

CINDERS

January 1990



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Volume 51

Newsletter of the

Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Philadelphia, PA 19101

PHILADELPHIA CHAPTER, NRHS, Inc.
Post Office Box 7302, Philadelphia, PA 19101-7302

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Engineers' Club, 1317 Spruce St., Philadelphia, PA. Dinner at Club 6 PM (\$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.

OUR MEETING:

FRIDAY, JANUARY 19, 1990

Downtown Club, Public Ledger Building, 11th Floor
6th & Chestnut Sts., Philadelphia, PA

Dinner at 6:00 PM (\$18 per person); Meeting at 7:30 PM
Nearby parking is available



On January 15, VIA Rail Canada, Inc., will be abolishing half of Canada's rail passenger services, which will result in elimination of many secondary routes. At our January 19 meeting, Chapter Vice President Michael Burshtin will present a review of the last days of VIA Rail's operations in the Canadian Maritimes, which are slated to be particularly hard-hit by the cutbacks.

We urge you to make a New Year's resolution to start a new decade of meeting attendance by coming to see this program on the passenger operations of Amtrak's northern neighbor.

Dinner reservations, WHICH ARE MANDATORY, must be made to President Tatnall at 215-828-0706 on or before Wednesday, January 17, 1990.

Members are reminded that our February 16, 1990 meeting will feature the annual Ray Muller Slide Contest, so use these long winter nights to review your slide collection for some winning entries.

ENGINEERS' CLUB CLOSES KITCHEN; NRHS TO RELOCATE TEMPORARILY TO DOWNTOWN CLUB

The Engineers' Club on January 2 ended its money-losing food service operation, preparatory to renovations by an outside restaurateur.

In the meantime, the Club has arranged to transfer all functions such as Philadelphia Chapter's monthly meeting to the Downtown Club, located on the 11th floor of the Public Ledger Building, 6th & Chestnut Streets, Philadelphia. If arrangements can be made with the new restaurant operator, the Chapter will return to the Engineers' Club at a later date -- watch Cinders for details.

The January 19 meeting, as indicated above, will be held in the Downtown Club, with dinner (\$18 per person) at 6 PM as usual and the meeting at 7:30 PM. Members and guests are encouraged to join us for dinner in this fine, newly-decorated club. It is also requested that attendees dress appropriately to these business-like surroundings.

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 (after 2 PM).



Thanksgiving, 1989 on Amtrak was both a period of impressive accomplishment in terms of the number of passengers carried, and yet a reminder that passenger loadings continue to outstrip available capacity. On Sunday, November 26, the "big day", some trains reported standees of over 300, mostly on the Boston-New York corridor, with 350 the highest reported. The lack of cooperation by NJ Transit, for example, meant that lavatory-equipped cars (MU and locomotive-hauled) were not available when their use could have largely eliminated this problem. Too, whatever argument prevents the use of SEPTA's Bombardier equipment, if resolved, could contribute to the solution, as well.

The Northeast Corridor saw the most additional service, mostly along the lines of the special holiday schedule issued by Amtrak for the period. The Arrow system listed the anticipated consists for each train and, again, the trains operated pretty closely to the booked consists. The only notable exception was both sections of Train 174, which was shorted due to last-minute shopping of cars.

Extensive use was made of the Metroliner Service trainsets, with the two new sets recently overhauled for the Express Metroliners operating as advance sections of three round-trip services. Three MBTA push-pull trainsets were operated between Boston and New Haven, six four-car SEPTA Silverliner MU sets ran between Philadelphia and New York as well as Philadelphia and Harrisburg. When Train #44, the Pennsylvanian from Pittsburgh, was an hour late, the booked advance section to Philadelphia (with MU's) continued through to New York.

Additionally, some 25 coaches were borrowed from Maryland's MARC, mostly the new type, with three AEM-7 locomotives. They were typically operated between New York and Washington.

Elsewhere, Empire Service saw some 30 Amfleet cars augmented by 11 Horizon Fleet cars, which had been held at Albany-Rensselaer enroute from the Bombardier plant to California. Typically, conventional trains were lengthened to nine cars from five. Five Rohr and three RTG Turboliner sets were operated, with six and five cars each, respectively. Advance sections were operated on Trains 264 and 287 (with Turbos) and Train 64 (with Horizon cars). The best sight, however, was a borrowed Metro-North steam-heated trainset consisting of FL9's #2022 and 2011 and eight former SEMTA coaches (4808-4816, except 4809). This train normally operates a Stamford-Grand Central rush-hour turn as the last steam-heated scheduled trainset in the United States.

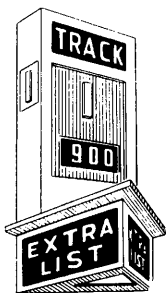
Chicago seemed to run out of cars, because there were numerous reports of busing overflow travel and people being turned away. By comparison with 1988, perhaps ten fewer cars were operated, so the overcrowding was inevitable. Chicago did see two METRA gallery trainsets operating between Chicago and Milwaukee and a train of four Superliners made a Chicago-Detroit roundtrip. A few of the Horizon Fleet cars bound for California were commandeered to help out, too.

Out west, the San Joaquins ran a ten-car and a six-car consist, and the San Diegans ran five consists totalling 40 cars-- both the same as in 1988. The longest San Diegan consist was 12 cars, requiring a second F40 diesel.

Amtrak's long distance trains this winter are augmented between December 15 and January 4, and will be again during the summer season from May 21 through September 7. Effective January 15, the Eagle will become a daily train (now tri-weekly), with only one sleeper. To provide better utilization of equipment, the east-bound Sunset will leave Los Angeles on Tuesday instead of Wednesday. Other dates remain unchanged.

The San Joaquin service saw a third roundtrip added effective December 17, leaving Oakland at 11 AM and Bakersfield at 11:25 AM. Existing southbound Train 710 runs 55 minutes later and Train 711 returns 55 minutes earlier, so they can easily share one set of equipment. Each of the four trainsets was programmed to consist of three or four Horizon Fleet coaches and a Horizon Fleet cafe (to be replaced by full lounges when they become available). On the third day of the new service, foggy weather apparently contributed to a major grade crossing accident involving a truck loaded with chocolate sauce, with the truck driver and the engineer and fireman on the Amtrak train fatalities. F40 #236 was extensively damaged, as was brand-new Horizon coach #54045. Horizon Fleet cars 54064, 53000, 54063 and 54057 were damaged to a lesser extent.

Empire Service consists, meanwhile, are all Turboliner-equipped, excepting four Amfleet consists (and a fifth on Fridays and Sundays). Two sets of Amfleet protect the New York-Toronto Maple Leaf, with the



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

JANUARY 27: "Snowflake Special" Amtrak excursion from Boston to the Berkshires, Albany, NY and return via Conrail's Boston Line, sponsored by Mystic Valley Railway Society. Tour of historic Deerfield, MA, museum visits and sleigh rides will be featured. For information, write Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136, enclosing large stamped, self-addressed envelope. For further information, telephone 617-361-4445.

FEBRUARY 17: First annual EastRAIL, a daylong series of multi-media railfan slide presentations by Jim Boyd, Tom Nemeth and other notable photographers, sponsored by Jersey Central Chapter NRHS, in cooperation with Railpace and Railfan & Railroad Magazines. Programs will run from 12 Noon to 9 PM at Arthur L. Johnson High School auditorium, Clark, NJ. Light refreshments available. Tickets (by advance reservation only): \$12 adults, \$8 age 16 and under. Order from: EastRAIL, P. O. Box 700, Clark, NJ 07066-0700, making checks payable to "Jersey Central Railway Historical Society" and enclosing stamped, self-addressed envelope. Tickets ordered after January 15 will be held for pickup at door.

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 featured. 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.

ON THE SCENE (Continued from Page 2)

others operating on the following trains: 242-Hudson Highlander (Monday-Friday), 248-Bear Mountain (Friday), 252-Rip Van Winkle (weekends), 288-Water Level Express (Sunday), 265-Storm King (Daily), 277-Sleepy Hollow (Sunday), and 287-Water Level Express (Friday only). The daily Niagara Rainbow between Niagara Falls and New York also is an Amfleet consist.

Although operating conditions frequently dictate changes, the 38 Clocker Heritage coaches are supposed to protect the Harrisburg-Philadelphia trains and Trains 620, 623, 624, 626, 627 and 629 between Philadelphia and New York, as well as Train 180 on Mondays. Since these trains are diagrammed to carry a total of 42 coaches, the remainder of the consists are filled out with Amfleet.

While spring is certainly not upon us, some proposed schedule changes being considered are the addition of a 7:20 PM train each way between New York and Washington, to fill a gap in the present hourly schedule. The Cape Cod trains in 1990 would operate only between Independence Day and Labor Day, but would run through to New York on both Saturdays and Sundays, whereas last year the Saturday service only operated between Providence and Hyannis. Also understood to be under consideration is an extension of some Atlantic City service to either Harrisburg or Philadelphia International Airport. For the time being, the Amdinettes have been removed from the Atlantic City trains (excepting the Washington train) and assigned to the Montrealer.

By the time of our meeting on January 19, VIA Rail Canada's rail network will have been shrunk to less than 50 percent of its former size, as reported here previously. A number of Chapter members, including Mike Burshtin, have taken trips to get one last chance to cover some missing mileage. Mike will present this coverage at the January meeting. We'll try and report as soon as possible on what interesting equipment will still remain in service after January 15 on VIA and where you can expect to find it.

The Narragansett Newsletter reports that seven former Reading Budd RDC's were among the final group of cars to serve out of Boston-- all pulled by locomotives out of North Station, which is receiving new high level platforms to facilitate quicker loading and unloading of passengers at this stub-end terminal.

Orders for new commuter rail equipment placed during 1989 include 51 coaches for MBTA (Bombardier), 75 double-deck coaches for MBTA (Kawasaki), 50 coaches for NJ Transit (Bombardier), 46 gallery cars for METRA (builder not specified) and 60 double-deck cars for GO Transit (UTDC).

In a transit note, of the 112 SEPTA PCC cars in the General Overhaul program, one was written off as the result of an accident, two were completed as work cars, three are out for long-term repairs and another 12 were pending sale (rumored to be to San Francisco Muni), leaving 94 cars in active service.

SPECIAL NOTE TO OUR MEMBERS:

Chapter Member Hugh Jenkins was seriously injured in an automobile accident in Roslyn, Montgomery County on December 19, and will be hospitalized for an extended period of time following surgery. We're sure he'd be cheered by a card, which may be sent to:

Mr. Hugh T. Jenkins
Room 1289, Trauma Center
Hahnemann Hospital
230 N. Broad Street
Philadelphia, PA 19102

We understand that Hugh may have phone calls at 448-6644, but please keep them reasonable in length, giving consideration to normal visiting hours as well as therapy appointments that he'll be subjected to.

PHILADELPHIA



FRANK G. TATNALL, JR.

Last month was one of the coldest Decembers on record in Philadelphia, with daily temperatures averaging only 24.7 degrees over the first 28 days. The mercury never rose above the freezing mark from the 16th to the 26th. At least five measurable snows fell, the heaviest on December 8 when 3.5 inches blanketed the City. The entire SEPTA system was affected by the weather to some extent and Regional Rail was no exception.



On December 8, a Friday, snow began falling after the morning rush hour and by mid-afternoon many workers in center city had decided to head for home, packing Suburban Station and other rail locations. Delays of ten to 15 minutes were common on most RRD lines. Four days later, on the 12th, a similar all-day storm moved in but dumped only 1.6 inches--far less than the six inches which had been predicted for Philadelphia. Relatively few transit delays were reported. Another substantial snow was forecast for the 15th, Philadelphia Chapter's meeting night, but this storm skirted to the north and west with just light rain falling in the City. Half-hour delays confronted many Regional Rail riders, however, when a SEPTA track worker was shot at 16th Street Junction in North Philadelphia about 5:30 PM while resisting a robbery attempt. The injured employee was picked up by train 721 from Chestnut Hill East and carried to North Broad station where an ambulance rushed him to Temple University Hospital. He was later reported to be in stable condition with a bullet wound in the abdomen.

Cold weather problems became acute during the week of December 17, a period when temperatures in the City dropped as low as six degrees. A buildup of ice on the catenary may have contributed to downed wires December 22 on the West Chester Line between 49th Street and Angora stations in Southwest Philadelphia. Route R3 to Media/Elwyn was shut down that Friday afternoon and evening, as SEPTA crews struggled to replace several spans of overhead wire. Single-track operation was restored over the weekend on northbound track #1 but delays continued throughout the week until Track #2 was reopened at 8:30 AM December 29. Fortunately, the recently-installed bidirectional (Rule 261) signal system permitted the relatively efficient movement of trains between "Arsenal" interlocking and Secane during the emergency.

Two important developments relating to Regional Rail came to light last month. The first is SEPTA's decision to further postpone the Mainline rebuilding project in North Philadelphia from the summer of 1991 to the spring of 1992, and complete it in two instead of three years. The former Reading 9th Street branch will be closed from early April until October of 1992 and from early May to September of 1993, during which periods most rail passengers will be asked to transfer to and from the Broad Street subway at the new Fern Rock Transportation Center now under construction. The 9th Street project involves the replacement of 25 bridges, track, catenary and signal systems over the four miles of four-track main between Wayne Junction and the tunnel ramp at Brown Street.

The second event is the filing of a request by SEPTA (and reportedly by NJ TRANSIT as well) to extend the deadline for automatic train control operation on the Northeast Corridor from April 1 to July 1, 1990. SEPTA is behind schedule in installing ATC equipment on its 305-car Silverliner fleet, partly as the result of late deliveries by the supplier, Harmon Industries. The request is now being considered by the Federal Railroad Administration, which imposed the ATC requirement on all Corridor users following the fatal January 1987 collision between an AMTRAK passenger train and three CONRAIL locomotives near Chase, MD.

The R8 line was reopened all the way to Chestnut Hill West on December 17, after work was completed on the new Cresheim Valley bridge. The platforms at Chestnut Hill station were rebuilt and most rail and catenary east of the bridge was replaced. The \$7.6-million steel-and-concrete bridge replaced an 1884-vintage iron bridge which had been closed since June 1987 because of structural weakness. The Inquirer reported that the new span came in well under budget--a rare occurrence. The bridge allows resumption of rail operations over the 1.8-mile outer end of the line beyond Allen Lane, where shuttle buses have been in service for the past two-and-a-half years. Replacement of the ancient catenary between Allen Lane and North Philadelphia is to get underway, although both tracks are currently in operation. Only the eastbound #1 track is in service between "Cresheim" crossover near Allen Lane and Chestnut Hill West, pending completion of wire work. Chestnut Hill West has been reopened as an interlocking and block station, as well as a ticket office.

All five Pioneer III cars (#244-248) ran together for the first time in many years on December 8, operating as Doylestown express #6576. But on the return trip one of the cars failed and had to be returned to Paoli shop. The full five-car set was back in service the week of December 18, again on the Doylestown run.... Two sets of Blues continue running, usually to Paoli and Bryn Mawr, but in December the veteran cars made appearances on Chestnut Hill East and Media trains.....Demotored Blue #9111 was moved from the Lenni Training Center to Wayne Shop on December 21.....One of the five Bombardier push-pull sets has been re-assigned from Doylestown to West Trenton expresses #6321-6372.....SEPTA began running its fourth "200-

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PHILADELPHIA EXPRESS (Continued from Page 4)

series" bus route last month. Like the others, Route 205 between Wayne station and King of Prussia Plaza is considered an extension of rail service. Operations began November 26 with schedules of the 205 buses and R5 trains coordinated at Wayne. In common with other 200's, the new route is partially subsidized by employers and developers in the service area.....SEPTA plans to extend Route R5 to Parkesburg in April.

SEPTA's Regional Rail system experienced other troubles late last year which may or may not have been weather-related. On November 30 a catenary wire dropped on AEM-7 locomotive #2302 at Lansdale station, burning off a pantograph and delaying passengers on train #6511, the express from Doylestown.....An overhead wire fell at "Schuylkill" interlocking near 30th Street Station at 8:30 AM December 4, backing up many trains.....On December 19 an air compressor failure in the same area occurred at 2:10 PM, rendering switches inoperable and causing delays which lasted into the rush hour before repairs were made.....Early on the 22nd all catenary and signal power was lost on the West Trenton route north of Neshaminy. It took some time to correct the signal failure and delays continued into the morning rush hour.....Silverliner II #9005 struck a backhoe in Norristown November 28, severely damaging the car.

SEPTA assumed full responsibility for Frazer shop on January 1, as the one-year maintenance contract with Bombardier expired. GP9 #91 was moved to Frazer as shop switcher, replacing GE 80-tonner #55.....Construction work continues on the Blue Route north of Wallingford station, where SEPTA's West Chester Line passes over the new freeway.....Center City Developer Richard I. Rubin will build a 34-story office tower at 17th Street & JFK Blvd., on the site of the old Sheraton Hotel above SEPTA's Regional Rail tracks, the Inquirer reported last month.....SEPTA's ten-year capital program suggests that \$20 million be spent to restore rail service to Newtown, PA over a former Reading branch, another \$15 million be used for station and right-of-way work along the CONRAIL Harrisburg Line to Pottstown, and that the West Chester Line be reopened from Elwyn to Wawa, reports Delaware Valley Rail Passenger. However, SEPTA General Manager Louis J. Gambaccini said in a speech last fall that he sees no near-term extension of service to either Newtown or Wawa, but this could occur "toward the end of SEPTA's ten-year rebuilding period."



Delivery of the first of 26 new AC-drive cars for SEPTA's Norristown High Speed Line has been further set back from March to October 1990. The delay is attributable to problems in assembling the cars at AMTRAK's Beech grove (IN) shop, which is acting as subcontractor to ABB Traction.....The Norristown High Speed Line is operating with only one spare car during rush hours, now that two of the five Bullets have been sent to Woodland shop for heavy work (see November Cinders). After a proposal to acquire a group of St. Louis-built "K" cars from PORT AUTHORITY TRANS-HUDSON was shot down, SEPTA is considering the transfer of several Kawasaki B-IV cars from the Broad Street subway, even though this would mean extensive modifications because of clearance differences. The idea seems to be to retire all of the remaining Bullets and 160-series cars as quickly as possible.....Line car #402, used in freight service last September (see October Cinders), is out of service and pickle car #406 has been retired. To replace the 406, passenger car #164 has been rigged up with equipment to de-ice the third rails.....Those electronic destination signs at 69th Street Terminal are still not working, reportedly because of a foul-up in the design of the control system.

SEPTA started its public hearing on a new fare increase for the City Transit Division January 3, in spite of a challenge from the Consumers Education & Protective Association which is demanding the cross-examination of SEPTA witnesses and hiring of a consumer advocate to represent the public. CEPA, which is still pursuing its lawsuit against the previous fare increase (now suspended by the State Supreme Court), has raised the possibility of another suit against a new fare boost.....The American Public Transit Association, a trade group of which SEPTA is a member, has proposed a seven-cent increase in the nine-cent Federal tax on gasoline, to be used to expand and maintain the nation's mass transit systems. Such an increase would generate about \$7 billion per year.....The Washington-based Kiplinger Letter reported recently that Congress may be forced to appropriate billions of dollars for a nationwide program of road and bridge, airport, water and sewer projects over the next several years, which are being demanded by business interests. Among the beneficiaries will be mass transit, especially for rail and bus systems which link urban areas to "fringe parking."

The new Olney Transportation Center opened on December 10, after two years of construction which is not yet finished. The \$20-million terminal replaces the old Olney station of the Broad Street subway and the surface bus and trolley loop at Broad Street & Olney Avenue. Three island platforms under one roof will now handle ten buses at the same time, but the old Route 6 trolley tracks have been removed.....SEPTA dedicated its newly-named King of Prussia Transportation Center at KofP Plaza on November 29. Two new bus routes and four restructured routes stop at the Center, including Route 125 (formerly Route 45) which operates to and from center city Philadelphia. A special Route 100 timetable was issued effective November 26, showing rail-bus service between 69th Street and King of Prussia, with transfer at Gulph Mills station.....Have you noticed the new signage in center city, designating entrances to the subways and Regional Rail stations with color-coded vertical signs?

SEPTA said last month that it would purchase 12 million new transit tokens at a cost of \$1 million, to help meet a widespread shortage of tokens. These will be machine-readable, helping prevent the use of counterfeit slugs.....SEPTA has proposed the extension of its Route 76 bus route, the center city loop, to operate between 3rd & Chestnut Streets and the Art Museum.....Railpace reports that SEPTA has removed all overhead wire from abandoned trolley Route 6 on Ogontz Avenue last summer, in spite of indications that the City favored restoration of rail service.....Wire has been removed from the northernmost section of Route 53-Wayne Avenue, between Washington and Carpenter Lanes. A citizen coalition prevailed on SEPTA's management to stop dismantling the electrical system on a route which has not yet officially been converted to bus (DVRP).

PHILADELPHIA EXPRESS (Continued from Page 5)



Trains did not cause cracks in the foundations of homes along the Atlantic City rail line in Haddonfield and Haddon Township, as alleged by local residents. This was the conclusion of vibration tests conducted by an independent engineering firm in a report made public last month, the Inquirer said. AMTRAK and NJ TRANSIT, which both use the line, shared in the cost of the \$16,000 study, which suggests that ballast tampers might be at fault.....AMTRAK has launched a newspaper and television ad campaign aimed at increasing the sagging patronage of its Atlantic City trains. The Philadelphia area will catch TV spots showing quick scenes of trains and Atlantic City set to jazz music (Amtrak Newsbreak).....The Casino Association of New Jersey discontinued its \$5-per-person shuttle bus service between the Atlantic City rail station and the casinos effective November 26. NJ TRANSIT now offers dedicated shuttle buses between the station and the boardwalk, at a fare of 40 cents.....Atlantic City's 11 casinos reported a lower take from their betting customers in November 1989 than in the same month of 1988, down \$1.5 million or seven percent.

Haley R. Barbour, a Mississippi-based attorney and political commentator, has been named to the AMTRAK board by Transportation Secretary Samuel K. Skinner (AAR Rail News Update).....Secretary Skinner announced last month that DOT's long-awaited statement of National Transportation Policy will not be unveiled until after President Bush's State of the Union address to Congress later this month (Rail News Update).....AMTRAK is sending its dining car chefs through a five-day training program at the Culinary Institute of America at Hyde Park, NY. The Institute has worked with Disney World, cruise lines and other organizations to help increase food preparation skills.....The 1990 edition of the full-color rail travel planner, "AMTRAK's America," is now available from Amtrak sales offices, ticket outlets and travel agencies (Newsbreak).

AMTRAK's Wilmington shop is rebuilding E60CP electric locomotive #955, which will emerge in the first quarter of 1990 as E60MA #610, complete with head-end power unit. Currently, #600-609 are E60MA's used in regular service, while #620 and 621 are E60CP's without HEP, usually assigned to work trains. Wreck-damaged #954 is set aside, and may eventually be rebuilt into #611.....The eight ex-CONRAIL E44 electrics, #500-507, are stored at Wilmington with no plans to activate them.....AMTRAK has told NARP that it is working with Electro-Motive to design an improved diesel road passenger locomotive, to be designated the F70 (Mohawk & Hudson Chapter Call Board).....AMTRAK cut over to a relocated #4 track on its Harrisburg mainline near Radnor on December 4. This is the first step in moving the railroad to the north at a point where the new Blue Route freeway passes beneath.....A retarded man was struck and killed by AMTRAK mail train #12 on December 12 near 58th Street in Southwest Philadelphia. The man wandered away from an escorted group and onto the tracks, where he was struck by the northbound train traveling about 100 mph.



Facing the possibility of a hostile takeover in 1990, CONRAIL has taken further steps to protect itself from Wall Street raiders. One step was to seek repeal of a section of the Conrail Privatization Act of 1987 which strictly limited how it could pay dividends, repurchase or distribute its common stock. Last month President Bush signed that repeal into law, freeing Conrail to take actions which raise the price of its stock and thus make it more difficult for raiders to gain control of the company. Soon after news of this reached the market, Conrail's stock zoomed to an all-time high price of 49-3/8 per share.

Another strategy is to reduce costs, which CONRAIL has had success in doing to maintain profit levels in the face of economy-related traffic declines. Now Conrail has announced that it will trim its non-union ranks by 450 positions, or 12 percent, and eliminate some layers of management. To accomplish the first objective, the railroad is offering a one-time voluntary retirement program to some 700 senior employees, to take effect in the first quarter of 1990. Among jobs eliminated are the vice presidents of marketing & sales and transportation. The latter executive, Donald A. Swanson, 59, moved up to senior VP-operations effective January 1, replacing Richard B. Hasselman, 62, who has retired after 43 years of service.

Two Philadelphia Chapter members won a total of four prizes in CONRAIL's 1989 photo contest for employees. Larry DeYoung won third prize and honorable mention in the railroad category and Doug Watts won honorable mentions in both the railroad and open categories. Their winning color photos were published in the November-December issue of Conrail Inside Track.....Those two "SY"-class steam engines from China finally arrived at the Beckett Street terminal in Camden December 17 on board the freighter Trade Fir. One is bound for the VALLEY RAILROAD, Essex, CT, and is due to move on its own wheels via CONRAIL, while the other is headed for the KNOX & KANE RAILROAD in northwestern Pennsylvania. It will likely move on a flatcar via Conrail and ALLEGHENY RAILROAD. As of January 2 the two Mikados had not yet departed from Camden.

CONRAIL's lease on ten ex-Reading MP15 diesel locomotives expired on December 31 and the locomotives were recalled by EMD. The 1,500-hp units were delivered to the Reading in 1974 as #2771-2780 and were renumbered to CR 9621-9630. They were assigned to Reading and the upstate coal region.....CONRAIL in late November completed work on the rebuilding of "Harris" interlocking at Harrisburg. The \$9.5-million project realigned the track to permit a 30-mph route through the busy junction, and is now controlled from the Harrisburg Division dispatching center instead of by AMTRAK.....CONRAIL's attempt to abandon 33 miles of the Enola branch (formerly Atglen & Susquehanna) between Parkesburg and "Port" interlocking near Creswell, PA has been put on hold by the Interstate Commerce Commission. An objection filed by the Department of Defense led to the ICC's action. The only industries located on the ex-Pennsy low grade line are at the Parkesburg end, and would still be reached via the AMTRAK mainline in the event the branch were abandoned.....New "CP-Ernie" interlocking has been installed at Earnest yard on the ex-Pennsy Morrisville Line near Norristown.

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PHILADELPHIA EXPRESS (Continued from Page 6)

The struggle among City and suburban developers to lure CONRAIL into a new headquarters building seems to be tilting toward Commerce Square at 21st & Market Streets in center city, according to press reports. The railroad is looking for up to 800,000 square feet of office space to consolidate some 2,000 workers now located at Six Penn Center and One Liberty Place, but an additional 1,800 housed in the 15 North 32nd Street building may be included as well. One Commerce Square, where IBM has its regional offices, opened in 1987 and Conrail would likely become the lead tenant in a second tower to be built nearby.....CONRAIL in 1989 increased its capital program about 30 percent above planned levels, to \$680 million. This included \$278 million for track improvements.....CONRAIL is working with CSX to restructure existing north-south freight patterns, to permit the closure of Potomac yard in Alexandria, VA. CSX and RF&P have announced plans to close most of the yard to make way for expansion of the Crystal City commercial area.....CSX and CONRAIL operated several special piggyback trains during December from Florida to Kearny, NJ, symbolized TV-232. On the last run December 20, three CSX office cars went through Philadelphia to Kearny on the end of the train..... CONRAIL may transfer its 11-car "conveyor train" from North Jersey to the Philadelphia area this winter. The self-unloading train is designed to carry such commodities as sand and crushed stone direct from the producer to distribution points.

The National Park Service has announced that work will begin this spring on a \$5-million visitors center at Horse Shoe Curve, just west of Altoona, PA. Though it is a National Historic landmark, the famed curve on CONRAIL's Pittsburgh mainline has only rudimentary facilities for tourists. Among the improvements planned is an electrically-operated funicular railroad to take visitors to track level, now accessible only via a series of more than 100 steps. The new center is expected to draw more than 250,000 tourists and railfans each year, versus 75,000 in the past. It will become part of the NPS-sponsored America's Industrial Heritage Project, which focuses on the history of the iron, coal and transportation industries in nine counties of South Central Pennsylvania. The curve itself--long considered a marvel of civil engineering--was opened by the Pennsylvania Railroad in 1854, culminating its drive to reach Pittsburgh and the fast-growing Midwest.

NJ TRANSIT NJ TRANSIT has reorganized its management with George Warrington, formerly vice president & general manager of NJT Rail Operations, named to the new post of chief operating officer. Reporting to him will be Warrington's former deputy, Joseph Crawford, as VP-GM of the railroad, and George Heinle as VP-GM of Bus Operations.....NJT is expecting delivery of its first ALP-44 electric locomotive in February. Fifteen of the four-axle, 7,000-hp units are being built for NJT by Asea Brown Boveri at Vasteras, Sweden, at a cost of more than \$61 million. Similar to AMTRAK's AEM-7's, the ALP-44's will replace NJT's ailing fleet of E60 locomotives (Railway Age).....On January 6 NJT bus routes in South Jersey and Mercer County will be changed to three-digit numbers (NJT Inside Track).....NJT last summer took delivery of the last of 620 rebuilt Grumman buses, which were purchased second-hand from the NEW YORK CITY TRANSIT AUTHORITY.

NJ TRANSIT train #4518 was struck by a Molotov cocktail thrown at the train near Berlin on the night of December 28, but the crew managed to put out the small fire which broke out on the locomotive. This was the second act of vandalism in a month against NJT Atlantic City trains.....NJT has shifted at least one GP40PH locomotive, #4101, to the Atlantic City line, to supplement the four rebuilt GP40FH-2's..... NJT reports that its Atlantic City trains operated 93.8 percent on time during October, their first full month of service.....New Jersey voters on November 7 approved a \$115-million bond issue for highway bridge repairs and the acquisition of unused rail rights-of-way. Among the six lines selected by NJDOT as top priority are the ex-Jersey Central Southern secondary between Lakehurst and Winslow and the former Lackawanna cutoff between Port Morris and the Delaware River (Jersey Central Chapter News).....NJT sold RDC-1's #5186 through 5189 to MARYLAND COMMUTER RAIL, not #5185-5188 as reported in the September issue of Cinders. They are ex-PRSL M-409, 410, 411, and 413 respectively, built by Budd in 1951, and will be renumbered MARC 26-29. This brings MARC's RDC roster to 18 units (Railpace).....NJT's Meadows Maintenance Complex is rewiring EBA #4323 for the United Railroad Historical Society, which will sponsor the repainting of the locomotive into Erie Railroad green livery (Jersey Central News).

CSX CSX was the subject of a front-page article in the Wall Street Journal of December 28, headlined "CSX is returning to its basic business...It strives to reinvigorate a railroad that rusted as the firm diversified." The story contained a number of quotes from customers and others critical of the railroad's performance. One was from David DeVault, a supervisor of rail services for Eastman Kodak in Tennessee (and an NRHS member), who said that a couple of years ago CSX "ran their locomotives until they dropped rather than provide preventive maintenance." Now, the railroad "still has some distance to go before service is acceptable, but they seem to have stabilized," he added. One financial analyst said that much of the problem can be attributed to "thinking about grand schemes and slighting day-to-day operations." The push for diversification was supported by Chairman Hays T. Watkins, whose management's "ambivalence about the railroad business demoralized the rank and file." The widely-criticized "stealth" gray paint scheme for locomotives is cited as an indication of management disinterest (the term "stealth" was first applied to CSX units by the railfan press). There is some evidence that CSX now has turned the corner and, with Mr. Watkins' pending retirement this year, President John W. Snow and Operations Chief Jerry Davis will be able to put the huge railroad back on track.

CSX operated its annual Christmas employees' special from Baltimore to Philadelphia and return on December 17, with shuttle trips out of Wilsmere yard near Wilmington and East Side yard in Philadelphia. The consist was MARC RDC's #20, 9800, 22 and 12 (the 9800 is a former New Haven Roger Williams car).....The Inquirer reports that CSX was one of seven major U.S. corporations which paid no Federal income tax for 1988, and SANTA FE PACIFIC (owner of the SANTA FE RAILWAY) was another. However, a study by Citizens for Tax Justice

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shows that most big companies are paying substantially higher taxes than they were before the 1986 tax code changes, which closed many corporate loopholes.....CSX has concluded an agreement with the United Transportation Union to eliminate the second brakeman position on trains operating over former Chesapeake & Ohio lines. With this change about 70 percent of the CSX rail system is operating under new three-man crew agreements, with the former Seaboard Coast Line territory the biggest exception.....Railpace reports that CSX has applied the yellow-nose paint scheme to additional locomotives, possibly indicating a permanent end to the reviled "stealth" image.

Chapter Member Pat Purcell was interviewed for an Inquirer article which appeared December 19, describing the "Railroads in the Civil War" exhibit now running at the Civil War Library & Museum, 1805 Pine Street. Pat, who is curator of the exhibit, was pictured in a photo accompanying the article.....Member Rodger Fredrick has been elected to the Borough Council of Norwood, Delaware County.....Philadelphia Chapter is prominently mentioned in the 1990 Trains calendar, which features for September a Scott Hartley photo of the Chapter's SEPTA Blueliner special posing at Norristown on June 8, 1986 as a Bullet car rumbles overhead. Chapter Member Mike Yuhas snapped the dramatic photo of a CSX piggyback train climbing Sand Patch grade in western Pennsylvania, which appears on the cover and in the month of March. Mike is now a Trains staffer.

Carbon County is seeking a new operator for the PANTHER VALLEY RAILROAD, based at Jim Thorpe, but as of late December had not awarded a contract. BLUE MOUNTAIN & READING is one of those interested.....SHORE FAST LINE has been granted local trackage rights by NJ TRANSIT over the former PRSL Cape May Branch between Tuckahoe and Rio Grande, NJ.....Jersey Central Chapter reports that BLACK RIVER & WESTERN's ex-Pennsy doodlebug #4666 is for sale at \$50,000.....MORRISTOWN & ERIE C424 #19 powered Santa Claus trips over the NEW HOPE & IVYLAND RAILROAD last month between New Hope and Lahaska (Jersey Central News).....The newly-activated CHESAPEAKE RAILROAD said it would begin preliminary work to reopen the 45-mile ex-Pennsy branch between Clayton, DE and Easton, MD. The right-of-way is owned by the State of Maryland but hasn't seen a train since 1983 when the MARYLAND & DELAWARE operated the branch (Roger Cole).....A "spike-driving ceremony" was held November 17 near the old Reading Company storehouse at 6th & Spring Streets in Reading to mark the dedication of "Reading Station," a \$30-million development by Vanderbilt Equities of New York City. The project, on 22 acres of shop property, will ultimately include some 250,000 square feet of upscale shops and restaurants, with an overall railroad theme (P&R Chapter Colebrookdale Local).

RESULTS OF MEETING SURVEY BEING TABULATED

A large response has resulted from the membership survey published in last month's Cinders, seeking input on future meetings of Philadelphia Chapter. These submissions are being tabulated and preliminary findings should be available for the February issue of Cinders.

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