yet another 32 cars. No word on whether these cars will be assembled by Amtrak at Beech Grove, however.

Bethlehem Steel's Harlan Plant in Wilmington, birthplace of SEPTA's Blueliners, went on to build only a few additional cars during its existence. Those which come to mind are some of the Key System articulated cars for San Francisco service, an order of Southern Railway baggage cars and the only cars considered lightweight--three combines delivered to the C&O in 1937. Bethlehem also built some N&W RPO cars in the 1930's, which were arch roof cars, but not considered lightweight. Freight cars built by Bethlehem continue into the present era, of course, with hopper cars and TOFC cars a specialty, being built at Johnstown, PA.

EXTRA LIST (Continued from Page 3)

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 Schrade, 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: Tentative date for 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 adult, children under 12 free with adult admission. For information, telephone Greenberg's Shows at 301-795-7447.

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).

MUSEUM HOLDS SPECIAL EXHIBIT ON DELAWARE VALLEY CANALS

"Greetings from the Canals of the Delaware Valley" is the title of a special exhibit of picture postcards from the early 20th Century, illustrating the work and lifestyle along the Lehigh, Delaware, Schuylkill, Morris and Delaware & Raritan Canals. The exhibit runs through October 31 at the Canal Museum, Route 611 south of Easton, PA.

The museum is open Monday through Saturday 10 AM-4 PM, Sunday 1-5 PM. Admission is \$1 adults, children (5-12) 50 cents.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA is considering a major expansion of its Regional Rail fleet, with the proposed acquisition of 40 "Silverliner V" MU cars and 40 additional push-pull coaches from Bombardier. Eight to ten AEM-7 electric locomotives would also be included in the package discussed by the SEPTA board last month.



Design of the Silverliner V cars was well along in 1987 when the decision was made to order 35 non-powered coaches from Bombardier. Later that year SEPTA officials were ready to place a follow-on order for more "Bomb" cars but that plan was vetoed by newly-appointed General Manager William G. Stead prior to his abrupt resignation in December 1987. One reason for the added cars reportedly was for use in Philadelphia-Harrisburg local service, which has suffered substantial ridership losses in recent years under AMTRAK's reduced schedules and—critics charge—its lack of commitment to the service. Pressure to transfer the Harrisburg operation to SEPTA has increased since then, but SEPTA is in no position to assume that burden unless full funding is received from PennDOT and/or local governments.

With the opening of Roberts Avenue shop last month, most maintenance of MU cars other than periodic inspections and running repairs has been shifted from Paoli and Wayne shops to the new facility. Wayne is now performing all 45 and 90-day inspections while Paoli continues to do air brake and transformer work.....SEPTA held a public hearing August 25 to consider its 1990 capital budget and ten-year, \$3.5-billion capital program. Emphasis was placed on a proposed Overbrook Rail Maintenance Shop, to be built on the site of Amtrak's old 52nd Street yard in West Philadelphia at a cost of \$30 million. The new shop would replace the obsolete and PCB-contaminated Paoli shop, opened in 1915.

Blues continue to operate on Paoli trains 9536-9569, usually in a six-car set. Another set of Blues has been barnstorming around the SEPTA system, running on Chestnut Hill East trains 6711-6756 during the last week of August.....An engineer training class for Blues held in late August reportedly may have been the last of its kind, as the Blues face possible retirement with AMTRAK's deadline for automatic train control equipment next April 1.....Color photos of Philadelphia Chapter's June 4 Blues excursion appeared in Trains (September issue) and in Railpace (August issue).....Blueliners #9114 and 9116 were used on a special train August 11 to carry PennDOT Secretary Howard Yerusolim and his staff from Suburban Station to Wayne shop..... Four of the five Pioneer III cars were again operating last month. On August 10 cars 244-245-246-248 ran on Norristown trains 6616-6617 and Chestnut Hill East train 6756, but one later had to be shopped. These rare cars do indeed seem to have many lives!

SEPTA had a very bad morning on August 31 when train #317 from West Trenton snagged the overhead wire at Jenkintown station. The 7:15 AM mishap effectively snarled rush-hour R2, R3 and R5 service although substitute bus service was geared up between Glenside and Wayne Junction and Bethayres-Wayne Junction. The cars involved were Silverliner IV's #185-186-381-380--the latter set losing its pantograph. Full service was not restored until 4 PM.....We hear reports that SEPTA will repeat its June special to Harrisburg--but this time the push-pull train will speed to Washington, DC so that members of SEPTA's lobbying coalition can personally ask Congress for increased transit funding.....SEPTA is continuing its "On Site" program in which riders can buttonhole SEPTA officials every Thursday morning at Suburban Station and the 15th Street subway station.

SEPTA still expects to reopen Baldwin station on the R2 route in Delaware County, and held a public hearing on the subject last month in Eddystone. Developers are restoring the former Baldwin Locomotive Works headquarters building nearby for use as an office center. The eight-story "X"-shaped building was opened in 1928, the same year that Baldwin completed the transfer from its old plant at Broad & Spring Garden Streets in Philadelphia. It's been vacant since successor Baldwin-Lima-Hamilton shut down its operations in the 1960's, and most of the surrounding shop buildings have long since been demolished.....SEPTA has torn down the ill-maintained ex-Reading station in Conshohocken, reports Delaware Valley Rail Passenger. Ironically, the old Pennsy station nearby, where passenger service quit nearly 30 years ago, still survives as an antique shop called the "Outbound Station."

In June a City-hired consultant reported that toxic PCB chemicals were leaking into Reading Terminal Market from the old trainshed area above. But officials of the Reading Company, which still owns the building, and the Convention Center Authority later said that there is no such danger. The train floor is being cleared of asbestos and PCB contamination by the Reading Company before the property is transferred to the City to become part of the new \$500-million convention center.....Both entrances through Reading Terminal to SEPTA's Market East Station have been sealed off to pedestrians. Signs in the doorways read "Temporarily closed due to electrical problems".....The North Penn Reporter of Lansdale recently ran an article on the elevated gateman's shanty located at the Main Street grade crossing just south of Lansdale passenger station. According to the article, the manually-operated gates cost SEPTA more than \$100,000 a year to operate (P&R Chapter Colebrookdale Local).

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PHILADELPHIA EXPRESS (Continued from Page 6)

SEPTA is using the construction of its new Cresheim Valley bridge as an opportunity to rebuild the 1.2 miles of Route R8 isolated by the project. Welded rail and new ties have been installed, and the entire platform and track area at Chestnut Hill West station have been removed to prepare for reconstruction. PCB-contaminated ballast has been disposed of in the process. Overhead wire, however, in place since 1918, will not be replaced until next year at the earliest.....Construction has begun on the \$8.8-million Fern Rock station adjacent to Fern Rock terminal of the Broad Street subway. This station, consisting of high-level platforms with connecting ramps and elevators to the subway boarding area, will allow rail passengers to transfer directly to and from the subway while the ex-Reading Mainline is shut down for the replacement of 25 bridges south of Wayne Junction. The first contracts are expected to be awarded next year for the bridge work, as well as for renewal of four miles of track and catenary, which will take place during the summers of 1991, 1992 and 1993. The new Fern Rock station will become a permanent facility.....SEPTA's latest "200-series" bus route, connecting with its Regional Rail service, will likely be #211, operating between the R2 Warminster station and Northampton Industrial Park in Bucks County.



U. S. Department of Transportation hosted a public hearing in Philadelphia August 30 by one of six working groups whose task is to help formulate a national transportation policy. The group which called here is charged with developing a policy on urban transportation, and Delaware County's Brian Clymer plays an important role. A SEPTA board member since 1980, Clymer has been nominated by President Bush to head the Urban Mass Transportation Administration. Testimony was taken from more than 50 persons, including SEPTA officials, Mayor Goode of Philadelphia and Mayor Primos of Camden, Professor Vukan R. Vuchic of Penn's Transportation Department, Roger Tauss of the Transport Workers Union, representatives of local industry and consumer advocates. Much was said about the need for increased funding to rebuild and restore aging public transportation facilities, and to adopt a regional strategy combining both highways and mass transit into a coherent transportation system able to serve the growing demands of the area. Other working groups are examining the fields of intercity passenger, intercity freight, rural American and international transportation, as well as innovation and human factors in transportation. DOT Secretary Samuel K. Skinner has called the development of a national policy "the highest priority of the Department."

Hourly "owl" service will be restored to the Route 100 Norristown High Speed Line effective with this month's timetable change. Trains will leave 69th Street Terminal at five minutes past the hour, beginning at 12:05 AM.....Two-car CTA trains were used during the weekend of August 26-27 to handle passengers attending the U.S. Amateur Golf tournament at Merion Golf Club.....Construction of the Blue Route (Interstate 476) has reached the Route 101 trolley right-of-way just east of Pine Ridge station near Media, where the highway will pass above the single-track line.....Those electronic destination signs on the platforms at 69th Street Terminal are still not in service.....The original County Line station on P&W Route 100 is closed while a highway bridge is being replaced. The wooden station dates to P&W's construction in 1912, and will most likely be reopened.....Work continues to complete the Norristown Transportation Center, which opened in June. The escalator to the P&W platform is not yet in service, nor is the second track at the upper platform. The latter will not be opened until next year.

Latest word is that the prototype car for Route 100, the first of 26 ordered from ABB Traction, won't be released from AMTRAK's Beech Grove (IN) shop until next March, three months behind schedule.....Railway Age in its August issue carries a detailed article on the increasing popularity of AC-drive rail vehicles, of which the 26 cars for SEPTA are the first major U.S. order. Baltimore has since ordered 35 articulated AC-drive LRV's from ABB for its new light-rail line, and NJ TRANSIT will spend \$97 million to rebuild 100 Arrow III cars with AC propulsion. Lower maintenance costs and improved reliability are the main advantages of AC traction systems.

The Inquirer on August 28 published an article assessing the performance of SEPTA General Manager Louis J. Gambaccini during his first year on the job. It was a "year in which SEPTA has witnessed an unprecedented rapprochement with labor, a significant increase in State aid, a new regional consensus on the importance of public transit--and one of the biggest fare increases in SEPTA history." In general, Gambaccini receives high marks from both supporters and critics--including Consumer Activist Max Weiner who is still contesting that latest fare increase before the State Supreme Court. Gambaccini, 58, "has been the right man at the right time for a difficult job with the right candor, and he's had the ability to define the problems at SEPTA and marshal the support of a cross-section of people." Mayor Goode said. For his part, Gambaccini says that he is now "more excited, more confident...we're going to get the money we need and that SEPTA is going to see a new day."

SEPTA last month introduced a new Cross County Pass, designed to encourage travel between suburban points. The \$65 monthly pass provides unlimited rides in the suburbs for those using buses, Regional Rail or rail transit vehicles. It's not good to or from center city Philadelphia rail stations but transit riders may use the pass between points in the City and suburbs upon payment of a 40-cent zone fare.....Signs are posted along Lansdowne Avenue for several blocks east of 63rd Street reading "Lansdowne Avenue Shopping District" and bearing the drawing of an old-style trolley car.....DVRP reports that a Chester County judge has ruled against Philadelphia Electric, allowing the abandoned ex-Reading Chester Valley branch near King of Prussia to revert to adjoining property owners. PE had wanted the line retained as a private siding for occasional freight movements, and transit advocates saw it as a potential route for future rail service to the congested King of Prussia commercial area. One developer near Chesterbrook has removed the track to make way for a road to an office park.....SEPTA last month placed another in its series of newspaper ads stressing the importance of

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adequate funding for mass transportation. Its headline was "Bombs, bailouts and blueberries," and you'd have to read it to understand the connection.....Can someone tell us why the current concert tour of the Rolling Stones, which began at Philadelphia's Veterans Stadium August 31, is called the "Steel Wheels" tour?


Amtrak

AMTRAK appears to have put its operating problems behind it on the Atlantic City line, except for the fact that ridership levels have actually declined during the summer. It remains to be seen whether the recently announced incentive deal with Harrah's Casino (see August Cinders) will produce a noticeable uptick in business on the trains. Amtrak, however, is getting ready to reshuffle its schedules and we can expect an announcement shortly on additional through trains from points beyond Philadelphia. This service will replace at least two of the Philadelphia-Atlantic City trains which sometimes carry few others besides the crew. Clearly, Amtrak must take drastic action to boost ridership levels somewhere toward its optimistic predictions of 1.4 million passengers a year--about 3,800 per day. Current business often does not exceed one third of that volume.

Also remaining to be seen is the response to NJ TRANSIT's new commuter service between Lindenwold and Atlantic City, beginning September 17. NJT has been running regular qualifying trains for its crews, usually made up of a GP40FH-2 locomotive and cab car, but by the end of August full consists were being operated. The September 17 schedule shows nine daily trains from Lindenwold to Atlantic City and eight returning, with intermediate stops at Atco, Hammonton, Egg Harbor and Absecon. Running time will be about 60 minutes, though meets with other trains could result in longer times for certain runs. A 50-percent discount will be offered on one-way fares through November 30, meaning that a Lindenwold-Atlantic City ticket will cost \$3.00 until that time. However, critics in Pennsauken and Haddon Townships still want a service they can use, rather than watching only Amtrak expresses racing through their communities non-stop.

NJT said that it would continue negotiations with Garden State Park officials for construction of a new station near the racetrack in Cherry Hill. Meanwhile, Race siding in that area has been extended for use as a layup point for the NJT push-pull trains between runs, and tracks 4 and 5 in Atlantic City station have been installed to handle the local service. NJT said that it plans to operate a VIP inaugural special leaving Lindenwold at 10 AM September 14 for Atlantic City. Ex-Jersey Central open platform car #1 will be used on that train. Because the service is expected to appeal primarily to casino employees, NJT participated in a job fair held August 30 at the Camden Transportation Center which allowed prospective employees to meet with representatives of most Atlantic City casinos. An NJT market survey shows that about 64 percent of the present casino workforce lives close enough to the rail line to use it for commuting.

AMTRAK's revenue-to-cost ratio for June was at an all-time high level of 72 percent, and total June revenues were \$114.8 million, up 12.1 percent over June 1988. Passenger miles of 523 million showed no measurable increase (Amtrak Newsbreak).....New blue uniforms for on-board service and station personnel were introduced in May, the first change in eight years (Newsbreak).....AMTRAK's private car revenues increased 55 percent in March 1989 over March 1988. The number of moves rose from 34 to 50 (Private Varnish).....F40 #202, rebuilt with AC drive, has been seen recently in both Harrisburg and Atlantic City service.....AEM-7 #920 is back in service, rebuilt after a serious fire two years ago.....Unrefurbished Capitoliner #825, modified with black-and-yellow end striping, was seen operating as a cab car on Harrisburg train 609 August 12.

The \$75-million renovation of 30th Street Station is in high gear. The most noticeable sign of progress is the scaffolding which allows workers to repaint the vast ceiling in its original light gold color. Pedestrian detours are causing minor inconvenience as work progresses on refurbishing the dreary Upper Level commuter area. The Inquirer ran a piece in its August 17 editions detailing the restoration project.....One other artifact that will soon disappear is the 1956-vintage highway sign at 29th & Market Streets. It points an arrow to the "PRR Station".....Issue 89 of Extra 2200 South shows a photo of several AMTRAK locomotives parked at the Race Street terminal north of 30th Street. The caption reads: "A nice display of Amtrak power under 25,000 V catenary," indicating that X-2200's editors are unaware that the project to convert from 12,000 to 25,000 volts traction power was scrapped several years ago.....Developer Donald Trump in June purchased the Eastern Air Lines shuttle for \$365 million. It is now operating as the Trump Shuttle between New York, Washington and Boston.....AMTRAK's Beech Grove shops have turned out rebuilt F40 diesel #301, the end product of the rebuilding of two wrecked units (#246 and 301) into one surviving locomotive (Amtrak Track Talk)....AMTRAK put its new radio frequency (160.92) in effect August 20 west of Coatesville, but postponed the change in SEPTA territory at least until September 6.



CONRAIL's Train Movement Graphics System (TMGS) gives dispatchers a birds eye view of all trains in their territory, their symbols, direction and other information, simply by punching up a display on a color monitor screen. The August issue of Railway Age describes this advanced computer capability now in place at the System Operations Center in Philadelphia. This has been called the "Blue Room" since the days when train and engine movements were tracked with magnetic tags moved around on a schematic diagram painted on large blue wall panels.....In late August CONRAIL received the first four of 25 new SD60's built by Electro-Motive at its LaGrange (IL) plant. The series will run from #6843 to 6867. EMD has been forced to resume locomotive production at LaGrange because its London (Ont.) plant could not keep up with demand.

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CONRAIL on August 22 operated a six-car inspection train for more than 100 officials of connecting shortline and regional railroads. The special ran from Philadelphia to North Jersey and return.....CONRAIL will run an office car special for United Way volunteers September 21 from 30th Street to Norristown..... The 58-car Strates carnival train is to run from Syracuse, NY to Philadelphia September 8 via CONRAIL, where it will interchange to CSX for movement south.....CSX and RICHMOND, FREDERICKSBURG & POTOMAC are planning to close the one-busy Potomac Yard at Alexandria, VA, a prime real estate location. Closure could occur this month (Mohawk & Hudson Chapter Call Board).....Demonstrators from the environmental group Greenpeace showed up at duPont Company's Deepwater plant at Carneys Point, NJ August 30 and chained a large metal box to the CONRAIL track leading to the plant. The box was draped with a sign reading "Stop ozone destruction now," referring to the Freon compounds produced at the plant for use in air conditioning equipment. Two female protesters then climbed into the box and refused to come out. Finally, Conrail crews cut the rail and used a crane to lift the box, still attached to the track, off the right-of-way. The women were arrested by police. New panel track was installed and service restored to the plant that evening.

CONRAIL and CSX had several mutual operating problems over the past few months. On June 1 Conrail train PYSE1 derailed three units and 14 cars inside the Park Junction tunnel in Philadelphia. The train was operating over CSX trackage rights from Potomac Yard. It took more than three days to remove the derailed equipment and restore the track, during which time numerous Conrail and DELAWARE & HUDSON freight trains detoured via the West Philadelphia High Line, including the "Orange Blossom Special" piggyback trains.....Then, on August 9 CSX experienced a derailment near Baltimore which forced CONRAIL PYSE9 to make an unusual daylight run up the AMTRAK mainline to Philadelphia.....A flood-caused derailment August 23 on CSX's ex-B&O mainline east of Pittsburgh resulted in six CSX trains detouring over CONRAIL between Pittsburgh and Philadelphia, two westbound and four eastbound. Three of the eastbounds--one with three Chessie-painted units--arrived in daylight hours on August 25. AMTRAK was also forced to detour the Capitol Limited via Harrisburg.

CONRAIL reported second quarter 1989 net income of \$82 million (\$1.19 per share) on revenues of \$881 million, a 15-percent decline from the \$97 million net reported in the same period of 1988 when revenues were \$879 million. Lower coal traffic in June caused by wildcat strikes at the mines adversely affected this year's revenues.....CONRAIL in July adopted a shareholder rights plan, described by some analysts as a "poison-pill" defense against possible takeover efforts. Federal law which prohibits any non-rail stockholder from acquiring more than ten percent of the company's stock expires next April. In addition, Conrail's anti-takeover strategy includes cutting costs and going after more business, thus raising the value of its stock. This was spelled out in an Inquirer interview last month with H. William Brown, Conrail's senior VP and chief financial officer. "Cash-rich Conrail also is looking for rail-related businesses to buy," the article said..... CONRAIL has announced its intention to establish a new employee stock ownership plan (ESOP), pending the outcome of labor negotiations and a Federal tax ruling.

The Inquirer reported last month that CONRAIL's search for a new headquarters building has narrowed to two sites in center city Philadelphia and one in West Conshohocken. The railroad might also decide to stay where it is now--in Six Penn Center.....CONRAIL has acquired 2,500 additional shares of stock in Trailer Train Company, increasing its holdings in the Chicago-based car owner to 21.8 percent of the outstanding stock. TTX maintains a nationwide fleet of intermodal and special-purpose flatcars, and leases these to the nation's railroads.....Construction has begun on a 90,000-square-foot office building for CONRAIL's expanded Harrisburg Division, in Harrisburg's Commerce Park.....The Philadelphia Division recently moved its dispatchers to the 32nd Street office building.

NJ TRANSIT's board has approved a \$627.2-million operating budget for Fiscal Year 1990, which began July 1. The new budget increases expenditures about six percent over the previous year. Revenues will total \$370.2 million and state subsidies will be \$218.5 million—including the \$17.5 million in additional funds approved by the Legislature before it adjourned July 1. The budget also assumes \$38.5 million in Federal funding. The increased budget prevents any further service cuts and provides \$5 million to start the Atlantic City rail service (NJ Transit Inside Track).....NJ TRANSIT is opposing AMTRAK's attempt to force tenant railroads such as NJT and SEPTA to pay a larger share of the costs of operating the Northeast Corridor. Officials said the proposal would cost NJT an additional \$20 million in annual operating funds, on top of the \$17.6 million already paid to Amtrak (Inside Track).....NJT has issued a map folder titled "Your transit guide to New Jersey's summer playground".....NJT is now assessing a \$3 surcharge for buying tickets on board a train when the ticket office is open.

State officials last month unveiled a study for additional high-speed transit service in South Jersey, declaring that a line between Camden and Burlington Township via Moorestown would be the most useful. The study was released at an August 21 meeting of the New Jersey Monorail Legislative Study Commission, a misnomer because the commission's mandate is to include the study of all transportation alternatives except full commuter rail service.....NJ TRANSIT has decided to purchase three additional four-axle ALP-44 electric locomotives from ABB Traction, boosting the total order to 15 units. The first locomotive is to be delivered next February—the beginning of the end for NJT's ailing fleet of E60 electrics (Inside Track).....The Federal government has agreed to a three-year, \$300-million funding commitment for NJT rail capital projects (Inside Track)..... NJT in July took delivery of the first of 119 Eagle cruiser buses for use on various South Jersey routes..... ...Chapter Member J. William Vigrass has been honored by the New Jersey General Assembly with a special resolution recognizing his "invaluable service to the transportation infrastructure of the Delaware Valley, this State and several other localities throughout the United States..."Those four ex-PRSL RDC's sold by NJT to Maryland's MARC are 5185-5188 (ex-M-408 through M-411)Member Tom Moran corrects an item in last month's column: Ex-PRSL RDC's M-405 and M-407 are owned by Seashore Lines Historical Society, not PRSL Historical Society (a different group).

ADDENDUM TO MOTIVE POWER ROSTERS OF SHORTLINE AND REGIONAL RAILROADS

The following changes should be made in the motive power rosters of shortline and regional railroads in the eastern Pennsylvania-New Jersey-Delaware-Maryland area, as published in the August issue of Cinders:

CANTON RAILROAD, BALTIMORE, MD

Delete SW900 #48 (sold)

NEW JERSEY TRANSIT RAIL OPERATIONS, KEARNY, NJ

Add Note 2 to GP40FH-2 #4141-4144 (Rebuilt by Morrison-Knudsen 1989 from GP40's)

NEW YORK CROSS HARBOR RAILROAD TERMINAL, NEW YORK, NY

Change model of #21-22 to S1

POCONO NORTHEAST RAILWAY, EXETER, PA

Delete #183 (lease not concluded)

STEWARTSTOWN RAILROAD, STEWARTSTOWN, PA

Add Note: Locomotive also based at New Freedom, PA

Add listing for:

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>TYBURN RAILROAD (TBRR), MORRISVILLE, PA</u>						
101	B-B	DS44-1000	D/E	BLW	1947	New Hope & Ivyland 101
302	B-B	DS44-1000	D/E	BLW	1949	NH&I 302
390	B-B	45-ton	D/E	GE	1942	NH&I 390
400	B-B	44-ton	D/E	GE	1947	NH&I 400
401-402	B-B	U30B	D/E	GE	1967	NH&I 401, 402

WOODMERE GALLERY DISPLAYS LEHIGH VALLEY RAILROAD PHOTOS

Seventy-five large photos of locomotives, trains and scenes along the Lehigh Valley Railroad between 1895 and 1899 are now on display at the Woodmere Art Museum, 9201 Germantown Avenue, Chestnut Hill. The prints come from a portfolio put together by Photographer William Henry Rau (1855-1920) for the LV, and are on loan from Lehigh University.

The gallery is open from 10 AM to 5 PM Tuesdays through Saturdays and 2 to 5 PM Sundays. The LV photos will be on display through October 8.

PHILADELPHIA CHAPTER
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