



# CINDERS



February 1990

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PHILADELPHIA CHAPTER

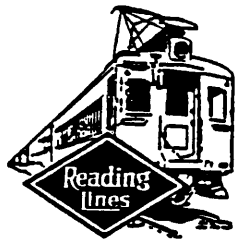
National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## FAREWELL? TO THE BLUES TRIP SET FOR MARCH 25

What may be the final excursion for SEPTA's venerable Reading Blue cars has been tentatively scheduled for Sunday, March 25, sponsored by Philadelphia Chapter. The small remaining fleet of Blues is rounding out six decades of service to the Reading, Conrail and now SEPTA, but is facing retirement this year.



SEPTA has advised the Chapter to schedule this excursion as soon as possible, because it cannot assure that the old cars will be available for much longer. Neither the Blues nor the 1958-vintage Pioneer III cars will be equipped with automatic train control devices, which are required for operation on Amtrak-controlled lines after April 1 as well as in the center city rail tunnel. (SEPTA has requested an extension of the April 1 deadline to July 1, but to date this has not been granted by the Federal Railroad Administration.)

The excursion will depart from 30th Street Station at 10:25 AM on March 25, covering SEPTA's West Trenton Line, the Amtrak mainline to Paoli and Downingtown, and possibly the Chestnut Hill West Line. A lunch stop and several photo opportunities will be included in the day's activities, and the return to 30th Street is scheduled for about 5 PM.

Tickets are priced at \$30 per person, and should be ordered from:

Ticket Agent  
Philadelphia Chapter NRHS  
P. O. Box 7302  
Philadelphia, PA 19101-7302

Checks and money orders should be made payable to "Philadelphia Chapter NRHS" and a stamped, self-addressed envelope enclosed. Tickets will be on sale at Philadelphia Chapter's February 16 meeting, as well.

Members and friends are urged to take advantage of what may be the final excursion with the Reading Blues, now the oldest passenger cars still used for regular public service in the United States.

## OUR MEETING:

FRIDAY EVENING, FEBRUARY 16, 1990  
The Down Town Club, 11th Floor, Public Ledger Building  
6th Street below Chestnut, Philadelphia, PA  
Dinner at 6:00 PM (\$18 per person); Meeting at 7:00 PM  
Parking in Philadelphia Life Garage, 7th & Ranstead Streets,  
\$3 per vehicle; garage closes 10 PM

Our February, 1990 meeting will feature the annual Ray Muller Slide Contest, named in honor of the late Chapter member who excelled in rail photography. Rules for the contest will be found on Page 2.

Our usual sit-down dinner will be served at the Down Town Club, 11th Floor, Public Ledger Building, at \$18 per person, at 6 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, FEBRUARY 13, 1990 to President Tatnall at 215-828-0706. Please note this strict reservation deadline. Please specify if fish dinner desired.

Members are invited to screen your best slides for the enjoyment of fellow members, and compete for film prizes that will enable you to shoot future winners at the annual Ray Muller Slide Contest, February 16.

The nature of our new meeting location dictates that appropriate attire be worn to these business-like surroundings.

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 Down Town Club, 11th Floor, Public Ledger Building, 6th Street below Chestnut, Philadelphia, PA. Dinner at Club 6 PM (\$18 per person).

ANNUAL MEMBERSHIP DUES: \$22.00 per person, which includes Chapter and National dues. Chapter-only dues \$11.00 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.

## HUGH T. JENKINS

## January 5, 1990

It is with sadness that we inform you of the passing of Chapter Member and SEPTA Engineer Hugh T. Jenkins on January 5, 1990. Hugh had been seriously injured on December 19, 1989, when struck by an automobile while walking across Easton Road near the Roslyn train station, and died of complications resulting from those injuries. Hugh was 58.

Hugh had been a member of the Chapter since 1970. He was well known in the railroad as well as the rail enthusiast community. He initially went to work for the Pennsylvania Railroad in 1951, joining the Reading Company in 1952 and working subsequently for Conrail and SEPTA. He was the engineer on Philadelphia Chapter's November 5, 1989 Blueliner trip, and also had the honor of operating the Last Train from Reading Terminal for our Chapter on November 6, 1984.

A Memorial Service was held on Wednesday, January 10, 1990 at the Upper Dublin Friends Meeting House, Fort Washington, PA. Chapter Member and SEPTA Engineer Vince Jakubowski delivered the eulogy at the service, attended by many of Hugh's SEPTA and NRHS friends.

### Annual RAY MULLER Slide Contest Rules

1. No entry form is required for the 1990 Ray Muller Slide Contest, but entrants must register in person, beginning at 6:45 PM. Registration closes at 7:00 PM, with no entries accepted after that hour. THE SLIDE CONTEST IS OPEN TO 1990 PAID-UP PHILADELPHIA CHAPTER MEMBERS ONLY!
2. There are six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1980, and category (f) ONLY subject matter BEFORE March 1, 1980. In case of uncertainties, the contest manager will rule on appropriate categories or will disqualify any unsuitable entries.
  - (a) Steam
  - (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
  - (c) Mainline electric (including multiple-unit commuter rail equipment)
  - (d) Trolleys/rapid transit/interurbans
  - (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
  - (f) Oldies, but goodies (any subject prior to March 1, 1980)
3. Each contestant may exhibit a maximum of 4 slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name MUST be on the slide. After the initial screening, entrant will select ONE SLIDE in each category which he/she considers BEST in the category, which will be given to the projectionist for final judging. Thus, only 6 slides are permitted in the final presentation.

### MUSEUM GETS ROLLING ON LONG-AWAITED EXPANSION

The Railroad Museum of Pennsylvania on January 23 celebrated an important milestone in the long-planned expansion of its Rolling Stock Hall at Strasburg. Editor Larry Eastwood represented Philadelphia Chapter.

Michael Hershock, budget secretary of the Commonwealth of Pennsylvania, joined officials of the Pennsylvania Historical & Museum Commission and Friends of the Railroad Museum to mark the beginning of the expansion program, for which the Legislature and Governor Casey appropriated more than \$2 million in late 1988.

Initially released was \$500,000 to allow construction of the restoration shop and design work for the Rolling Stock Hall addition. The Friends of the Railroad Museum provided an additional \$250,000 in funding for this work. Secretary Hershock announced the release of an additional \$1.8 million for the Rolling Stock Hall construction, which will provide 45,000 additional square feet of equipment display space for the Museum's many valuable pieces of rolling stock. Part of the funds contributed by the Friends were raised through a public fund drive, to which Philadelphia Chapter contributed \$1,000.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

After one of the coldest Decembers in Philadelphia's history, January turned into one of the warmest with temperatures topping 60 degrees on several days. But there was snow. A three-inch fall on the night of the 8th caused delays on Regional Rail, and a tree blocked the R8 tracks near Highland station in Chestnut Hill. Three six-car trains of Reading Blues were used around the system with 18 of the 19 active Blues in service. One train of old cars was even used to break ice on the catenary during the night.




SEPTA held a hearing February 2 in Coatesville concerning its plan to extend R5 service west of Downingtown to Parkesburg, effective with the timetable change on April 1 (see November Cinders).....And Member Roy Soukup reports that Delaware DOT will spend some \$150,000 to reopen the fire-gutted station at Claymont, allowing SEPTA's R2 Wilmington trains to add a stop there. A Wilmington News Journal story also indicates that the State is interested in extending commuter service as far south as Newark. This plan would include construction of a multi-use transit center at the point where Highway 4 intersects the AMTRAK mainline near Delaware Park.....SEPTA officially discontinued service at Tioga station in North Philadelphia as of January 1. Only R8 Fox Chase trains made a flag stop at this little-used station.

Dedication ceremonies for the rebuilt R8 line in Chestnut Hill were held January 17 at Chestnut Hill West station, exactly one month after the full line was reopened for service and a new timetable issued. A special train consisting of Silverliner IV's #280 and 9031 carried officials--including Mayor Goode and SEPTA General Manager Gambaccini--from Suburban Station to Chestnut Hill for the occasion. Closed since June 1987, the restored line includes the new 435-foot-long steel-and-concrete bridge across Cresheim Valley, which cost \$7.6 million to build. It replaces an 1884-vintage iron bridge which had been declared unsafe. Welded rail was laid between the bridge and Chestnut Hill West station and new catenary installed, though track #2 was still out of service in late January. Work on replacing the 1918 catenary between Allen Lane and North Philadelphia was also set to begin by month's end.

As of mid-January SEPTA had received 46 of the 58 Silverliner II and III cars to be rebuilt by Morrison-Knudsen at Hornell, NY.....Silverliner II #9005, damaged in a November accident at Norristown, will be repaired by an outside contractor. It is the second car to be involved in an accident soon after returning from the rebuild shop in Hornell (the other was #9008 which derailed at Suburban Station earlier in November). .....SEPTA last month began a program to install welded rail on the ex-Reading Norristown Line between Mogeese station and "Kalb" interlocking in Norristown, a distance of 1.5 miles.

SEPTA and Cheltenham Township are near agreement on a plan to restore the unused Melrose Park station building, according to press reports. The stone station was gutted by fire in 1984, and an outside tenant would be brought in to rebuild it once a settlement of claims is made with heirs to the property.....SEPTA is embroiled in a controversy with Tredyffrin Township over certain improvements made to the parking lot at Strafford station.....A 21-year-old Malvern man was killed January 18 when he was struck by a SEPTA push-pull train deadheading west on AMTRAK's mainline near Malvern station in Chester County. Police said the man and three friends were drinking beer while sitting on the tracks.



The SEPTA board voted last month to increase fares on the City Transit Division, effective January 28. The increase was identical to that imposed last summer but then suspended by the State Supreme Court in November. While the cash fare of \$1.25 remains unchanged, the price of tokens was raised from 85 cents to \$1 in packs of five or ten, weekly TransPasses went up from \$12 to \$15, monthly passes from \$45 to \$55 and transfers from 25 cents to 40 cents. The action followed three days of public hearings in early January chaired by former U.S. Appeals Judge Arlin M. Adams, at which for the first time representatives of consumer groups were allowed to cross-examine SEPTA witnesses. Judge Adams later recommended the increase in spite of misgivings that the fare boost would have a serious impact on low-income riders. In his 51-page report, Adams pointed to SEPTA's desperate need for additional revenues, and that further delay would simply worsen the situation while leading to probable service cuts. He also proposed an early meeting with Governor Casey to "impress upon (him) the urgency of the need" to increase State financial support for SEPTA. He further recommended creation of a special fund to help the poor pay the higher fares.

On January 26 the State Supreme Court held a brief hearing in Philadelphia to consider its temporary rollback of the earlier fare increase. Consumer advocates urged the Court to order a three-month reduction in the new fares to compensate riders for the higher rates they paid during a similar period last year. This, SEPTA said, would cost it \$6 million in badly-needed funds, and the Court took no action.

## PHILADELPHIA EXPRESS (Continued from Page 3)

SEPTA is again reorganizing its management structure, but at this writing it's uncertain how the new organization will shake out. The apparent intention is once again to make each operating division a self-contained entity, reversing the April 1988 restructuring which eliminated the Transportation Departments and created the Service Operations Department which cut across divisional lines.....In a story entitled "Terror rides the rails," the Daily News on January 19 revealed the frightening increase in crime which struck the Philadelphia subway system last year. The number of crimes which occurred in the subways and center city concourses increased by 74 percent from 1988 to 1989, according to police figures. These incidents included aggravated assault, robbery, theft, rape and two cases of homicide. In response to this crime surge, SEPTA announced that "every one" of the 35 new transit police officers who completed training at the end of January would be assigned to the subways, and the Philadelphia Police Department's transit unit was also expected to be beefed up. SEPTA has 143 officers in its own police force.

Former SEPTA General Manager David L. Gunn announced last month that he would resign as president of the NEW YORK CITY TRANSIT AUTHORITY at the end of February. Gunn, who left SEPTA for New York in 1984, has been credited for a vast improvement in the image of the nation's largest transit system, including accomplishment of the near-impossible goal of graffiti-free subway trains. Gunn, 52, said that he had no immediate plans other than spending time on his family's 200-acre farm in Nova Scotia. He will be replaced by Alan F. Kiepper, 61, who recently resigned as transit manager of Houston, TX.

SEPTA has a new chief financial officer, Feather O'Connor, former treasurer of the State of New Jersey. O'Connor, 43, resigned her state post last month, as the Kean administration was leaving office..... SEPTA is planning to reissue its Philadelphia street and transit map this spring, for the first time in six years. This is not to be confused with the five-county suburban transit map issued in 1989.

SEPTA's Norristown High Speed Line is getting by with virtually no spare equipment, leading to speculation that some used cars will be obtained to fill in until the 26 new Asea-AMTRAK cars begin arriving late this year. As it stands, the seven ex-Chicago carsets are currently supplemented by just two active Bullets (#206 and 209) plus Strafford car #162. Bullet #205 suffered a motor fire in late January but should return to service, while #203 and 208 are torn apart in Woodland shop and will most likely never run again. SEPTA is still looking at the possibility of transferring a few Kawasaki cars from the Broad Street subway to Upper Darby, but this is now seen as improbable.

The Market-Frankford Line suffered two breakdowns last month which caused substantial disruption of service. On January 8 a fire started in a westbound train at 30th Street station about 6 PM, forcing the use of shuttle buses for two hours until the disabled train could be removed. Then, on January 12 service was halted for four hours on the Frankford elevated between the York-Dauphin and Allegheny stations due to a third-rail failure.....Because of a design error, the roofline on the upper level of the Norristown Transportation Center will be cut back, in order that the new fleet of Asea cars can clear into the station. The upper level siding will not be placed in service for some months yet.....In addition to removal of overhead wire from the Route 53 trolley line on Wayne Avenue north of Washington Lane, reported here last month, City crews have paved over the tracks at Clarissa Street & Hunting Park Avenue. According to the January issue of Delaware Valley Rail Passenger, SEPTA has told a Mount Airy citizens group that the Route 53 facilities are worn out and need total replacement, which justifies complete removal of the overhead and paving of the track area.

"Trolleys give them a real charge" was the title of a photo feature in the January 28 issue of the Inquirer. The story spotlighted Charles Bode and Mark Sanders, two self-confessed "trolley jollies" who are carrying out a campaign to save the remaining trolley routes in Philadelphia. SEPTA's lack of enthusiasm for operating the three remaining all-surface lines (Route 23-Germantown Avenue-11th and 12th Streets, Route 56-Erie Avenue and Route 15-Girard Avenue) is seen by Bode and Sanders as part of a long-term strategy to rid the streets of the 40-year-old-plus PCC's. The Authority, however, is on record as agreeing to keep the three lines running, but not to begin any costly modernization program unless the City first commits to a program of its own, such as creating reserved rights-of-way wherever possible. For his part, SEPTA Chief Gambaccini claims a special fondness for streetcars--"I'm still a trolley jolly"--but says that "we desperately need available money to fix such things as bridges and the Frankford el before more consideration can be given to fixing trolley routes." Bode and Sanders, however, say that Gambaccini has it backwards, and SEPTA should be working to retain the trolleys now because they are less costly than heavy rail, less environmentally injurious and more pleasant to ride than diesel buses. The Inquirer describes the two men as "missionaries for their cause."

AMTRAK announced last month that it earned record revenues in Fiscal Year 1989 ending September 30 and reduced its reliance on Federal funding to the lowest level in its 18-year history. Because of higher fares and a larger proportion of long-distance travelers, Amtrak covered 72 percent of its above-the-rail operating costs, up from 69 percent the previous year. The railroad took in \$1.27 billion in revenues in 1989, or 14.7 percent more than in 1988, and passenger miles reached an all-time high of 5.9 billion, up from 5.7 billion the year before. The actual number of passengers, however, declined slightly from 21.5 million to 21.4 million because of insufficient equipment to meet demand, Amtrak said. The 1989 Federal subsidy was \$584 million versus \$581 million in 1988. President W. Graham Claytor, Jr. observed that if Amtrak continues on its present course it will no longer need public subsidies by the year 2000, except for capital improvements. Federal Railroad Administrator Gilbert Carmichael agreed, saying that "if Amtrak can get new equipment, it can be self-sufficient by the year 2000." Both Claytor and Carmichael hope that the new National Transportation Policy to be released this month by Transportation Secretary Samuel K. Skinner will recognize Amtrak's potential for relieving highway and airport congestion across the U.S.



## PHILADELPHIA EXPRESS (Continued from Page 4)

Carbuilders last year delivered a total of 547 new cars to North American rail passenger operators and entered 1990 with a backlog of 554 cars on order, according to a survey by Railway Age Magazine. The operating agencies plan to place orders for about 800 additional cars this year and foresee orders for another 2,800 cars in the following five-year period, the magazine said. A brisk rebuild market also exists, especially in the transit car field, but commuter rail operators such as SEPTA and NJ TRANSIT are sending quantities of older cars to rebuild shops. In NJT's case, it will spend \$178.5 million to overhaul 230 Arrow III cars and convert them to AC propulsion. AMTRAK last year took delivery of 98 Horizon fleet cars from Bombardier, and will receive the final six cars of the 104-car order early in 1990.

Mandatory random testing for drugs and alcohol went into effect January 16 for the 90,000 operating employees of the nation's railroads. These workers join more than 650,000 others in "safety-related" positions who recently became subject to new Department of Transportation rules which require random tests. The rail testing program, delayed because of a long series of court battles between the government and railroad unions, requires that at least 25 percent of all engineers, trainmen, dispatchers, signalmen and others involved in the movement of trains be tested during the first year. "It is very evident to us that drugs are the problem rather than alcohol," an FRA spokeswoman said, pointing to the results of post-accident drug and alcohol testing which has been required since 1986. What really provided the impetus for random testing, however, was the January 1987 collision between an AMTRAK train and three CONRAIL locomotives near Chase, MD, in which 16 persons were killed and 175 injured. The Conrail engineer, Ricky Gates, was found to have traces of marijuana in his system, and later admitted to smoking marijuana and violating a number of safety rules. He was convicted of manslaughter and sentenced to five years in prison. (Gates recently failed in his attempt to have the balance of his state sentence suspended, and to concurrently serve a separate three-year Federal sentence for false testimony.)

AMTRAK is advertising its morning Metroliner from Philadelphia's Main Line as the "power train to Washington".....AMTRAK reportedly has agreed to donate one of its former Pennsy-CONRAIL-NJ TRANSIT E44 electric locomotives to the Railroad Museum of Pennsylvania at Strasburg. But someone will have to pay to remove the PCB-laced fluid from the unit's transformer. Museum sources indicate the preferred unit is #502 (ex-4465), the last E44 built. Amtrak has decided that the eight E44's in storage at Wilmington are not needed..... Donald Trump is indirectly helping AMTRAK. He has raised the one-way fare on his New York-Washington Trump Shuttle air flights to \$119, presumably making Amtrak's competing Metroliners more attractive.....AMTRAK train #42, the five-car Pennsylvanian, arrived at 30th Street Station one hour and 18 minutes late on January 17, and with CONRAIL GP10 locomotive #7569 as sole power. The Conrail unit was taken from a local freight at Lancaster when F40 #377 had to be cut off because of an overheated traction motor.....AMTRAK train #29, the Capitol Limited, was halted for six hours January 13 at Rockwood, Somerset County, on CSX's former Baltimore & Ohio mainline to Pittsburgh. The reason: a bomb threat from a passenger which proved to be false.....An unidentified trespasser was struck and killed by Metroliner #220 as it raced northward through Marcus Hook on the evening of January 8.



CONRAIL has reported net income of \$148 million for 1989 (\$2.17 per share), compared with net of \$306 million (\$4.44 per share) in 1988. The railroad said that its 1989 income figure would have been \$295 million except for a special charge of \$234 million in the fourth quarter. That charge was broken down as follows: \$109 million to pay for a reduction in the non-union workforce of up to 600 employees age 55 and over, \$92 million for an increase in insurance reserves and \$33 million for consolidation of certain administrative and operating functions. Total revenues for 1989 were \$3.41 billion compared with \$3.49 billion in 1988, a decline of two percent.

CONRAIL announced that it will buy back about \$1 billion of its common stock in a "dutch" auction, representing about 21 million of the company's 67.1 million outstanding shares, at a price of between \$43 and \$53 per share. Conrail also plans to set up an employee stock ownership plan (ESOP) for non-union workers, and will purchase about \$300 million worth of stock on the open market for investment in ESOP. Financial analysts were generally favorable in their reaction to Conrail's strategy, noting that it would make it more difficult to accomplish a hostile takeover of the cash-rich railroad. (Conrail is also supporting an effort by Pennsylvania legislators to pass a tough anti-takeover bill to protect Pennsylvania corporations.) But a number of Conrail's unionized employees, particularly in the clerks and maintenance of way unions, are complaining that much of the railroad's success in recent years has been the result of heavy cutbacks in their ranks. The Brotherhood of Maintenance of Way Employees last month deployed "informational" pickets at several Conrail locations to press their point of view. For its part, management contends that further reductions in plant and workforce will be required this year, because lower industrial production promises sluggish traffic volumes and revenue. "We have too many assets and employees, given our current business and the business we see into the future," Chairman James A. Hagen told Wall Street analysts last month. Conrail now has about 32,000 employees.

Both of those now-famous Chinese-built steam locomotives moved out of Camden last month in special CONRAIL trains (see photo on Page 9). Mikado #1658 departed late on January 8 behind GP40-2 #3367 enroute to Emporium, PA, where it was delivered the next day to the ALLEGHENY RAILROAD enroute to new owner KNOX & KANE. At 12:10 AM January 10 sister #1647 began rolling toward the VALLEY RAILROAD in Connecticut, routed via Conrail through West Trenton and Oak Island, NJ behind GP15-1 #1611. Later that day it was delivered to the NEW YORK CROSS HARBOR at Greenville and on the 11th the squat 2-8-2 was floated across New York Harbor on board an NYCH barge. The next day the engine moved via another Conrail special routed over METRO-NORTH and AMTRAK to the Valley interchange at Old Saybrook, CT. The Inquirer carried an article with photos on the unusual visitors, two days after their December 17 arrival aboard the freighter Trade Fir at Beckett Street terminal in Camden.

(Continued on Page 6)

## PHILADELPHIA EXPRESS (Continued from Page 5)

With the installation of "CP-Ernie," a remotely-controlled interlocking at Earnest, PA (see January Cinders), CONRAIL has diverted virtually all of its through freight trains away from the Trenton Cut-Off (Morrisville Line) west of Earnest. These trains, including MAIL-4, MAIL-8M and MAIL-9, now operate via the Norristown running track, SEPTA's Norristown Line, "Norris" tower and the ex-Reading Harrisburg Line through Phoenixville. The single-track Norristown connection has been signaled in both directions to better handle 12 to 14 train movements per day.....Hotshot piggyback train TV-233, the "Atlanta Flyer" from Kearny, NJ to Atlanta, GA via Hagerstown, MD and NORFOLK SOUTHERN, is now normally operating via Allentown instead of Philadelphia..... CONRAIL train PICA0, enroute from Conway, PA to Camden, derailed seven cars at a switch just east of Phoenixville tunnel early on January 21. The line was blocked for 18 hours, during which time several trains were detoured via the Trenton Cut-Off and AMTRAK through Parkesburg and Lancaster.

U.S. Senator Arlen Specter announced early last month that CONRAIL had agreed not to exercise the \$1-million lien it holds against Steamtown for 20 miles of former Lackawanna track which it purchased from Conrail but never paid for. Acquisition of the Moscow-Pocono Summit section permits the National Park Service to proceed with its plan for a steam tourist operation all the way from Scranton to Delaware Water Gap (57 miles). .....Those ten MP15 diesel switchers which CONRAIL turned back to General Motors (see January Cinders) have been replaced by 13 rebuilt GP8 (ex-GP7) units for service in eastern Pennsylvania.....CONRAIL and CSX have completed a swap of trackage between "CP-Penrose" and Greenwich yard in South Philadelphia, to ease conflicting train movements.



NJ TRANSIT and the SUSQUEHANNA RAILWAY said last month that they would begin a joint weekend ski train service between Hoboken Terminal and the Great Gorge resort near Vernon, NJ. Made up of Susquehanna and privately-owned cars, the train will leave Hoboken each Friday night at 7 PM beginning February 2, returning from Vernon at 3:30 PM on Sundays. The train, to operate over Susquehanna's newly-rebuilt mainline through Sparta, NJ, will be powered by NJT GP40PH or FH locomotives.....NJT has joined SEPTA in petitioning the FRA for a three-month extension of the deadline to install automatic train control equipment in its Arrow II and III MU cars, from April 1 to July 1.....Police last month arrested two men and charged them with separate incidents of vandalism against NJ TRANSIT Atlantic City trains. One incident involved the throwing of a Molotov cocktail explosive at a train in Berlin December 28.....November 1989 marked the 12th consecutive month in which NJT rail service operated 90-percent on time or better (NJT Inside Track).....NJT resumed the sale of ten-trip rail tickets last month (Inside Track).

David P. Morgan, the editor emeritus of Trains Magazine, died January 10 in Milwaukee, WI at the age of 62. The legendary "D.P.M.," who did so much to advance the craft of railroad journalism, had joined the staff of Trains in 1948, becoming its editor in 1953. After more than three decades in the post, during which he built Trains into America's largest rail enthusiast magazine, Morgan retired in 1987 and was succeeded by his managing editor, J. David Ingles. In addition to writing hundreds of scholarly but entertaining articles, Morgan was the author of ten books including perhaps his best-known, Steam's Finest Hour (1959). He is survived by his wife Margaret of Elm Grove, WI and by two brothers, one of whom is a retired airline pilot.

The January issue of CSX News features an article on the so-called "Alexandria 2020" plan for developing the property now occupied by Potomac yard in Alexandria, VA. This plan, a joint effort by the yard's owner, RF&P RAILROAD, and CSX Realty, envisions 18 million square feet of construction for office space, residential and hotel units and roadways. It is recognized that the massive development will require a lot of "selling" to local governments. The plan looks to the eventual phasing out of the 2.5-mile-long classification yard which now handles about 2,000 cars daily for five railroads, down from a peak of 5,000 cars daily several years ago, CSX said. The article again puts to rest the many erroneous reports (none in Cinders) which have appeared in the railfan press--most recently in CTC Board--that the huge yard was closed last September.

CSX Corp. reported 1989 earnings of \$452 million (\$4.34 per share), compared with \$147 million or 93 cents a share for 1988. (The latter results reflect a special charge that reduced 1988 earnings by \$492 million.) These figures include results from CSX TRANSPORTATION's rail operations as well as those of Sea-Land, American Commercial Lines and other activities. Total operating revenues were \$7.7 billion for the year 1989 versus \$7.6 billion for 1988.....CSX TRANSPORTATION, which spent \$510 million on capital projects in 1989, plans to increase its budget to \$542 million this year. This does not include \$156 million in leasing programs for such items as new freight cars and rebuilt locomotives (Railway Age).....CSX announced last month that it would supplement its new random drug testing program for workers in safety-related positions by including managers who supervise these personnel (AAR Rail News Update).

DELAWARE & HUDSON Trustee Francis P. Dicello announced last month that he had selected CP RAIL as the winning bidder for the bankrupt D&H. CP's bid of \$35 million was subject to several conditions, among them a direct connection with NORFOLK SOUTHERN via trackage rights over CONRAIL between Harrisburg and Hagerstown, MD, which CR immediately said were "not available." A few days later FRA Administrator Gilbert Carmichael revealed that his agency had opened talks with three bidders because CP's proposal failed to provide a high enough return on the \$90 million in Federal loans still outstanding to D&H. Approval of the U.S. Bankruptcy Court and the Interstate Commerce Commission are also required for any sale, as well as negotiation of new labor contracts with D&H unions and an agreement from the State of New York which has invested some \$70 million in the long-ailing railroad.



VIA Rail Canada's major route retrenchment went through as scheduled on January 15, with only the trivial Victoria-Courtenay Budd RDC on the Esquimalt & Nanaimo spared by a court suit. A number of locomotives, and over 160 cars will be placed in storage, including a number of the distinctive but failure-prone Bombardier LRC locomotives. Yet, ten 6500-series FP7u and FP9 units will soldier on, assigned to Montreal and Toronto, and the 15 rebuilt 6300-series F's will continue as well-- six at Winnipeg (including five lightweight units for the Churchill train) and nine at Montreal.

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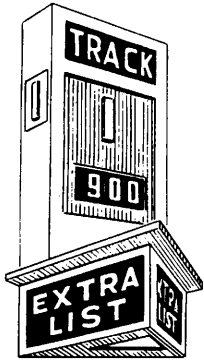
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MARCH 3, 1990: Annual New England States Limited from Boston to Bellows Falls, VT and return, sponsored by Mass Bay Division RRE. Train leaves South Station 8 AM, returns about 9 PM. Round-trip fares: \$55 adults (\$50 before February 21), \$30 children 12 and under (\$25 before February 21). Continuation to White River Junction \$5 adults, \$3 children. Other tours available and first-class service aboard private car Caritas will be offered. Amtrak F40 locomotives will power Amfleet-equipped train via Conrail's Boston Line to Palmer, MA and Central Vermont mainline beyond. Order tickets from: Mass Bay RRE, Inc., P. O. Box 525, Bedford, MA 01730, stating preference for smoking or non-smoking space. Ticket orders received after February 15 will be held for pickup at train.

MARCH 4: Train show and sale at Mother Seton High School, Clark, NJ, 9 AM-3 PM, sponsored by Jersey Central Chapter NRHS. Railroadiana and model trains for sale, with operating layouts, movies and door prizes. Unlimited free parking (use Garden State Parkway Exit 135 at Clark Circle). For further information, write Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700.

MARCH 25: SEPTA excursion with Reading Blue cars, sponsored by Philadelphia Chapter NRHS, covering West Trenton Line, Amtrak mainline to Downingtown, and possibly Chestnut Hill West Line. Train leaves 30th Street Station, Philadelphia, at 10:25 AM, returns about 5 PM. Fare: \$30. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

APRIL 7-8: Annual railroadiana and train show at Cherry Hill Armory, off Racetrack Circle (Route 70), Cherry Hill, NJ, sponsored by West Jersey Chapter NRHS. Hours: 10 AM-5 PM Saturday, 11 AM-5 PM Sunday. Antique toy train sales, model railroad displays and railroadiana will be featured at South Jersey's largest train show. Donation: \$2 adults, children under 12 free. Tables \$30 each for two days. For further information, write: Herman Lotstein, 21-7 Potters Place, Holland, PA 18966 (telephone 215-968-7630).

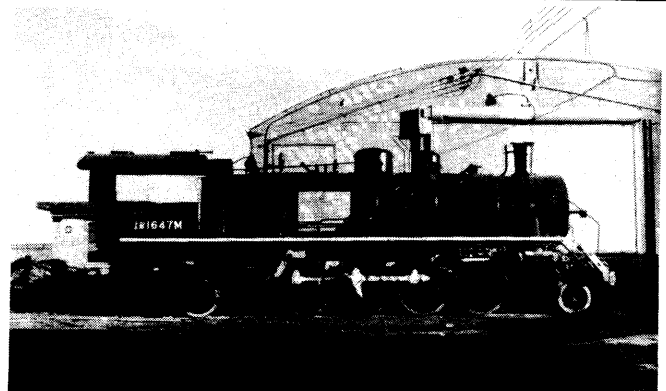
APRIL 22: Fifth annual Harrisburg Train Show at Zembo Temple, 3rd & Division Streets, Harrisburg, PA, sponsored by Harrisburg Chapter NRHS. Over 11,000 square feet of railroadiana and model railroad items for sale, and multiple-gauge test track will be available. Admission: \$5 adults, \$1 children under 12, families \$5. Tables: \$15 for first, \$10 each additional. For further information, write: Harrisburg Chapter NRHS, 1110 Green Street, Harrisburg, PA 17102 (telephone 717-787-9730 between 8 AM and 4:30 PM Monday-Friday).

#### POLK NAMED JENKINTOWN CITIZEN OF THE YEAR

Chapter member William H. Polk was honored last month by the Greater Jenkintown Chamber of Commerce as "Jenkintown Citizen of the Year." The award represents Bill's long interest and activism in the cause of better mass transportation, which he advanced during his tenure as deputy secretary of transportation for the Commonwealth of Pennsylvania. He currently serves as a member of SEPTA's Citizen Advisory Committee.

#### MEETING CANCELLATION ALERT

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting night, Chapter officers will make a decision in advance as to whether to hold the scheduled meeting. If in doubt, members should call 215-947-5769 for a recorded advisory on the meeting.



Chinese-built Mikado #1647 is parked at Beckett Street terminal in Camden after being unloaded from the freighter Trade Fir on December 17. This SY-class 2-8-2 was built by the Tangshan Locomotive & Rolling Stock Works for the Valley Railroad of Connecticut, together with sister engine #1658 for the Knox & Kane Railroad of Pennsylvania. The "M" at the end of the number stands for "Maiguo," the Chinese word for America. The locomotives departed from Camden in special Conrail trains during the second week of January. --PHOTO BY JAMES S. MORGAN

(Courtesy of West Jersey Chapter Crew Caller)

#### PHILADELPHIA EXPRESS (Continued from Page 6)

Short Items on Shortlines: Lukens Steel Company acquired ownership of the venerable UPPER MERION & PLYMOUTH RAILROAD on January 10. The Montgomery County carrier serves Lukens' Conshohocken rolling mill.... OCTORARO RAILWAY is still attempting to purchase the former Pennsy branch between Chadds Ford and Sylmar, PA, now owned by SEPTA. The OCTR itself is also expected to change hands soon.....Five cars carrying scrap metal in an OCTORARO freight train derailed in Mortonville, Chester County, on January 5.....The MARYLAND & PENNSYLVANIA last month shipped SW9 #84 to sister road ST. LAWRENCE & ATLANTIC in Maine. Both lines are controlled by Emons Holdings of York, PA.....Sale of the NEW HOPE & IVYLAND to the Bucks County Historical Association was to be completed by the end of the year. The non-profit group is contracting out the freight operation to MORRISTOWN & ERIE, whose C424 #19 is now based at the New Hope enginehouse with privately-owned SW1 #9423 and rare RSC2 #1102. Hawk Mountain Chapter has shipped its ex-Jersey Central RS3 #1554 to New Hope for overhaul, the unit leaving Jim Thorpe January 10 in a CONRAIL freight train and arriving on the NH&I January 17.....BLUE MOUNTAIN & READING reports that it handled just under 1,700 cars of freight in 1989 on its five feeder lines which total 43 miles. This was a 65-percent increase over 1988 handlings when just two lines were operated.....WILMINGTON & WESTERN says that its long-out-of-service 4-4-0 #98 is being worked on, but probably will not return to service this year.

## "BURMA SHAVE" SIGNS RECALL GRADE CROSSING SAFETY

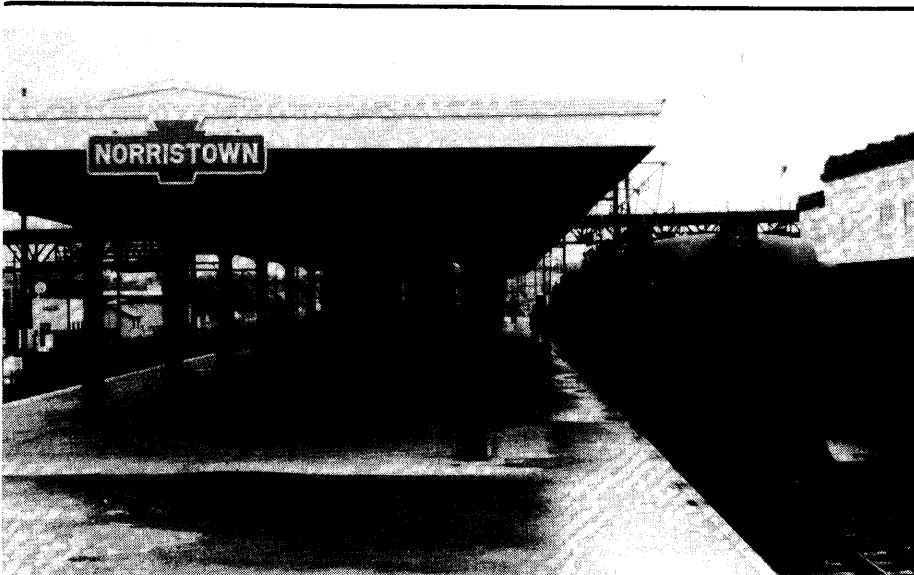
Many of our older members will recall the famed "Burma Shave" advertising signs, which once were a familiar sight along American roads before the age of limited-access freeways.

The Pacific Northwest Chapter newsletter *Trainmaster* recently ran a feature taken from a May 1984 issue of the *Shortline*, published by the Champlain Valley Chapter. The article recalled that back in the 1930's an enterprising shaving cream manufacturer decided to entertain motorists and sell his product at the same time. He did this by painting jingles on a series of signboards placed alongside the expanding highway network--no more than four words per sign--and space them at a distance so that each could be easily read by passing drivers. The last board, of course, would read "Burma Shave" in the company's recognized style of lettering.

Thousands of jingles were thought up, many of them contributed by the public during periodic contests sponsored by Burma Shave. The railroads were not forgotten and the subject always was one of safety, in what may be considered the first serious efforts to reduce grade crossing accidents.

Here are some of those spritely rhymes:

Approached a crossing Without looking Who will eat His widow's cooking? BURMA SHAVE	He saw The train and Tried to duck it Kicked first the gas And then the bucket BURMA SHAVE	He tried to cross As fast train Neared Death didn't draft him He volunteered BURMA SHAVE
Train approaching Whistle squealing Pause Avoid that Rundown feeling BURMA SHAVE	Trains don't wander All over the map For no one Sits on The engineer's lap BURMA SHAVE	Remember this If you'd Be spared Trains don't whistle Because they're scared BURMA SHAVE



"NORRISTOWN TRANSPORTATION CENTER" 30 years ago. This was the scene at the Pennsylvania Railroad Norristown station in October 1960, the final month of operation for PRR's commuter trains to Philadelphia. The pair of venerable MP54 "red cars" is preparing to depart for Suburban Station on a rainy afternoon. At this very location today stands SEPTA's new Norristown Transportation Center and bus entrance. The photo shows the Philadelphia & Western bridge in the background, Reading's passenger mainline to the left (DeKalb Street station is just out of the photo but old "Kalb" tower is visible beyond the P&W). The PRR freight house is on the right.

--PHOTO BY FRANK TATNALL

## AMTRAK ADVANCES PLAN FOR AIRPORT - ATLANTIC CITY SERVICE

Early in November Amtrak operated a test train from Philadelphia International Airport to 30th Street Station, consisting of an F40PH diesel locomotive and Atlantic City push-pull trainset. Now Amtrak is fulfilling speculation that the test was a prelude to startup of revenue service directly between the Airport and Atlantic City.

Details and schedules are currently being worked out, and it is possible that the service may begin as early as this spring. Also under consideration is a jointly-advertised service with an airline, as well as through checked baggage service.

The diesel-powered trains will operate on SEPTA's Airport Line to "Phil" interlocking in Southwest Philadelphia, then over the Northeast Corridor via 30th Street to Frankford Junction and the Atlantic City mainline beyond. End-to-end running time will be about one hour and 35 minutes.

In addition to representing an unprecedented marketing effort between Amtrak and the airline industry, the new service will help boost the current anemic ridership on the Atlantic City rail line.



Baltimore Division  
THROUGH FREIGHT TRAIN SERVICE

(All Trains Operate Daily Except as Noted)

(CORRECTED TO DECEMBER 1, 1989)

WESTBOUND

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	WILMINGTON (Wilmington)	BALTIMORE (Bay View)	HALETHORPE (W. Baltimore)	POTOMAC YARD	BRUNSWICK (MD)	CUMBERLAND (MD)
135		Lv 0030	Ps 0130	Ps 0315	Ps 0410		Ar 0620*	Ar 0900*
137				Ps 0345	Ps 0430		Ar 0640*	Ar 0920*
171(from CR)	Ps 0745	Lv 0900*	Ps 0935	Ps 1105	Ps 1140	Ar 1330*		
217		Lv 1700(a)	Lv 2200	Lv 0100	Ps 0145(b)		Ar 0450*	Ar 0820
341					Lv 1900		Ar 2130	Ar 0830
345					Ps 0630		Ar 0945*	Ar 1515
347							Lv 1330	Ar 2330
377		Lv 1200	Lv 1400	Lv 1700	Ps 1745		Ar 2100*	Ar 0015*
381					Ps 1900(b)		Ar 2245*	Ar 0245*
397		Lv 0130	Lv 0315	Lv 0600*	Ps 0655(b)		Ar 1030*	Ar 1545*
401					Lv 0045(b)	Ar 0330*		
403(from D&H)	Ps 0630	Lv 1215*	Lv 1630	Lv 1945	Ps 2130	Ar 2345*(to NS)		
405		Lv 1500	Lv 1730	Lv 2100	Ps 2300	Ar 0100*		
SEPY	Ps 0130	Lv 0200	Ps 0300	Ps 0515	Ps 0615	Ar 0845		

EASTBOUND

TRAIN	CUMBERLAND (MD)	BRUNSWICK (MD)	POTOMAC YARD	HALETHORPE (W. Baltimore)	BALTIMORE (Bay View)	WILMINGTON (Wilmington)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)
136	Lv 2100*	Lv 2335*		Ps 0150	Ps 0230	Ps 0415	Ar 0530	
138	Lv 0120*	Lv 0430*		Ps 0645	Ps 0745			
172			Lv 1830*	Ps 1945	Ps 2020	Ps 2235	Ar 2315*	Ps 0001(to CR)
216	Lv 1855	Lv 2200*(b)		Ps 0135	Lv 0300	Ps 0445(a)	Ar 0800	
340	Lv 2200	Lv 0900		Ar 1200				
344	Lv 0900	Ar 1720						
346		Lv 0100*(b)		Ps 0430	Lv 0615	Ar 0815(a)	Ar 1130	
376	Lv 1845*	Lv 2215*(b)		Ps 0230				
396	Lv 1640*	Lv 2030*		Ps 2315	Lv 0130	Ar 0315(a)	Ar 0630	
400			Lv 1230*	Ar 1430				
402		(from NS)	Lv 1300*	Lv 1630	Ps 1730	Ar 2030	Ar 0001*	Ps 0300(to D&H)
406			Lv 1130*	Ps 1345	Lv 1530	Ar 1730	Ar 1930	
PYSE			Lv 0230	Ps 0500	Ps 0600	Ps 0830	Ar 0930	Ps 1015

KEY TO TRAIN SYMBOLS

135 - Philadelphia to Chicago (TT)	376 - Cincinnati, OH to Baltimore (Locust Point)
136 - Chicago to Philadelphia (TT)	377 - Philadelphia to Willard, OH
137 - Baltimore(Seagirt) to Chicago (TT)	381 - Baltimore (Locust Point) to Chicago
138 - Chicago to Baltimore(Seagirt) (TT)	396 - Saginaw, MI to Philadelphia
171 - Kearny, NJ to Tampa, FL (except Mon.)(TT)	397 - Philadelphia to Saginaw, MI
172 - Tampa, FL to Kearny, NJ (except Mon.)(TT)	400 - Richmond, VA to Baltimore (Locust Point)
216 - New Boston, MI to Philadelphia (exc. Sat., Sun.)	401 - Baltimore (Locust Point) to Richmond, VA
217 - Philadelphia to New Boston, MI (exc. Fri., Sat.)	402 - Linwood, NC to Rouses Point, NY
340 - Cumberland to Baltimore (Locust Point)	403 - Rouses Point, NY to Linwood, NC
341 - West Baltimore to Cumberland	405 - Philadelphia to Hamlet, NC
344 - Cumberland to Brunswick	406 - Hamlet, NC to Philadelphia
345 - Baltimore (Curtis Bay to Cumberland)	PYSE - Potomac Yard to Selkirk, NY (Conrail train)
346 - Brunswick to Philadelphia	SEPY - Selkirk, NY to Potomac Yard (Conrail train)
347 - Brunswick to Cumberland	

NOTES:

Ar - Arrive	(a) - Train works at Feltonville (Twin Oaks), PA auto terminal
Lv - Leave	(b) - Train works at Jessup, MD auto terminal
Ps - Pass	
* - Crew change	
TT - Trailer train	

SOME EARLY RESULTS FROM OUR MEETING SURVEY,....

We promised to provide you with a preliminary report on the membership survey which we conducted in the December, 1989 issue of Cinders. More than 50 responses were received, and your officers will be reviewing them to determine the feasibility of implementing changes to benefit our members. Two or three items were overwhelmingly brought up in your response, and those are being addressed at present.

Almost unanimous was your opinion that the Chapter should make every effort to continue meeting in a central downtown location, convenient to both public transportation and parking. Reports indicate that the Engineers' Club will not return to the old 1317 Spruce Street location. Accordingly, the officers will watch closely to determine the feasibility of continuing to hold our meetings at the Down Town Club. A highly positive reaction was noted to our January meeting, and it is hoped that we may meet there for the near future. Our position will be strengthened by having good dinner turnouts and remembering that our attire for the Down Town Club must be on a higher scale than experienced at the Engineers' Club.

You did request that we mail Cinders farther in advance of our meeting date, and we have adjusted our deadlines to achieve an earlier delivery date to you. While we don't at press time know the subject topic of our March meeting, we will, as you have suggested, gear up to provide more advance notice of the programs coming up at future meetings.

As we digest the input you have provided us with, you will hear further.

PHILADELPHIA HISTORICAL EXHIBIT OPENS: TROLLEY FEATURED

"Finding Philadelphia's Past: Visions and Revisions" is the title of an exhibition which opened last month at the Historical Society of Pennsylvania, 1300 Locust Street, Philadelphia. The exhibition, which will run indefinitely, contains 513 items marking the history of the City since the 1660's, as well as 11 actors portraying historical figures in a live-action program entitled "Partners with the Past."

At the end of the walk-through display is the "Trolley Car Theater," a replica of the interior of an old car with actual seats and other appliances furnished by the Buckingham Valley Trolley Association. In the trolley visitors can watch on a video screen various films depicting life in Philadelphia from about 1890 to 1930.

The Society is open Tuesday through Saturday from 10 AM to 5 PM, Sunday 1 to 5 PM. "Partners with the Past" is presented Saturdays at 11 AM, 1 and 3 PM; Sundays at 1, 2 and 3 PM. Admission to the exhibition is \$2.50 adults, \$1.50 for senior citizens and persons 6 to 18. For information, telephone 215-732-6201.

PHILADELPHIA CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
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IMPORTANT! Meetings are now held at  
the Down Town Club - See Page 1!

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