

# CHINDERS

December 1990



### IN THIS ISSUE

Philadelphia Chapter News.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	6
ON THE SCENE, by El Simon.....	7
Passenger Car Inspection and Certification.....	9

Volume 51

Newsletter of the

Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

## OUR MEETING:

FRIDAY, DECEMBER 14, 1990

Eakins Lounge, Alumni Hall, Thomas Jefferson University,  
 Locust Street between 10th & 11th, Philadelphia, PA  
 Dinner at 6:15 PM (\$18 per person); Meeting at 7:30 PM  
 Parking in Wills Eye Hospital garage, 9th Street above  
 Locust (\$3.50 after 6 PM) or Parkway Garage, also 9th  
 above Locust (\$5.75 after 6 PM), Downtown Garage,  
 Walnut Street east of 10th (\$4.00 after 5 PM).

Our December 14, 1990 meeting will feature a two-part program presented by Bennett Levin, president of the Juniata Terminal Company. The first portion will describe in detail the restoration of the Pennsylvania 120 through the medium of a slide lecture. The second portion of the program will find Mr. Levin profiling the activities of the American Association of Private Railroad Car Owners, of which he is president. We urge you to attend our December meeting for this interesting program.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, DECEMBER 11, 1990, to President Tatnall at 215-828-0706. Please adhere to this strict reservation deadline. We ask that you specify when ordering if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM.

Looking forward to 1991, our January 18 meeting will feature Chapter Member G. Gerrish Williams with a slide lecture on South Jersey rail operations from 1960 to 1990, and our February 15 meeting will feature the traditional annual Ray Muller Slide Contest. Mark your calendars for these future events now.



In 1991 your president will celebrate his 20th year of association with the Philadelphia Chapter. It will also mark your editor's 25th year of membership in the Chapter, 12 of them as president and 20 as editor. Between us, we have shared nearly 50 Christmas seasons with our fellow rail historians in the Delaware Valley.

From this perspective, we again would like to offer a brief report card for our 54-year-old Chapter during the past year. The Chapter operated four historically-significant excursions, made substantial progress in the restoration of its Reading passenger locomotive, presented a number of instructive programs at its monthly meetings, and remained financially stable.

On behalf of the Chapter, we heartily thank all of you who participated in advancing the Chapter's goals during 1990. We ask that you--and others willing to contribute their time and talent--make a personal commitment to the preservation of rail history in the coming year.

At this special time, we have something else to say to our many friends near and far: May you and your families enjoy a most memorable Christmas, a Happy Hanukkah and a healthy New Year!

*Frank G. Tatnall*  
 FRANK G. TATNALL  
 President

*Larry Eastwood*  
 R. L. EASTWOOD, JR.  
 Editor

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: 7:45 PM, third Friday of each month (except second Friday in December) at Eakins Lounge, Thomas Jefferson University Alumni Hall, 10th & Locust Streets (south side), Philadelphia, PA. Dinner at 6:15 PM (\$18 per person), cash bar 5:30 PM, meeting 7:45 PM.

ANNUAL MEMBERSHIP DUES: \$23 per person, which includes Chapter and National dues. Chapter-only dues \$12.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent Society is a requirement to hold Chapter membership.

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

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

## EASTWOOD ELECTED NATIONAL VP OF NRHS; LYNN BURSHTIN TO MANAGE OFFICE

R. L. Eastwood, Jr. of Philadelphia Chapter was elected vice president of the Society at the national board of directors meeting November 11 in Owensboro, KY. A 12-term past president of Philadelphia Chapter, Larry was elected by a narrow margin over Judith Calvert of the Asheville (NC) Chapter. While continuing as editor of Cinders, Larry intends to devote considerable time to overseeing the national office in Philadelphia, the Library of American Transportation and the Society's newly-formed video library.

Chapter Member Lynn Burshtin has been appointed manager of the national office, which is located in the Robert Morris Building at 17th & Arch Streets, Philadelphia. She was named by Dr. Raymond A. Wood, President of NRHS, and will be the Society's first employee.

Succeeding Larry Eastwood as vice president of the Eastern Region is E. Steven Barry of Wilmington Chapter, who also was elected at the Owensboro meeting. It is expected that Steve will continue to visit Philadelphia Chapter on frequent occasions.

## MEMBERSHIP RENEWALS RUNNING STRONG; GOAL IS 100 PERCENT

By mid-November more than half of Philadelphia Chapter members had renewed their NRHS memberships for 1991. Editor Larry Eastwood is processing the renewals and submitting them to the national Membership Services office, which in turn updates the master list of members. Again this year our Chapter is a leader in renewing memberships and in remitting dues to the National. In 1990 Philadelphia was the second largest chapter in NRHS with 438 full members, plus 80 Chapter-only members who maintain their national membership through another chapter.

Dues are \$23 for full membership, including both Chapter and National dues. (Family memberships are \$26 and Chapter-only \$12.) Membership renewal forms should be sent with check or money order to: Philadelphia Chapter NRHS, David Kopena, Treasurer, P. O. Box 7302, Philadelphia, PA 19101-7302.

Donations over and above the dues level are encouraged and are tax-deductible (the dues themselves are NOT deductible). Spaces are provided on the renewal form to indicate the amount of donation to either the National or to Philadelphia Chapter.

Deadline for renewal of membership is January 31, 1991, but members are urged to act now. The Chapter is pushing for a renewal rate of 100 percent!

## CHAPTER BOOKSTORE STOCKS HOLIDAY GIFTS

The Chapter's sales table will be present at the December 14 meeting, offering a wide array of books and miscellaneous items for sale. Members are urged to do their holiday gift shopping (for friends or themselves!) while supporting the programs of Philadelphia Chapter in the process.

Of particular interest will be the TRAINS 1991 calendar published by Kalmbach, selling for \$9 each, and PENNSY DIESEL YEARS - 3, by Robert J. Yanosey and LACKAWANNA RAILROAD IN COLOR, by David R. Sweetland, both normally selling for \$45 retail, but available to Chapter members for \$38, Pennsylvania sales tax included.

Also expected to be available will be ELECTRIC TRAINS TO READING TERMINAL, by Wes Coates, the new soft-cover publication on the Reading Company's electrification.

## CHAPTER, MEMBERS BENEFIT FROM ANNUAL AUCTION

Philadelphia Chapter held its annual auction at the November 16 meeting in Jefferson Alumni Hall.

A total of nine sellers participated with a total of 34 lots sold, in addition to certain contributed material. A total of about \$427 worth of railroadiana changed hands, with the Chapter receiving \$92.70 in commissions on the sales. The highest bid was on a collection of railroad matchbook covers, which brought \$72.50. Larry Eastwood and Frank Tatnall again served as auctioneers for the traditional event.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

After years of negotiation, the Pennsylvania Convention Center Authority last month took possession of the Reading Terminal trainshed property from its former owner, the Reading Company. The \$32-million purchase will finally allow the Authority to proceed with its master plan for the \$500-million convention center, to be located between 11th, 13th, Arch and Race Streets in center city, the restored trainshed to serve as grand entrance to the exhibit hall.



Long-suffering merchants in the famed Reading Terminal Market, located beneath the old train floor, are pleased that the Authority will retain the colorful market and rebuild it as part of the convention center project, but they are apprehensive about disruptions during the three-year construction period. As part of the sale agreement, Reading Company also began demolishing the massive brick and stone viaduct leading to the Terminal, which was opened in 1893 and permanently closed in 1984.

"The clock is running out here," intoned SEPTA General Manager Louis Gambaccini, as he stood beneath the Tioga Street rail bridge in North Philadelphia on November 2 to accept a \$5-million Federal grant from Congressman William H. Gray III. As water dripped from the crumbling bridge, Gambaccini said that more money would be needed quickly to fix SEPTA's deteriorated rail plant, including 25 bridges along the Railroad Division Mainline in North Philadelphia which are scheduled for replacement or rebuilding in 1992-93. "If we don't get a dedicated source of funding by next July," he warned, "I foresee significant service cuts and closings." Later, he underscored his concern by saying that "We are not crying wolf. Time is short. We simply have reached the end of our string."

Congressman Gray was responsible for an amendment to the Federal government's Fiscal Year 1991 transportation spending bill which would have forced Pennsylvania to establish dedicated funding for SEPTA and the 37 other mass transit systems across the State, on pain of losing 25 percent of Uncle Sam's highway appropriations. But late in October Pennsylvania Senators Heinz and Specter, who opposed Gray's plan, pushed through a compromise which gives the State a large loophole. Now, the Legislature may avoid the penalty by simply passing a resolution next year which certifies that it does not think that a dedicated funding base will improve the safety of the State's transit systems. Observers believe, however, that this watered-down provision will at least compel the lawmakers to seriously consider the financial plight of public transit in Pennsylvania.

Two-car trains continue to operate in lieu of single-car trains on the Airport Line and elsewhere on SEPTA's Railroad Division (see September Cinders). No solution has yet been found to the problem of single cars sometimes failing to shunt signals.....CONRAIL last month began replacing ties and surfacing track on the six miles of line between "Neshaminy" and "CP Wood" interlockings in Bucks County. The #1 and #2 tracks here are owned by Conrail as part of its Trenton Line but are dedicated to SEPTA R3 passenger trains (Conrail uses a third track for its freight trains). SEPTA has now leased the tracks in question and is funding the repairs....SEPTA has installed a new wired crossover named "Clive" at milepost 4.1 on the Chestnut Hill West Line, as part of the ongoing catenary project on that branch. The crossover is located just east of Upsal station. Meanwhile, SEPTA replaced the rickety steel bridge over Pomona Street near Tulpehocken station, even though the street is closed to traffic at that point.

SEPTA's new Claymont station, which opened October 29, has already attracted a substantial ridership with all 170 parking spaces filled on a normal day. Actually, the station consists of two platforms and two shelters, but Delaware DOT plans to construct a permanent building.....Adding to the recent station demolitions listed in November Cinders, the northbound shed at Noble on the West Trenton line and County Line station on the idle Newtown branch have been removed by SEPTA. Meanwhile, the dilapidated West Trenton station has been nicely restored. Owned by NJ TRANSIT, it is served only by SEPTA R3 trains.....SEPTA's R2 timetables now refer to the Moore-Prospect Park station as simply "Prospect Park." Years ago, when the Pennsy established the Delaware County station, it agreed to name the stop "Moore" in return for use of that family's property.

A SEPTA police officer and two former officers were arrested last month and charged with the allegedly unprovoked beating of a 25-year-old restaurant cook in Suburban Station last April.....The Inquirer on November 24 carried an article describing poor morale and high turnover among SEPTA's 218-person police force, some of which was attributed to better pay and promotion opportunities on the Philadelphia force. SEPTA Police Chief Howard Patton resigned in September after a policy dispute with his superiors.

SEPTA reportedly is taking title to the out-of-service portion of the ex-Reading Bethlehem branch between milepost 45.4 near Coopersburg and milepost 52.5 at Hellertown, previously owned by CONRAIL. No startup of passenger service to Bethlehem is expected any time soon, if for no other reason than the line north of Lansdale is in need of heavy track and signal rehabilitation.....A SEPTA work train passing through the center city tunnel on the morning of November 5 spilled ties along the #4 track and smashed a signal at Market East Station. Numerous train delays resulted.....A fire near Cheltenham Avenue station on November 19 closed the Chestnut Hill West Line for a day as the burning building threatened to collapse on the tracks. Shuttle bus service was provided.

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)



Adding to SEPTA's financial woes (see above) is the continuing failure of the City of Philadelphia to pay any of its promised \$45-million subsidy during the current fiscal year. Faced with its own fiscal crisis and the prospect of running out of money this month, the City has been using the SEPTA situation to help justify a plea to Harrisburg for additional taxing authority and State aid. Meanwhile, SEPTA has been forced to borrow more than \$22 million to help fill the gap in its \$667-million operating budget created by the City's holdout..... The Inquirer reported last month that ridership on the City Transit Division dropped by six percent in Fiscal Year 1990 ending June 30, compared with the previous year. SEPTA officials believe the decline is related to shifting population trends while critics ascribe it to higher fares and inadequate service. The Suburban Division also declined, although ex-Frontier bus ridership rose by 8.8 percent, and Regional Rail was up by one percent. Overall, passenger trips on SEPTA dipped five percent, from 249.3 million in FY 1989 to 235.9 million in FY 1990, the lowest level in a decade.

SEPTA last month proposed to close the Broad Street subway and Market-Frankford subway-elevated between 12 Midnight and 5 AM, to save \$1 million a year and to provide a longer window for maintenance work. Alternate service in the form of buses would be provided at 15-minute intervals on each line in lieu of the present half-hourly train service. SEPTA said that only about 3,600 of the 310,000 daily passengers on the subways ride during the owl hours, and that they would be better served by buses. Officials pointed to the fact that seven of the 13 rapid transit systems in the U.S. close at night, including Boston and Washington. Many riders interviewed by the press, however, did not agree with SEPTA's plan, contending that street crime at night is worse than subway crime and they would be subject to the rigors of weather. A public hearing is set for December 4.

SEPTA is projecting a 25-percent increase next year in the price of diesel fuel for its buses, the result of the Middle East crisis. Currently, SEPTA is still paying 59 cents per gallon under a fixed price contract which runs through May 1991, while pump prices for diesel have soared to \$1.40 per gallon. The expected increase in the next fiscal year could cost SEPTA \$10 million.....A recent Railway Age article points out the potential cost to transit systems of the recently-enacted Americans with Disabilities Act. Providing full access to trains and stations may be very expensive, depending on the degree to which the law is enforced, but Congress appropriated no additional funding for these improvements. One immediate requirement is that all new railcars and buses be accessible to wheelchair-bound passengers.

The State Supreme Court last month upheld a law which limits the amount of damages that accident victims can collect from SEPTA and other transit agencies. The law limits SEPTA's liability for a single accident to \$1 million and individual settlements to \$250,000, even for serious mishaps such as last March's subway derailment in which four persons were killed. Still, SEPTA says, it pays out nearly 18 percent of the fares it collects to settle personal injury claims.....The latest statistic in SEPTA's stepped-up campaign against claims fraud is a Philadelphia man who has been sentenced by a Federal judge to 18 months in prison for filing a false claim. He also was ordered to repay the \$28,799 that SEPTA paid him for injuries he said he suffered when getting off a bus in 1984.....The last revenue run of SEPTA's Bullet cars occurred in the predawn hours of October 29, when a group of transit employees from Chicago, New York and Toronto chartered cars 206 and 209 for a run to Norristown.

Trains on the Market-Frankford Line will run at all times during the 1990 holiday season, according to Delaware Valley Rail Passenger. Night and weekend bus substitution caused by rebuilding work on the Frankford el is suspended for the period.....Santa Claus rode a 10 AM Market-Frankford train from 69th Street to center city on "Black Friday," November 23, enroute to the Gallery shopping mall. It was all part of a SEPTA campaign to encourage Christmas shoppers to ride transit, and included a special break for the day which allowed two children under 12 to ride free with each fare-paying adult.....Adding to the festivities at the Gallery were the Junctionaires, SEPTA's newly-formed choral group made up of transit employees. The singers will perform at locations around the system during the next few weeks, one of them being Suburban Station (December 14 at Noon).....SEPTA riders may soon take advantage of a \$15-per-month tax-free subsidy from their employers to help pay for their commuting costs. The new Commuter Benefit Plan is being worked out with area employers to take advantage of a provision of the Tax Reform Act of 1986, although the transit benefits are substantially less than those allowed to automobile commuters.

In its pre-election rush to leave Washington, Congress on October 27 approved \$475 million for AMTRAK as part of the transportation appropriations bill for Fiscal Year 1991. That money is divided into \$343 million for operations and \$132 million for capital funding, with an additional \$150 million in railroad retirement and unemployment insurance costs formerly paid by Amtrak to be absorbed by the Federal Railroad Administration. Another \$179 million is directed to the Northeast Corridor Improvement Project, part of which will go for preliminary work on electrification between New Haven and Boston. Between Amtrak and NECIP, this is the highest level of capital funding in nearly a decade (Amtrak Newsbreak).....AMTRAK and all other railroads will have to pay a 2.5-cent per gallon tax on diesel fuel because of the Federal budget agreement completed in late October, the first time that a fuel tax has been charged to railroads. The new budget also increases by five cents the Federal tax on gasoline and diesel fuel paid by highway users. Of this increase, half a cent will be dedicated to mass transit (Rail Travel News).



AMTRAK's September revenues totaled \$109 million, a three-percent increase over the same month of 1989, while expenses were \$168 million, five percent less than a year ago. For Fiscal Year 1990 ending in September Amtrak compiled a revenue-to-cost ratio of 72 percent, three percent under its goal of 75 percent and the

## PHILADELPHIA EXPRESS (Continued from Page 4)

same as in FY 1989 (Newsbreak).....AMTRAK's new board member is Eugene R. Croisant, who is executive vice president of RJR Nabisco in New York. We misspelled his name last month based on an erroneous report in Rail Travel News.....Delaware Senator Joseph Biden ran a TV ad in his successful bid for re-election last month which featured scenes from his daily AMTRAK commute between Washington and Wilmington.....AMTRAK carried 2,078,777 passengers in August, a six-percent increase over the year-ago period. Northeast Corridor ridership was up 1.2 percent (RTN).

The National & Community Service Act passed by Congress in October contains a provision which protects AMTRAK against ongoing legal action on the issue of waste discharge from trains. The new law requires Amtrak to retrofit its post-1971 cars with full-retention systems by October 1996 and retrofit or remove from service older Heritage fleet cars, subject to available funding. Among state laws preempted are those in Florida, where Amtrak has been sued because of waste discharges (Newsbreak).....Another last-minute action by Congress nullifies a Federal court decision which had earlier disallowed AMTRAK's condemnation of the Connecticut River line in Vermont. Thus, it appears that the \$2.3-million purchase of the line from GUILFORD in 1987 will stand, assuring continued operation of the Montrealer.

AMTRAK has begun replacing cracked concrete ties between Philadelphia and Washington, a program which may eventually result in 250,000 defective ties being changed out.....AMTRAK's new AC-motored F69 units, #450 and 451, made some test runs on the Northeast Corridor in late October and were reportedly seen in Philadelphia. They have since been returned to Chicago for assignment on western trains.....F40AC #202, rebuilt at Beech Grove shop with AC traction motors, remains out of service at Wilmington with serious mechanical and structural problems.....SEPTA again this year loaned 20 Silverliner IV's to AMTRAK for Thanksgiving holiday service. They ran mostly to New York and Harrisburg. (El Simon will have a complete report on the Thanksgiving rush in next month's Cinders).....The eastbound Broadway Limited arrived at 30th Street on November 11 with a large sign on the front of the lead F40 reading "Last train over PRR line." That day AMTRAK began operating #40-41 over the CSX mainline west of Pittsburgh (Bert Pennypacker).....On November 13 a 19-year-old Willingboro (NJ) woman was struck and killed by AMTRAK train #188 at the Eddington station in Bucks County, as she attempted to cross the tracks to board a SEPTA train.

Following up its action to single-track the ex-PRR Trenton Cut-Off west of Earnest yard at Norristown (see November Cinders), CONRAIL is now proceeding to slim the Cut-Off between Earnest and Morrisville to a single track with one controlled siding. Eight scheduled trains operate daily over this route, now known as the Morrisville Line.....Last month CONRAIL began lifting rail on an abandoned 30-mile stretch of the Enola branch (former Atglen & Susquehanna) between Parkesburg and Creswell, PA. The branch, which in effect was an extension of the Trenton Cut-Off low-grade freight route, is considered redundant because of the shift of most east-west freight to the ex-Reading Harrisburg Line. SEPTA has placed a hold on about a mile of track at the Parkesburg end for possible future use (see November Cinders).

CONRAIL's sale of 124 miles of anthracite region branchlines to the BLUE MOUNTAIN & READING (see October Cinders) most likely will be completed this month. To be known as the Reading, Blue Mountain & Northern, the new railroad will interchange with Conrail at Reading yard. BM&R President Andrew Muller reportedly will acquire five ex-Conrail U33B locomotives now based on the CARBON & SCHUYLKILL and LACKAWANNA VALLEY RAILROADS to operate the line. They will be painted in a green-and-yellow Reading-style scheme and numbered 3300-3304 (P&R Chapter Colebrookdale Local, John Petko).

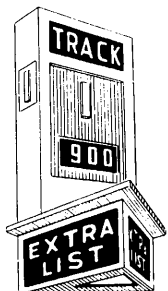
CONRAIL announced last month that it will establish a centralized customer service center at Pittsburgh, consolidating the work performed at locations around the system. The new center will employ 800 persons, and the 200 customer service workers now based in Philadelphia will be given the opportunity to relocate..... A CONRAIL freight train running on the ex-PRSL Beesleys Point secondary track struck an automobile which had been driven past the flashing lights at a crossing in Somerdale, NJ. The October 30 accident resulted in the death of an 18-month-old boy riding in the car, as well as injuries to his five-year-old brother and their mother who was driving.....A Delaware man was burned to death November 22 when he drove his car past several stopped automobiles and crashed into the middle of CONRAIL train ENES1 at the Route 4 crossing near Newark, DE.

NJ TRANSIT is considering the extension of its Atlantic City-Lindenwold rail service to 30th Street Station. AMTRAK has not objected to the plan but PATCO has yet to give its required approval for this interstate service.....NJT is introducing a new format in its public timetables. Like the prototype Atlantic City Line issue, the new timetables offer a considerable amount of information in addition to the schedules.....An outside consultant has completed a study of transportation in the Princeton area, along the heavily-congested Route 1 corridor. One conclusion is that NJT should continue to operate the Princeton-Princeton Junction "Dinky" rail line, rather than turning it over to a private operator as some have suggested (NJT Inside Track)..... NJT has begun the systemwide installation of new electronic fareboxes, which for the first time allow bus riders to pay their fares with dollar bills (Inside Track).

NJT is tied up in a costly legal battle with several contractors who helped build the \$127-million Meadows Maintenance Complex in Kearny. The Trenton Times reports that the firms are suing to collect as much as \$33 million for delays and cost overruns caused by "bureaucratic bungling" on the part of NJT and its engineering consultants (Dick Adams).....United Railroad Historical Society ran its inaugural fantrip with restored E8A #834 (ex-NJT #4323) on November 17. Repainted in Erie Railroad green, the E8 operated with a GP40 on the point from Hoboken to Bay Head and return. Another special is scheduled for next April to Port Jervis, NY, this time with both of URHS's restored E8's.

(Continued on Page 6)





DECEMBER 8, 1990: Special Amtrak trains from Washington, DC to 100th anniversary edition of the Army-Navy football game at Veterans Stadium, Philadelphia. Public train leaves Washington 9:35 AM, arrives Conrail South Philadelphia yard 12:15 PM. Private "VIP" train will operate from Washington to 30th Street Station.

DECEMBER 8: Train Bazaar railroadians, train show & sale at Penn Station, New York, 9 AM to 5 PM, sponsored by Amtrak Operation Red Block. Free admission to show area at 7th Avenue end of main concourse. Dealer space available. Proceeds benefit Operation Red Block, the joint labor-management drug and alcohol prevention program. For information, contact: Operation Red Block, Amtrak Box 38, 7th Avenue & 33rd Street, New York, NY 10001 (telephone 212-560-7427).

DECEMBER 8-9: Greenberg's Great Train, Dollhouse & Toy Show at Philadelphia Civic Center, 34th Street below Spruce, Philadelphia, 11 AM to 5 PM both days. Admission: \$5 adults, children under 12 free with adult admission. For information, contact: Greenberg's Shows at 301-795-7447.

DECEMBER 8, 9, 15, 16: "Santa Claus Specials" on Penn's Landing Trolley, leaving hourly from Delaware Avenue & Dock Street, Philadelphia, 10 AM to 5 PM. Cars will be decorated for season and Santa Claus will be on board all trips. Fare: \$2.50 per person. For information and reservations, telephone 215-627-0807.

DECEMBER 15: "Santa Claus Special" sponsored by Jersey Central Chapter NRHS, via NJ Transit train from Cranford to Annandale, NJ and return. Group will be carried aboard special Comet coaches with Santa Claus, leaving Cranford 10:18 AM, Westfield 10:22, Scotch Plains 10:27. Trip is about two hours in length. Fares: \$7 adults, \$4 children under 12. Order tickets from: Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066, enclosing stamped, self-addressed envelope. For information, telephone 201-454-4848.

THROUGH JANUARY 6, 1991: "A Brandywine Christmas" at Brandywine River Museum, U. S. Route 1, Chadds Ford, PA, includes large model railroad display and other attractions. Hours: daily 9:30 AM-4:30 PM except 9:30 AM-8 PM December 26 to 30 (closed on Christmas Day). Admission: \$4 adults, \$2.50 seniors, children under 6 free. For information, telephone 215-388-7601.

#### PHILADELPHIA EXPRESS (Continued from Page 5)



One remaining obstacle stands in the way of CANADIAN PACIFIC's purchase of the bankrupt DELAWARE & HUDSON. That is the issue of trackage rights over a 27-mile CONRAIL branch between Buffalo and Niagara Falls, NY which CP says is vital to link its own line from Toronto with D&H's existing rights on the Conrail Southern Tier Line. The Niagara Falls route is needed because competitor CANADIAN NATIONAL will not grant CP direct running rights to Buffalo via the international bridge from Fort Erie, Ont. After a special Federal court set up to deal with issues arising out of Conrail's formation refused to rule on the matter, Conrail took the dispute to binding arbitration. A decision may be handed down by year's end.

Meanwhile, CP RAIL SD40-2 locomotives continue to appear in the Philadelphia area on D&H runthrough trains 556 and 555, the new CP-style numbers applied to the former RPPY and PYRP operating between Rouses Point, NY and Philadelphia. The railfan press reports that a total of 24 CP red-and-white SD40-2's (#5660 and up) have been leased to D&H, though they rarely seem to run in pairs to Philadelphia--more likely being lashed up with one or more of the nine leased SUSQUEHANNA B40-8's or NORFOLK SOUTHERN black power. Pure NS sets and a few D&H units have also been seen heading train 556, which usually arrives at CSX's East Side yard in Philadelphia by Noon. Northbound #555 regularly leaves before dawn. CP has also decided not to take the D&H's 20 ex-Reading GP39-2's, including four units rebuilt this year by Morrison Knudsen and painted in the old D&H lightning-stripe scheme. All 20 have gone to CSX which financed the rebuilding, and have since been seen operating around the system. CP thus far has retained the ten active D&H GP38-2 units (ex-Lehigh Valley), three of which were also rebuilt by MK and now wear the lightning-stripe paint.

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

The following changes should be made in the motive power rosters of Delaware Valley area shortline and regional railroads, which were published in the past three issues of Cinders:

ASHLAND RAILWAY, Lakehurst, NJ

This road has suspended operation. Locomotives moved elsewhere.

MARYLAND & PENNSYLVANIA RAILROAD, York, PA

Add: 1053 NW2 D/E EMD 1947 (Former Southern 1053)

NEW YORK, SUSQUEHANNA & WESTERN RAILWAY, Little Ferry, NJ

Delete: 385 (Donated for display)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY, Philadelphia, PA

Add: 55 80-ton D/E GE 1953 (Not yet transferred to Suburban Transit Division)

STRASBURG RAIL ROAD, Strasburg, PA

Add: 5 ST D/E ATco 1947 (Former American Locomotive 5, leased from private individuals)

WINCHESTER & WESTERN RAILROAD (VIRGINIA DIVISION), Gore, VA

Delete: 3606, 3609 (Sold)

D/E - Diesel-electric



By the time you read this report, the Thanksgiving holiday rush will be but a memory and historians will have another program to digest. The schedules were set up in the same format as in years past, with extra trains taking the number of their "parent" train and adding a prefix to identify the segment(s) over which the extra train operated. For example, Train 1089 is a section of Train 89 operating between New York and Washington while 5169 operated ahead of 169 between New York and Philadelphia.

The schedule modifications generally followed one of three patterns. First, some trains were annulled certain days (like the Friday after Thanksgiving), while a second action found trains being added on specific days, with these typically being additional Metroliners on Wednesday, Thursday or Sunday. Finally, there were the additional trains added with their own identification, as indicated above. Amtrak reported that over 100 extra trains were scheduled, with this final number probably being reduced somewhat by the cancellation of trains on certain light days. Additionally, extra cars were scheduled and substitutions of SEPTA, MARC and MBTA equipment was noted. Our full report will come in the January issue.

Amtrak's board meeting scheduled for the end of November will find consideration of purchase of new cars and motive power top priority. Word is that 75 or 79 Superliners will be requested, as well as 50 new locomotives, consisting of 43 straight diesel-electric units and some seven diesel-electric-electric units to replace the FL9's.

The West Side connection in New York City is in the final stages of construction, and Amtrak's new system timetable reminds passengers that Empire Service trains will operate to Penn Station beginning sometime in the spring of 1991.

The long-term future of Amtrak's wayside signal/switch towers is uncertain as the two CETC centers in Philadelphia and Boston expand their areas of control. Eventually, they will control the entire Corridor except between Trenton, NJ and New Haven, CT. Metro-North, of course, is responsible for the segment between New Rochelle and New Haven; the balance will be controlled by a future center at New York.

Amtrak has been given six years to eliminate the traditional toilet which discharges waste on the tracks. Of 1,409 cars, 527 are already believed to have proper equipment and 534 others will be so equipped. The remaining 348 cars will be retired and replaced by new equipment.

The Southwest rapid transit line to Midway Airport in Chicago is scheduled to open in October 1992. A new yard near the airport will stable 136 cars. At the time the line opens, a new transfer station will also open at Roosevelt Road, location of many a train-spotting foray over the years and, on my first visit, the one-time terminus of the North Shore Line's trains. In a first, there will be a direct enclosed connection between the reinstated "L" station and an existing nearby subway station under State Street.

Washington's WMATA currently has four Metro segments under construction. When they open, the system will consist of 89 miles of a system originally intended to total 101 miles. Next spring, two segments between Gallery Place and U Street and between King Street and Van Dorn Street will open. Later in the year, the segment from L'Enfant Plaza to Anacostia in southeast Washington will open. This leaves an eight-mile segment between Fort Totten and Greenbelt in Maryland, but it will not open for about three years. The remaining sections, on which work may never begin, are largely on the Green Line.

BART has at last taken delivery on the final ten cars of the "C" type from Soferval. Delivery had been delayed since January due to a contract dispute.

Digging back into our "history books", we find that Penn Central's mechanical department was faced, following the merger, with the task of bringing some order to a combined fleet of cars inherited from three railroads, only one of which had a class designation for its passenger cars (the Pennsy, of course, and as a result, applied with a vengeance). Accordingly, in October 1969, PC developed a new arrangement of classes for strictly passenger equipment (box express cars, Flexi-Van flats and rider cabins were excluded). The origin of the car did not matter; the type of car and its construction determined the classification.

Passenger cars were given a class consisting of two letters, a number and another letter. Cars were grouped among one of ten major classes: C (coach), D (RDC), H (head-end), K (kitchen - twin unit), L (lounge), M (electric MU), P (parlor), R (restaurant), S (sleeper) and T (MU trailer). The second letter subdivided these classes into the major types of cars within their group. For example, there were five types of coaches: CA (standard), CB (combine), CE (with smoking lounge), CR (reclining seats) and CS (with snack bar).

(Continued on Page 8)

## ON THE SCENE (Continued from Page 7)

The number defined the method of construction and whether the car was built before or after World War II. Numbers were: 1 (fluted postwar stainless), 2 (flat postwar stainless), 3 (prewar stainless), 4 (postwar stainless sheathed with steel frame), 5 (postwar steel-lightweight), 6 (prewar steel), 7 (fluted aluminum), 8 (flat aluminum) and 9 (standard weight steel). The final letter differentiated between cars that otherwise had the same characteristics, for example, Budd coaches originally built for the New York Central, for the PRR-Seaboard Air Line service or for the PRR-Atlantic Coast Line service.

Details of this classification system were not generally known to most rail historians because, within two years, most of the cars had been retired, sold or leased to Amtrak, or assigned to captive commuter pools. The author remembers getting numerous blank stares when mentioning "MA9's" while the rest of the railfan world was thinking "MP54". Such is the price of progress.

Although the Pennsylvania Railroad had acquired a fleet of more than 140 streamlined prewar Pullman cars by 1940, the first postwar cars did not arrive until 1948 when American Car & Foundry delivered seven 21-roomette sleepers (and soon after, 15 Imperial-series 4 compartment-4 bedroom-2 drawing room cars). Naturally, the new Inn-series cars were first assigned to the Broadway Limited, three to a trainset, although the Liberty Limited shortly was reassigned a pair. Our younger members should note that the Liberty Limited was Pennsy's "blue ribbon" train in the Washington-Chicago market. As I recall, it was hauled backwards from Washington to Baltimore, and then up the old Northern Central line to Harrisburg via York.

While the 50 Budd-built 21-roomette cars were more common and better known, the ACF cars actually served a bit longer, after the Budds were converted to coaches in 1963. Among the cars was the only streamlined sleeper to receive a name beginning with the letter "X"-- the Xenia Inn.

Some Pennsy trivia -- the class train on the New York-St. Louis route was the "Spirit of St. Louis", carrying quotation marks for its being named after Charles Lindbergh's famous aircraft. For a time, one of the standard sleeper-observations on this train was named Colonel Lindbergh. The Penn Texas was renamed in 1948 after beginning service as the Sunshine Special -- the name of the famous Missouri Pacific train with which it exchanged through cars at St. Louis. When MP's Texas Eagles were introduced, Pennsy changed the train name.

The most impressive Pullman accommodation was the master room, installed in only 14 cars built for three railroads. Not even the lordly Super Chief could boast the feature.

It's easiest to think of a master room by visualizing a drawing room without the enclosed lavatory annex. This amounts to a room some ten feet long and almost eight feet wide. The lavatory and the shower which was the hallmark of the type is in an adjacent annex. Oddly enough, there is no sofa, but four movable chairs (so the room never looks "backward"). The room slept two people, in one lengthwise and one crosswise bed -- the same as a drawing room, but without the upper berth.

The Pennsylvania Railroad put four View-series cars into service on the Broadway Limited and Liberty Limited in 1938. In 1949 came postwar cars Mountain View and Tower View for the Broadway. The Liberty Limited received new President-series observations and the prewar cars went to the General until, several years later, the train was combined with the Trail Blazer. They wound up their careers in parlor service. The postwar cars served to the end of the true Broadway in late 1967 and finished out with a brief tour on the Florida Special.

The arch-rival New York Central put four Island-series cars into service in 1938 on the 20th Century Limited, which often ran in two sections. The cars only slept four people in one bedroom and a master room and were stored during World War II because a sleeper had to sleep at least six. After the War, the cars were rebuilt with four bedrooms and were downgraded to run on the Commodore Vanderbilt.

Finally, the Southern took four lounge-sleepers in late 1949 for the Crescent named, not surprisingly, in the Crescent series. They served right up until the end of a privately-operated Southern Crescent and two served as private cars thereafter. Tragically, I well recall the day one of the cars was wrecked in the accident which resulted in the death of a chef who had been featured in Southern Railway ads.

## "SAN JOAQUIN" PHOTO TOPS 1991 AMTRAK CALENDAR

For the first time in the long history of Amtrak's annual calendars, the 1991 edition features a color photo rather than a Gil Reid painting. The photo is a scene of the San Joaquin racing along San Pablo Bay near San Francisco, taken by Richard Steinheimer.

The year-at-a-glance wall calendar measures 23-1/2 x 33-1/2 inches. Copies may be ordered for \$5 each, \$9 for two or \$12 for three by sending check or money order to: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143. Larger discounts are available for quantities up to 50, and calendars for the years 1979 through 1990 may also be ordered for \$2 each.

DON'T FORGET PHILADELPHIA CHAPTER'S ANNUAL SLIDE CONTEST - FEBRUARY 15, 1991!



## PASSENGER CAR INSPECTION AND CERTIFICATION

In the face of declining passenger car interchange several years ago, the Association of American Railroads removed the passenger car rules from the AAR Interchange Manual. This had the effect of giving each railroad the responsibility (and authority) for establishing its own criteria for passenger cars moving on its lines. Attrition of employees knowledgeable with passenger cars from the railroads' mechanical departments—particularly through recent force-reduction programs—have left many mechanical departments devoid of people with passenger car mechanical knowledge.

In recent years, the only organization in the railroad industry with a program to enforce passenger car standards through inspection and certification has been Amtrak. Most railroads are familiar with this program, since their own business cars must be regularly inspected and certified by Amtrak to be hauled on Amtrak trains. Therefore, in searching for a replacement for the criteria formerly established and enforced by their now-decimated mechanical departments, some railroads decided to make Amtrak certification a requirement for passenger cars used in people-carrying activities on their tracks, including excursion trains. CSX was the first company to take this position, in 1989. In 1990 to date, Burlington Northern and Conrail have followed suit. On the other hand, Norfolk Southern has no intention of requiring Amtrak certification, at least partly because of the large fleet of excursion cars which it operates.

Amtrak certification currently requires a passenger car to pass an annual "PC-1" inspection, which basically is a walk-around inspection to assure that all applicable safety and operational standards are in compliance, plus an in-date air brake test. This is little more than would be performed by any conscientious passenger car operator, the major difference being that now the inspection must be certified by an Amtrak-approved inspector.

In addition, for any passenger car that has exceeded the arbitrary age of forty years since manufacture, certification requires that the car pass a periodic "PC-2" inspection. This inspection, among other requirements, mandates truck removal from the car and a complete tear-down and inspection of the trucks. This inspection, if performed by a contract shop, could cost upwards of \$10,000 per car per inspection, not including necessary repairs.

This application of Amtrak standards and certification is not without drawbacks. First, Amtrak has stated that they have no desire to assume the position of industry policeman, particularly when the prospect is for greatly increased administrative demands with only minimal possibility for increased revenues. Secondly, Amtrak certification currently envisions service up to 125 MPH, which requires standards many times more severe than necessary for the more moderate speeds—25 to 50 MPH—of excursion trains on class I railroads.

During the period when Amtrak was disposing of the majority of their "Heritage" passenger cars, Lake Shore Railway Historical Society personnel were prudent enough to acquire some of the newer of the old cars, including two coaches built in 1955 (LSR 3926 and 6450) and one built in 1956 (LSR 4890). A little mental arithmetic will establish that these cars will not be subject to the arbitrary forty-year requirement for another five to six years, and therefore are immune from the potentially-costly "PC-2" inspection through that period. Since these three cars form the backbone of LSRHS's operable class I railroad excursion cars, Lake Shore is in a somewhat enviable position compared to other passenger car operators. Simply put, there will be considerable demand for these three cars once they are in condition to be leased. The writer has already arranged for the "PC-1" inspection of these three cars this summer.

At the urging of the Norfolk Southern mechanical department, the Railroad Passenger Car Alliance—of which LSRHS is a member—appointed a committee on January 13, 1990, to formulate an alternate passenger car standard and certification program for cars used in the 25-50 MPH range of class I railroad excursions. This committee—to which the writer was appointed—met initially in Pittsburgh on March 10, and will present a draft proposal to the AAR Passenger Car Committee at their meeting in Chicago on May 9.

The standard the RPCA committee has proposed would retain the truck removal and inspection requirement at the arbitrary 40-year age. However, the trucks would NOT have to be torn down unless necessary to repair defects found at the truck inspection. Further truck removals and inspections would be scheduled at ten-year intervals thereafter. In addition, other Amtrak requirements that might be imposed merely to operate in Amtrak trains—i.e., head-end power and communication-line cables—would not be included.

Other passenger car operators on class I railroads, such as the Ringling Brothers, Barnum & Bailey Circus, have thrown their support behind the RPCA alternate standard, since these operators have no need—and hence no desire—to comply with Amtrak standards. Amtrak themselves have endorsed the concept of the RPCA alternate standard.

It must be emphasized that the RPCA alternate standard for passenger cars operated in excursion service is in no way a compromise of safety. The modern passenger car was designed and built with more than adequate margins of safety, and the alternate standard merely recognizes the different levels of stresses experienced in various modes of service.

EDITOR'S NOTE: This article is condensed from a report presented to the May 4, 1990 board of directors meeting of the Lake Shore Railway Historical Society by Chief Mechanical Officer James C. Caldwell. It is reprinted from Lake Shore Chapter's Timetable.

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CHARLES A. BROWN, 1914 - 1990

Former Chapter Member Charles A. Brown died on October 10, 1990 in Sutton, MA. He was a member from 1942 to 1954 when employed by the Baldwin Locomotive Works, later moving to Fairbanks-Morse at Beloit, WI. In 1939 he helped to found the Seashore Trolley Museum, Kennebunkport, ME.

## AMTRAK REROUTES THE "BROADWAY" AND "CAPITOL" THROUGH INDIANA AND OHIO

Editor Larry Eastwood and his wife Marie made a quick detour on their way to the NRHS directors' meeting in Owensboro, KY to ride the inaugural trip of Amtrak's Broadway Limited over its new route from Chicago to Pittsburgh on Wednesday, November 7.

Departing Chicago's Union Station at 6:00 AM behind freshly painted F40's 265 and 258, the train traveled its present route to Pine Jct., IN, where it left the former New York Central to switch over to the CSX ex-B&O mainline. The special consisted, in addition to the two locomotives, of baggage-display car 10092-Southern Belle, Amfleet II coaches 25066 and 25110, diner 8514, dome-coach 9408, Amfleet II lounge 28007, 10-6 sleeper 2448-Oak Grove, Amfleet II coaches 25906 and 25098, and inspection car 10001-Beech Grove.

The train found the going smooth and fast on the arrow-straight route across Indiana, pausing at the new passenger stops at Nappanee and Garrett for ceremonies. Particularly evident throughout the day were the huge harvest of edible goodies and publicity items placed on the train by the merchants of Nappanee.

Under leaden skies on a raw fall day, the train paused at Fostoria, OH before making a crew change stop at the longtime B&O town of Willard. Festive ceremonies were held in Akron and Youngstown, where large crowds welcomed Amtrak. A crowd of between 500 and 1,000 people, supported by local police and fire trucks greeted the train at Ravenna, asking Amtrak to consider stopping there, while a small band at Lordstown was requesting to be served by the Pennsylvanian.

As darkness came, the train paused at New Castle, PA for refueling, and then wound its way down the B&O route through Ellwood City and Mars, crossing the Allegheny River and backing into the Amtrak Pittsburgh station about an hour late at 8:30 PM.

Particularly noteworthy during this special daylight trip were the numerous westbound CSX freights in passing sidings all along the route, coupled with the excellent condition of the track. The route is single track with passing sidings west of Willard, while double-tracked east to Youngstown. Early reports on the performance of the Broadway Limited on its new route indicates good timekeeping so far.

On Thursday, November 8, the inaugural Capitol Limited operated with the same set of equipment on a press run from Pittsburgh to Cleveland via Alliance, and, following an equipment display at Cleveland, a fast non-stop run back to Chicago Union Station, arriving about midnight.

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