

CINDERAS

March 1990



IN THIS ISSUE

Philadelphia Chapter Meeting Notice.....	2
ON THE SCENE, by El Simon.....	3
Extra List.....	4
Amtrak Locomotive Roster.....	6
Conrail Philadelphia Division Freight Schedules....	7
PHILADELPHIA EXPRESS, by Frank Tatnall.....	9

Volume 51

Newsletter of the

Number 3

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

SEPTA: MARCH BLUES EXCURSION WILL BE THE LAST

Philadelphia Chapter's March 25 outing with the ex-Reading Blue liners will be the farewell excursion for these vintage cars, according to recent advice from SEPTA's Railroad Division.

SEPTA plans to place all 19 remaining Blues in storage early in April, preparatory to their retirement. This decision is apparently unrelated to the approaching deadline for automatic train control equipment, to be extended from April 1 to July 1.



A large crowd is anticipated for the Sunday, March 25 special, which will be made up of six cars. The excursion will depart from the Lower Level of 30th Street Station at 10:25 AM, covering a portion of the Chestnut Hill West Line, Amtrak's Harrisburg Line to Thorndale and the West Trenton route. A lunch stop will be made and a number of photo stops have been scheduled. Return to 30th Street is scheduled for 5:15 PM.

Tickets should be ordered promptly, at \$30 per person, by sending check or money order to: Ticket Agent, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. Members have yet another opportunity to ride and enjoy these distinctive cars, now rounding out their sixth decade of service to the Reading Company, Conrail and SEPTA.

TIME RUNNING OUT FOR PIONEERS; SPECIAL PROPOSED FOR JUNE 3

SEPTA's unique Pioneer III cars face certain retirement as self-propelled cars, when mandatory automatic train control regulations become effective on July 1. To provide one last opportunity to ride these rare cars on a weekend excursion, Philadelphia Chapter has asked SEPTA to operate a Pioneer special on Sunday, June 3.

Now numbered 244-248, the five remaining cars are used irregularly in rush-hour service. They were delivered to the Pennsylvania Railroad by the Budd Company in 1958, the first generation of what later became known as "Silverliner" MU cars. The Pioneers are readily identifiable by their diamond pantographs, standard couplers and unique interior design.

A schedule has not yet been approved but it is intended to be something "special." The fare of \$30 per person will be applied and ticket orders are being accepted by mail. Check or money order should be sent to: Pioneer III Excursion, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

NOTE TO SMOKERS: AMTRAK BAN MAY BE NEXT

A Federal law which prohibits smoking on 99 percent of all commercial airline flights in the U.S. became effective February 25, much to the discomfort of tobacco addicts everywhere. The press had a field day interviewing harried smokers as they took a frantic final puff before boarding their planes or, as they entered the destination terminal, tried with trembling hands to light a cigarette.

Now reports have surfaced that the sponsor of the airline no-smoking law, Senator Frank Lautenberg of New Jersey, is considering further legislation to ban all such activity on Amtrak trains. However, Amtrak may resist this effort because of a fear of losing business, and because smoking can be conveniently restricted to one car on a passenger train.

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

CHAPTER OFFICERS:

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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.

OUR MEETING:

FRIDAY EVENING, MARCH 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 7:30 PM
Parking in Philadelphia Life Garage, 7th & Ranstead Streets,
\$3 per vehicle; garage closes at 10 PM.

Our March, 1990 meeting will feature a multi-media presentation entitled "ON THE ROAD AGAIN", produced by Chapter Member E. Steven Barry. The show features scenes from throughout the northeastern United States, including Amtrak, Conrail, CSX, NJ Transit and SEPTA, with musical accompaniment "from Sinatra to Springsteen", and narrated by Chapter Member Tom Moran. You'll want to be on hand to see this unusual slide show.

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, MARCH 13, 1990 to President Tatnall at 215-828-0706. Please note this strict reservation deadline. Please specify if fish dinner desired. More than 30 members enjoyed dinner last month - why don't you join them!

Future meeting programs are lining up as follows:

APRIL 20, 1990 - Professional films from Amtrak and CSX Corp.

MAY 18, 1990 - Chapter Member Russ Jackson's films from 1989 European traction tour

JUNE 8, 1990 (Note early date due to Convention): CSX training films on locomotive engineers, etc.

RAY MULLER SLIDE CONTEST WINNERS FOR 1990

Fourteen Philadelphia Chapter members entered the 1990 Ray Muller Slide Contest, held at our February 16 meeting. Nine of those entering shared a total of 21 film prizes in the contest, named in honor of the late Chapter member who was an accomplished photographer.

Prize winners and their subjects in the six categories were as follows:

STEAM: 1 - Robert Mandeville - KRM excursion with L&N 152 at Appalachia, VA
2 - Larry DeYoung - Durango & Silverton train in Animas River Canyon
3 - Doug Rowland - Night photo of N&W 1218 and NKP 587 at Asheville Convention

DIESEL: 1 - Robert Mandeville - 1989 Montana Centennial train at Fort Benton, MT
2 - Doug Watts - Conrail Train UFY-265 on Horseshoe Curve
3 - Gerry Williams - Amtrak Train #652 at Delilah Road, Pleasantville, NJ

HEAVY ELECTRIC: 1 - Gerry Williams - Chapter SEPTA Blueliner trip on PRR Manayunk bridge
2 - Doug Watts - SEPTA Silverliners at Overbrook, PA
3 (Tie) - Roger Cole - Amtrak Metroliners at Chapel St. crossing, Newark, DE
- Doug Rowland - SEPTA Blueliners at Wilmington, DE on Chapter excursion

LIGHT ELECTRIC: 1 - Doug Watts - SEPTA Strafford car at Ardmore Avenue
2 - Richard Short - CTA train in terminal at O'Hare Airport, Chicago
3 (Tie) - Al Seibel - NYCTA East New York subway yard
- Larry Stier - Zurich tram #6, Zurich, Switzerland

GENERAL: 1 - Doug Watts - Night view of Amtrak #41 leaving Altoona, PA
2 - Roger Cole - Nicholson (PA) Viaduct from Cemetery
3 - Richard Short - SEPTA Norristown High Speed Line track machines at work

OLDIES: 1 - Roger Cole - Filling Switch Pots at Tsurami, Japan
2 - Larry DeYoung - CR motive power conglomeration at Sayre, PA
3 (Tie) - Robert Mandeville - DL&W Phoebe Snow tavern-observation at East Stroudsburg, PA
- Gerry Williams - Reading push-pull on Train #7 at Miquon, PA

Chief judge for the contest was Phil Mulligan, ably assisted by Elliot Engels, Judy Senin, Andrew Skotnicki and Mike Trosino. Prizes to be awarded are one 36-exposure roll of color film with processing for first place, one 36-exposure roll of film without processing for second place and one 24-exposure roll of film without processing for third place.



Amtrak's April schedule change is expected to include several changes of interest to our area. On the Atlantic City line, the Washington-Atlantic City train will be extended to Richmond, VA, also making a stop at BWI station between Baltimore and Washington, which it doesn't presently do. There will be an additional Saturday Washington-Atlantic City train, and the Friday evening New York-Atlantic City trip will be discontinued. Additionally, three Philadelphia-Atlantic City trains are expected to be extended to Philadelphia International Airport at a future date to be announced, pending completion of an agreement with an airline for through ticketing and baggage arrangements.

There will be several additional stops added to selected Metroliner Service trains, including a stop by an evening northbound train at Princeton Junction.

Harrisburg service is expected to be rescheduled, and the Valley Forge will run Monday-Friday via the New York & Pittsburgh subway at "Zoo", bypassing 30th Street Station.

The Palmetto will be carded northbound an hour earlier, with the Tidewater running an hour later, swapping slots with the former train. The Silver Star is expected to operate an hour earlier in each direction, with the Silver Meteor running about 45 minutes later in each direction.

The Cape Cod service will be operated this summer on much the same pattern as last year, but it won't commence until the last weekend in June and will be discontinued on Labor Day.

In Amtrak equipment news, meanwhile, the seven former VIA baggage cars are being released at the rate of one each six weeks as they are converted to HEP, and will carry their original Amtrak numbers (1000-1006). The final car is expected to be outshopped in mid-July. Amtrak's new "Amboxes" are coming on stream, and are apparently numbered 1500-1569 (the original group is 1400-1473). The final Capitoliner cab car conversions are in process with three cars (819, 806 and 821) due out in mid-February, late March and mid-May, respectively.

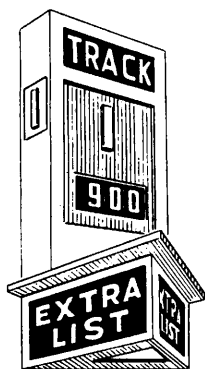
In motive power items, E60 #955 has been rebuilt at Wilmington (it was damaged in July, 1985) and will emerge as HEP unit #610. One final unit, #954, is still at Wilmington and may be released as #611 by next year. Wilmington, however, does not repair all of Amtrak's "motors", for AEM-7 #941, which rolled down the bank in the collision with track equipment near Chester, PA sometime back, has been at VMV's Paducah (KY) shop since October for a major rebuild project. This is a new experience for Paducah, since all of former owner Illinois Central's electric MU cars were maintained at Woodcrest shop near Chicago.

One month after the big Canadian cutbacks, VIA had prepared a list of cars to be offered for sale, which appeared to include all of the cars placed in storage on January 15 when the massive service reductions were placed in effect. The 165 passenger cars (all "blue" except for the last four Tempo cars) include some 59 sleepers. Also on the block are 57 Budd RDC's (36 RDC-1's and 21 RDC-2's), most of which have been rebuilt with Cummins engines. Canadian Pacific was the only road which preferred to retain cars with the original Detroit Diesel engines. Locomotives to be sold include ten FP9's, 29 F9B's and 11 Bombardier LRC units, plus some steam generator units.

In commuter rail news, Metro-North fielded six steam generator-equipped FL9's in mid-January (#2010, 2011, 2022, 2024, 2031 and 2033). These units equip the one remaining "steam" train between Stamford and New York. Two MU cars, meanwhile, 1164 and 1185, are at General Electric's Erie plant for conversion to A.C. electrical gear.

Maryland Commuter Rail (MARC) is renumbering its older equipment. Former B&O Speedliner RDC-2 #9940 is now MARC #2, with RDC-2 #9822 now #3. RDC-1's renumbering is as follows: 9803(10), 9804(11), 9805(12), 9811(8), 9812(9), 9920(20), 9922(22), 9913(23) still in B&O livery, 9801(24), 9802(25), and former NJ Transit cars 5186(26), 5187(27), 5188(28), 5189(29). The Roger Williams unit #9800 has become MARC #7.

Locomotive hauled coaches on MARC will be renumbered, too, with ex-Pennsy coaches 1401-1415 becoming 100-114, 1501-1502 becoming 130-131, and 1511-1515 becoming 150-154. Built in 1949-1950 by Budd as sleepers, the 1400 series cars are ex-N&W and the 1500's ex-PRR. Fourteen cars recently purchased from NJ Transit (ex-PRR sleepers) will be renumbered as follows: 5417, 5428 and 5433 will become 132-134, and 5411, 5412, 5414, 5423, 5426, 5430, 5435 and 5440 will become 160-169, with the 160's receiving upgraded interiors for future Perryville service. NJ Transit coach 5438 was also purchased and will be used for parts.



MARCH 10-11, 1990: Greenberg's Great Train, Dollhouse & Toy Show at Philadelphia Park, Street Road, Bensalem, PA, 11 AM-5 PM. Admission: \$4 per person, children under 12 free with adult. For information, contact: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784 (telephone 301-795-7447).

MARCH 17: Ninth annual Canal History & Technology Symposium at William Simon Business Center, Lafayette College, Easton, PA, sponsored by Hugh Moore Historical Park & Museum and Lafayette College. Six slide-illustrated presentations will include such topics as an early history of the Delaware Canal, the use of immigrants in building the canals and the coming of the steel industry to Trenton, NJ. Gray Fitzsimons of the Historic American Engineering Record, National Park Service, will act as moderator. Fee of \$30 per person includes registration, lunch, reception and copy of the Proceedings which contains the text of all papers presented. To request registration form contact: Canal Museum, P. O. Box 877, Easton, PA 18044 (telephone 215-250-6700).

MARCH 25: SEPTA excursion with Reading Blue cars, sponsored by Philadelphia Chapter NRHS, covering West Trenton Line, Amtrak mainline to Downingtown and Chestnut Hill West Line. Train leaves 30th Street Station (Lower Level), 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).

MAY 19: Four-state rail tour from Lancaster and Harrisburg, PA to Luray, VA and return via Amtrak, Conrail and Norfolk Southern, sponsored by Lancaster Chapter NRHS. Special Amtrak train leaves Lancaster 6:30 AM, Harrisburg 7:05 AM, arriving Luray 1 PM. Returning, leaves Luray 6 PM, arriving Harrisburg 11:45 PM, Lancaster 12:30 AM. Fare includes bus tour of Luray Caverns and New Market Battlefield. Fare: \$89 per person (box lunch \$6 additional). Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, making checks payable to "Lancaster Chapter NRHS" and enclosing large, stamped, self-addressed envelope.

JUNE 2-3: Rail excursion from Brownville Jct., ME to McAdam and St. Andrews, New Brunswick via the Canadian Atlantic Railway, sponsored by 470 Railroad Club. Overnight in the CP Hotel Agonquin. Fare: \$225 per person includes excursion, two lunches, one breakfast, one dinner, hotel and transfer. For further information, write: 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106, enclosing stamped, self-addressed envelope.

JUNE 3: SEPTA excursion with Pioneer III cars, sponsored by Philadelphia Chapter NRHS. This is expected to be farewell trip using the 1958-vintage Budd-built cars. Further details in April Cinders.

JUNE 9: Rail excursion from Portland ME to Gorham, NH and return, via St. Lawrence & Atlantic Railroad, sponsored by 470 Railroad Club. Fare: \$50 per person. Information and tickets from: 470 Railroad Club, as shown on June 2-3 trip above.

JUNE 10: Rail excursion from South Paris, ME to Groveton, NH and return, via St. Lawrence & Atlantic Railroad (former Grand Trunk), sponsored by 470 Railroad Club. Fare: \$50 per person. For information contact 470 Railroad Club at address shown in June 2-3 notice above.

JUNE 14-17: Annual NRHS convention at St. Louis, MO, sponsored by St. Louis Chapter. Four mainline steam locomotives will be featured, including Union Pacific 844, Frisco 1522, and Cotton Belt 819. Norfolk & Western 611 will power special train sponsored by Roanoke Chapter to the convention. Three mainline specials will be operated, in addition to seminars, workshops and the annual banquet. Registration material will be mailed to all members during March. Convention information will be issued by St. Louis Chapter NRHS, 1135 Colonnade Center, Suite 321, Des Peres, MO 63131 (telephone 314-965-2120 evenings for recorded information). Inbound special information may be obtained from Roanoke Chapter NRHS, P. O. Box 13222, Roanoke, VA 24032.

JUNE 18-28: "Colorado Rails" tour from St. Louis, MO to Denver, CO immediately following NRHS convention, sponsored by Overland Chapter NRHS. Tour includes trips on four Colorado tourist railroads as well as the newly-opened Grand Canyon Railway. Fares range from \$1,245 per person. Deposit of \$200 per person will hold reservations until April 18, 1990 when the balance is due. For reservations and information, contact: Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265 (telephone 309-764-1834).

D&H SUSPENDS, RESTORES SERVICE; NYS&W FILLS IN

The strange saga of the bankrupt Delaware & Hudson Railway took a new twist last month as CP Rail on February 13 withdrew its offer to purchase the ailing road (see February *Cinders*). Trustee Francis P. Dicello then announced that he would suspend operations over the 1,581-mile system, which had been performed by the New York, Susquehanna & Western Railway under authority of an Interstate Commerce Commission directed service order issued in June 1988. That order came shortly after owner Guilford Transportation Industries had placed the D&H in Chapter 11 bankruptcy proceedings.

*The
D&H*

After the latest shutdown threat, NYS&W imposed the necessary embargoes to halt the flow of traffic. But the ICC on February 15 stepped in to issue an emergency rerouting order effective for 48 hours which allowed NYS&W to continue running over those sections of the D&H between Binghamton and Cooperstown Junction, NY, between Voorheesville, Albany and Rouses Point, NY, and via Conrail trackage rights between Buffalo and Binghamton. Amtrak's *Adirondack* service was to be continued between Albany and Montreal. Susquehanna also arranged for two shortlines, the Lackawanna Valley and the North Shore, to provide local switching service in the Scranton and Sunbury, PA areas, respectively.

On February 16 the order was extended for another week, although the Trustee said that he would seek permission of the U.S. Bankruptcy Court to assume direct operation of the railroad with a package of financial aid from CP, Canadian National and Norfolk Southern, the States of New York and Pennsylvania and three large on-line shippers. By February 23 nothing had happened to suggest that the Trustee would actually do this, and the ICC acted to extend the rerouting order for another month to March 23.

The effect of these maneuverings was to end most D&H through freight service, except for east-west traffic over Conrail's Southern Tier Line as NYS&W continued to move double-stack container trains between its North Jersey terminals and Buffalo via Binghamton. North-south freight trains RPPY and PYRP between Rouses Point and Philadelphia were suspended, the last movement being southbound RPPY which arrived at CSX's East Side yard in Philadelphia early on February 15 behind three Norfolk Southern diesel units. Beginning the next day, D&H traffic was rerouted via Conrail to and from Albany.

Virtually all of D&H's remaining power was immediately stored, with Susquehanna using its fleet of B40-8 and SD45 locomotives to move traffic subject to the rerouting order.

CP withdrew its \$35-million offer to buy the D&H because it was unable to reach agreement with Conrail for trackage rights between Harrisburg, PA and Hagerstown, MD, where interchange would be made with NS. In addition to the 1,012 miles of trackage rights which D&H already employed on Conrail lines, CP said the 75-mile link to Hagerstown was crucial to the viability of D&H. But Conrail countered that "CP wants a greatly reduced price for service that already exists...In effect, CP is seeking a subsidy from Conrail" to move competitive traffic to and from the South. (A rival takeover plan filed by CN early in February collapsed when the investment banking firm of Wertheim, Schroder was unable to raise the \$45 million to support the bid.)

Conrail's action brought a predictable storm of political protest, mainly from New York State which is owed \$70 million by D&H. Senator Alfonso D'Amato (R-NY) even threatened to introduce legislation which would force Conrail to provide the Hagerstown trackage rights, but U.S. Transportation Secretary Samuel Skinner said on February 21 that the government is "not in the business anymore of taking an organization that is not making it competitively and forcing it to go on."

At presstime February 26, Trustee Dicello announced that he had permission from the Bankruptcy Court to restore operation of the full D&H system, effective Wednesday the 28th. He was said to be negotiating with NYS&W to lease sufficient locomotives for the startup. The service restoration was to continue for a minimum of 30 days, utilizing funds pledged by the states, connecting railroads and major shippers. An attorney for the Trustee reported that D&H's losses had been "\$500,000 a month and rising," indicating that at least that much subsidy money was available. Otherwise, the ultimate threat of liquidation still confronted America's oldest transportation company.



BIRTH OF A DINOSAUR!

Remember those Boeing Vertol light rail vehicles? Here, on March 18, 1978, Philadelphia Chapter members tour the Boeing plant in Eddystone, PA, posing at the test track with a car bound for the Massachusetts Bay Transportation Authority in Boston. The sleek-looking articulated cars proved to be trouble-prone and within a decade MBTA had retired most of its Boeing fleet, although 30 were resold to San Francisco Municipal Railway where many of them still operate. The Boeing plant has since been converted to helicopter production. --PHOTO BY BILL WAGNER



AMTRAK MOTIVE POWER ROSTER



(Corrected to March 1, 1990)

ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS	NOTES
7	45-ton	GE	1941	300	B-B	1	
9	65-ton	GE	1942	470	B-B	1	
58-63*	RTG Turbo	ANF	1973-74	1140	B-2	6	
64-69*	RTG II Turbo	ANF/AMTK	1974-75	1140	B-2	6	1
104, 106, 107	RS3C	Alco/AMTK	1951	1200	B-B	3	2
150-163*	RTL Turbo	Rohr	1976	1140	B-2	14	
192-199*	GP40TC	GMD	1966	3000	B-B	8	3
200, 201*	F40PH	EMD	1976	3000	B-B	2	
202*	F40AC	EMD/AMTK	1976	3000	B-B	1	1,4
203-245, 247-409*	F40PH	EMD	1976-88	3000	B-B	206	
450, 451*	F69PH-AC	EMD	1989	3000	B-B	2	5
485-489, 491*	FL9	EMD	1957	1750	B-A1A	6	6
500-507	E44/E44A	GE	1962-63	4400/5000	C-C	8	7
550-567	SSB1200	EMD/ATSF	1939-59	1200	B-B	18	8
575-599	CF7	EMD/ATSF	1949-56	1500	B-B	25	9
600-610*	E60MA	GE/AMTK	1974-76	6000	C-C	11	7
620, 621	E60CP	GE	1974	6000	C-C	2	7
700-712, 714, 716-724*	P30CH	GE	1975-76	3000	C-C	23	
732, 734, 736-738, 742, 743	SW1	EMD	1941-50	600	B-B	7	
747-750	SW8	EMD	1951-53	800	B-B	4	
760	GP9	EMD	1952	1750	B-B	1	
761, 762	GP7	EMD	1950-52	1500	B-B	2	
764-775	GP9	EMD/GMD	1950-57	1750	B-B	12	
776-784	GP7	EMD	1950-53	1500	B-B	9	10
901, 902, 904-953*	AEM-7	EMD	1980-88	7000	B-B	52	7
954	E60CP	GE	1975	6000	C-C	1	7

* - Equipped with head-end power

TOTAL AMTRAK UNITS = 431

BUILDER ABBREVIATIONS

Alco - American Locomotive Company/Alco Products, Inc.
 AMTK - Amtrak
 ANF - ANF/Frangeco (France)
 ATSF - Atchison, Topeka & Santa Fe Railway
 EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Co.
 GMD - General Motors Diesel, Ltd. (Canada)
 Rohr - Rohr Industries, Inc.

NOTES

1 - Rebuilt at Amtrak Beech Grove (IN) shops
 2 - Repowered with EMD 645 engine
 3 - Purchased from GO Transit 1988
 4 - Equipped with Brown Boveri AC traction motors
 5 - Equipped with Siemens AC traction motors
 6 - Equipped for diesel/3rd rail DC electric operation
 7 - AC electric locomotive
 8 - Rebuilt by ATSF at Cleburne, TX from NW2's, SW9's, SW1200's
 9 - Rebuilt by ATSF at Cleburne, TX from F3A's, F7A's, F9A's
 10 - Unit 784 is former Washington Terminal 80

NH&I SALE FALLS THROUGH; M&E CONTINUES TO OPERATE LINE

The reported agreement to sell the New Hope & Ivyland Railroad to private interests (see November Cinders) has not been carried out, and the Bucks County Industrial Development Corp. continues its ownership of the 17-mile shortline.

It is not clear why the two New Hope businessmen who wished to purchase the NH&I have withdrawn from the agreement. Meanwhile, the Morristown & Erie Railway has extended its contract to provide freight service beyond the original December 31 termination date. Alco C424 #19, now based at New Hope enginehouse, continues as the primary freight power, normally operating two days each week.

While the role of the New Hope Steam Railway is unclear at this point, it is believed that the tourist hauler will be permitted to operate its trains again this season between New Hope and Buckingham Valley stations.

Privately-owned SW1 diesel #9423 (ex-Pennsylvania) and RSC2 #1102 (ex-Seaboard Air Line) are also quartered at New Hope and will most likely be used as power for the NHR passenger trains.

DELAWARE VALLEY CHAPTER RELEASES STEAM VIDEO

"Cinders, Rods & Rails: Echoes in the East" is the title of a new 30-minute videotape just released by the Delaware Valley Chapter. Priced at \$26.95 each postpaid (Pennsylvania and New Jersey residents add \$1.50 per tape sales tax), the professionally-produced video features six restored mainline steam locomotives in action. Ex-Canadian Pacific 4-6-2 #2317 at Steamtown, ex-Reading 4-8-4 #2102, ex-Nickel Plate 2-8-2 #587 and 2-8-4 #765 and Norfolk & Western 4-8-4 #611 and 2-6-6-4 #1218 are the star performers on this tape, available in VHS only. Orders may be sent to: Delaware Valley Chapter NRHS, P. O. Box 1179, Morrisville, PA 19067.



CONSOLIDATED RAIL CORPORATION
Philadelphia Division



THROUGH FREIGHT TRAIN SERVICE - WESTBOUND
(Corrected to February 15, 1990)

TRAIN Frequency	ALCA Daily	ALCG Daily	ALEN Daily	ALPG Daily	ALPI Daily	ALSR Daily	CAAL Daily	CABA Daily	CAPI Daily	ENRO Daily	MAIL-3 Daily	MAIL-9 Ex Su-Mo	MAIL-9 Su-Mo	MOPI Daily
Lv KEARNY, NJ											0700	0400	0700	
Lv OAK ISLAND														
Ps MANVILLE											0815	via	0815	
Ps WEST TRENTON												via		
Lv METUCHEN											see	NEC		
Ar ALLENTOWN, PA											Note 1			
Lv ALLENTOWN	0900	0930	1700	2130	1500	1201								
Ps ALBURTIS	0945		1800	2215	1545	1250					1010		1010	
Lv PITTSTON		1430*												
Ps NICETOWN														
Ps PARK JCT.		to												
Lv MORRISVILLE		Corning										0605		1500
Lv CAMDEN, NJ							1500	1930	2130					
Lv SOUTH PHILA., PA														
Ps PHILADELPHIA (Zoo)							1725	2130	2340					
Lv WEST FALLS							1815	to	0100					1915
Lv ABRAMS								Balti-						1945
Ps PHOENIX								more	0155			0725		
Lv READING			2015		1815	1500								
Ps WEST READING	1100		2030	2330	1830	1515	2045	2315	0300	1201	1105	0825	1100	2100
Lv ENOLA	to			to			to	to		1230				
Ar HARRISBURG	Camden			Phila.	2200*		Allen-	Allen-		1235*				
Lv HARRISBURG					2300		town	town	0520*	1300		1015*	1220*	
Ar ENOLA			0245		to				0550	1445		to	to	0100*
Ps SHIPPENSBURG					Conway	1915			to	1630*	E. St.	Chicago	Chicago	to
Ar HAGERSTOWN, MD						2100*			to NS	to NS	Louis			Conway

TRAIN Frequency	MTEN Ex Sa-Mo	OIAL Daily	OIEN Daily	OIIN Ex Su-Mo	OIPI Ex Su-Mo	PGAL Daily	SEAL Daily	SEPY Daily	TV-1 Daily	TV-3 Ex Sa-Su	TV-11 Ex Sa	TV-11 Sa
Lv KEARNY, NJ							0100*	1915*		1900	1700	2100
Lv OAK ISLAND		0800	2330	2230	1900			2045				
Ps MANVILLE		0915	0120	2345	2030		0300	2120		2025	1915	2240
Ps WEST TRENTON			0200		2115			from				
Lv METUCHEN	2200							Selkirk				
Ar ALLENTOWN, PA		1145		0215			0630					0035
Lv ALLENTOWN				0345								0120
Ps ALBURTIS				0430						2330	2145	0200
Lv PITTSTON												
Ps NICETOWN			0315		2320			2230				
Ps PARK JCT.								0130				
Lv MORRISVILLE	2330							to	2200			
Lv CAMDEN, NJ								Potomac				
Lv SOUTH PHILA., PA						1630		Yard				
Ps PHILADELPHIA (Zoo)						1715		via				
Lv WEST FALLS			0330		0020	1815		CSXT				
Lv ABRAMS												
Ps PHOENIX	0245		0515		0125	2015			2340			
Lv READING						2345						
Ps WEST READING	0400		0625	0530	0230	to			0045	0030	2355	0335
Lv ENOLA						Allen-						
Ar HARRISBURG	0630			0740*	0450*	town			0240*	0225*	0145*	0545*
Lv HARRISBURG	0730			0810	0520				0340	0455	0200	0730
Ar ENOLA	0830		0930	to	to				to	to	to	to
Ps SHIPPENSBURG				Indian-	Conway				Chicago	E. St.	Chicago	Chicago
Ar HAGERSTOWN, MD				apolis						Louis		

THROUGH FREIGHT SERVICE - WESTBOUND (Continued)

TRAIN Frequency	TV-61 Ex Sa-Su	TV-171 Ex Mo	TV-233 Ex Su-Mo	
Lv KEARNY, NJ		0415	0500	KEY TO TERMINAL ABBREVIATIONS: AL - Allentown BA - Baltimore CA - Camden CG - Corning, NY EN - Enola ES - Eastern Shore IN - Indianapolis (Avon) MO - Morrisville MT - Metuchen OI - Oak Island (Newark, NJ) PG - South Philadelphia PI - Pittsburgh (Conway) PY - Potomac Yard, VA RO - Roanoke, VA SE - Selkirk, NY SR - Southern Railway ST - Sterling, MI TV - TrailVan (piggyback)
Lv OAK ISLAND	1930			
Ps MANVILLE	2045	0530	0630	
Ps WEST TRENTON		0605	see	
Lv METUCHEN			Note 2	
Ar ALLENTOWN, PA	2230			
Lv ALLENTOWN	2315			
Ps ALBURTIS	0045		0845	
Lv PITTSTON				
Ps NICETOWN		0720		
Ps PARK JCT.		0745		
Lv MORRISVILLE		to		
Lv CAMDEN, NJ		CSXT		
Lv SOUTH PHILA., PA				
Ps PHILADELPHIA (Zoo)				
Lv WEST FALLS				
Lv ABRAMS				
Ps PHOENIX				
Lv READING				
Ps WEST READING	0240		1010	
Lv ENOLA				
Ar HARRISBURG	0430*			
Lv HARRISBURG	0805			
Ar ENOLA	to			
Ps SHIPPENSBURG	Chicago		1315	
Ar HAGERSTOWN, MD			1430*	
			to NS	

THROUGH FREIGHT SERVICE - SOUTHBOUND

TRAIN Frequency	CABA Daily	ENES Daily	ENPY Daily	PIBA Daily	SEPY Daily	STES Daily	TV-22 Ex Tu	WPHA-31 Daily
Lv PHILADELPHIA (Zoo), PA	2200				from Selkirk			
Ps PHILADELPHIA (Park Jct.)					0130			
Lv EDGE MOOR, DE	0045			from Conway		from Detroit		
Lv ENOLA, PA		2100	1800	1900*	via CSXT	2359*	0140*	
Lv HARRISBURG								
Ps COLUMBIA		2230	1930	2030		0115	0255	
Ps PERRYVILLE, MD	0215	0130	2330	0015		0345	0455	
Ar BALTIMORE	0330		0030*	0145			0600	
Lv BALTIMORE			0430					
Ar BENNING, DC			0600		0800			
Ar POTOMAC YARD, VA			0700		0845			
Lv NEWARK, DE		0315				0545		
Ar PORTER		0415						
Ar DOVER		0615						
Ar HARRINGTON		0730				0900		
Lv HARRINGTON								2100
Ar POCOMOKE, MD								0230

NOTE: Westbound and Northbound schedules will appear in April Cinders.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA last month reorganized its Regional Rail operations into a new Railroad Division, one of five semi-autonomous units to be headed by five assistant general managers. The Railroad AGM is James Palmer, transferred from the Frankford Elevated Reconstruction Project (FERP). Palmer will be responsible for his own transportation and mechanical functions, previously handled by SEPTA-wide departments such as Service Operations which had been created in the spring 1988 reorganization. Joseph T. Heilman, a former Reading official who has served as general superintendent of commuter rail operations, will retain that position as chief transportation officer.

SEPTA is gearing up to begin rail service between Parkesburg, PA and center city with the timetable change on April 1. Two peak-hour limiteds from Parkesburg will arrive at Suburban Station about 7:30 and 8:30 AM and depart for Parkesburg at 4:30 and 5:33 PM, as extensions of existing Downingtown trains. There will also be a midday round trip between Parkesburg and center city. Parkesburg, which is at the western edge of SEPTA's five-county service area, currently is served by five weekday AMTRAK trains on the Harrisburg route, as well as several weekend runs.



Because "Park" interlocking at Parkesburg has been out of service since last year, SEPTA will be forced to turn its trains at "Leaman," a crossover 13 miles west of Parkesburg, or proceed all the way to "Cork" interlocking at Lancaster to reverse direction. An extra 45 minutes of deadheading time is being allowed for this move. After a test run to "Leaman" February 12 with AEM-7 #2303 and five cars, SEPTA crews have been qualifying on training trains all the way to Lancaster. SEPTA is willing to pay AMTRAK to reopen "Park" tower but to date Amtrak has been unable to locate employees to staff the facility.

Thursday afternoon, February 8, was not a good day for SEPTA rail commuters. At 3:59 PM a Philadelphia Electric power outage knocked out all signals between 30th Street Station and 16th Street Junction in North Philadelphia. A backup power system also failed, and it was 5:15 before full service could be restored. Crowds of would-be passengers jammed the center city stations, but many had found alternate transportation by the time the trains started moving again.....One week earlier, on February 1, a pantograph on Doylestown express #6511 tore down 1,500 feet of overhead wire on both main tracks north of Gwynedd Valley station. One track was restored at 3:30 PM, allowing some service to resume but lengthy delays continued. Shuttle buses were also operated between Gwynedd Valley and Lansdale. Repairs were completed on the second track at 3:45 AM the next day, allowing resumption of full rush-hour service.....AEM-7 #2303 died before it even got Downingtown train 7563 out of Suburban Station on the afternoon of February 2. Passengers were asked to transfer to train 9569, a consist of six Blueliners.....Sparks from the stack of SEPTA SW1200 #51, on a test run with six Blues, set numerous small brushfires along AMTRAK's mainline between Merion and Paoli on February 6. Firefighters quickly extinguished them but had more trouble with a blaze in the roof above the platform at Radnor station.

Chapter Member William H. Polk is among participants in SEPTA's Citizen Advisory Committee recommending restoration of through commuter service between Philadelphia, Trenton and New York. At a January meeting it was decided to push for a joint SEPTA-NJ TRANSIT service without change of trains at Trenton. NJT cars would be needed for all or part of the run because they are rest-room equipped. It is believed that a substantial market exists for the through service, at fares lower than AMTRAK's, especially when the uncertainty of changing at Trenton is removed. The committee also expressed an interest in exploring the restoration of direct service via CONRAIL's old Reading route through West Trenton.

The Reading Company said last month that it had finished the work of removing toxic PCB chemicals from the floor of the Reading Terminal trainshed. This should clear the way for construction to begin on the long-delayed convention center project north of the Terminal. The City has agreed to buy the shed and the Reading Terminal Market beneath it for \$32.2 million, then transfer the property to the convention center authority which plans to refurbish it as a grand entrance to the \$500-million convention complex.....The Inquirer reported last month that a slowdown in the center city office market has halted plans for two skyscrapers and left other proposals in doubt. One of these proposals is for the 39-story CityCenter Building, a joint venture of Oliver Tyrone Pulver and the Reading Company in the 1300 block of Market Street, and another is a tower to be built by Rubin Company in the 1700 block of JFK Blvd. above the SEPTA tracks.

The U.S. Transportation Department is proposing rules that would require railroad engineers to be certified as proficient in operations and have a satisfactory work and motor vehicle driving record. The rules, required by the Rail Safety Improvement Act of 1988, would require recertification every three years (AMTRAK Newsbreak).....No further work has been done on reopening of SEPTA's Baldwin station on the R2 line near Chester, and speculation is that it may not open until completion of the Blue Route (Interstate 495) in 1992.

(Continued on Page 10)

PHILADELPHIA EXPRESS (Continued from Page 9)

.....Commuter railroads, including SEPTA, are complaining to Congress that they must subsidize, through the Railroad Retirement system, large numbers of freight railroad retirees. Recent testimony indicated that the commuter roads and their 22,000 workers are paying up to \$110 million more per year in retirement taxes than needed to cover their share of industry retirement costs. This is because the number of freight rail workers has plunged from 1.7 million in 1945 to about 300,000 in 1988. There is now just one railroad worker to support nearly 3.5 retirees through their taxes and employer contributions (Railway Age).



The SEPTA reorganization referred to above also includes a High Speed Division to operate the subway-elevated routes, headed by Hal Davidow; a Surface Division headed by Jeffrey McCormick; a Red Arrow (suburban) Division with Thomas Cain in charge; and an Operations Support Division whose chief has not yet been named. Each division has an assistant general manager as its top official, and the new organization is to be fully operational this month.

SEPTA raised some eyebrows on February 12 when it announced that it would seek to increase fares again on April 29, just a year after the current fares were proposed and three months after the last increase became permanent. General Manager Louis J. Gambaccini said that higher rates were needed to meet operating expenses and to help make up the huge funding cutbacks proposed by the State and Federal governments. Governor Casey's recently-announced spending plan for the next fiscal year cuts outlays to SEPTA from \$193 million this year to \$168 million, and President Bush's new budget would allow SEPTA only \$8 million in capital funding, a \$20-million reduction from the current budget. SEPTA is thought to be in danger of shutting down for lack of cash by the end of the present fiscal year in June, unless more revenue is found soon. Ironically, SEPTA is now receiving about 53 percent of its \$626 million operating budget from the farebox, substantially higher than the national average for farebox recovery of 36 percent. Under the new proposal, SEPTA's base transit fare--already the highest in the nation--would rise from \$1.25 to \$1.50, tokens from \$1 each to \$1.13 when bought in lots of two, weekly TransPasses from \$15 to \$16.25 and monthly TransPasses from \$55 to \$59. On the Railroad Division one-way tickets would climb by 50 cents and TrailPasses by a maximum of \$4 for Zone 5 weeklies and \$15 for Zone 5 monthlies. Today, SEPTA says the average one-way rail trip costs the rider \$2.67.

Public hearings on the new fare plan are scheduled for March 29 and 30 and April 2, and will be voted on at a special SEPTA board meeting on April 18. However, the same consumer groups who successfully delayed the last fare increase for nine months vow to contest this one as well. One lawyer for the activists was quoted as saying, "I have little doubt that it will end up in court. We're going to work hard to see that SEPTA doesn't get away with this." Members of Philadelphia City Council also weighed in with some harsh words. One of them, Councilman James Tayoun, denounced General Manager Gambaccini for "extracting from the citizens of this City as much as he can, and taking that money and pouring it into the (suburban) rail lines." Other members said they might consider trimming the City's annual \$45 million appropriation for SEPTA. Meanwhile, the State Supreme Court finally put to rest the matter of the legality of the last fare boost. The consumer groups had appealed the increased fares on the grounds that they were burdensome to the poor and tainted by an unlawful public hearing process, but the High Court refused to further consider the appeal.

Safety in the subways continued to be debated last month, as assaults and robberies were still being reported in the press. But the biggest flap seemed to be over the role of the Guardian Angels, a New York-based volunteer patrol which likes to talk about its "slam and jam" tactics and making the muggers "suck concrete." Many riders, SEPTA employees and City Council members applauded the deterrent effect of the Angels in their bright red berets, but police and SEPTA officials criticized the group and refused to give its members free passes to ride the subways. While describing the Broad Street subway north of City Hall as the most dangerous part of the transit system, the officials insisted that Philadelphia's subways are actually safer than those in Chicago, New York and Boston. Nonetheless, since the highly-publicized "Wild West" holdup on a Broad Street train during midday of January 29, the City and SEPTA have added more than 100 police officers to subway patrols in attempting to stem the crime wave. Not surprisingly, by mid-February the situation had calmed and media attention was abating.

Six SEPTA workers were treated for minor injuries after a SEPTA "revenue" train rear-ended a work car in the Fern Rock yard of the Broad Street Line at 12:50 AM February 16. Revenue trains include a Kawasaki car equipped to collect fare receipts from station cashiers.....Four days earlier a westbound Route 36 trolley struck the rear of another Route 36 car at Island Avenue & Lindbergh Blvd. in southwest Philadelphia. The two operators and three passengers were treated and released at a nearby hospital.....A rush-hour accident on the morning of January 29 disrupted service on the Media-Sharon Hill trolley lines. Inbound trolley #102 had stopped on Garrett Road just west of 69th Street Terminal and car #114 stopped just behind it. Following car #117 struck the rear of 114, causing some damage to 117 and slightly injuring several passengers. The line was single-tracked until 9:15 AM.

Reconstruction of the P&W 72nd Street carshop has begun, in a program to modernize the 1907-vintage facility to accommodate the new Asea cars for Norristown High Speed Line service. The cars are to begin arriving this fall.....A 60-inch water main broke on the night of January 30, flooding the area around Frankford & Torresdale Avenues and forcing SEPTA to bus the Route 56 trolley line for several weeks until the street was rebuilt.....The widow of a SEPTA police officer has filed suit against Norristown State Hospital, charging negligence in releasing a violently insane man who later stabbed Officer Thomas F. Sewell to death. The assailant was also shot and killed during the struggle last March 12 at SEPTA's Victory Avenue garage in Upper Darby.SEPTA has established the Thomas F. Sewell Award to honor the SEPTA police officer of the year.

PHILADELPHIA EXPRESS (Continued from Page 10)

An agreement announced last month between SEPTA, the City and State will result in each contributing \$250,000 to a fund for the repair of street surfaces alongside streetcar tracks in Philadelphia. The patch and fill work will be done along eight trolley routes in the City.....SEPTA said last month that it was introducing a system of cards which can be flashed by blind or other disabled passengers to help them in boarding or leaving public transit vehicles. The route identifier card with a large number shows operators which line the handicapped person wishes to use, and the stop assistance card when presented to an operator will help the person to get off at the proper stop.....There's a new book of color photos entitled Rail Transit Philadelphia: 20 Colorful Years 1969-1989, compiled by Chapter Member Henry Elsner and SEPTA Operator Richard Vible. It's published by NJ International, 77 West Nicholas Street, Hicksville, NY 11801.

Those new SEPTA suburban street and transit maps can be purchased for \$3 at SEPTA outlets or ordered by mail for \$4 postpaid from: SEPTA Sales Department, 5th Floor, 841 Chestnut Street, Philadelphia, PA 19107.Transportation Secretary Samuel Skinner said in late January that he would seek legislation to require drug testing of 200,000 mass transit workers. A Federal Appeals Court in Washington had ruled that the Urban Mass Transportation Administration exceeded its authority when it issued drug testing regulations in December 1988, in spite of the fact that such testing is already in force for 90,000 U.S. railroad workers (see January Cinders).....SEPTA riders who have stockpiled tokens are advised to use them because they will no longer be accepted two weeks after proposed higher fares go into effect. New tokens now being received have a magnetic core which is recognized by turnstiles, and the old ones do not.....A Federal Court in New York has ruled that panhandling is a form of free speech, and must be allowed. The case grew out of attempts by NEW YORK CITY TRANSIT AUTHORITY to crack down on begging in subway cars and stations, generating a class action suit against the Authority.



AMTRAK is repairing the "New York-Pittsburgh subway" tunnel at "Zoo" interlocking in Philadelphia, which will allow resumption of direct train service between Harrisburg and New York. Beginning with the April 1 schedule change, trains #640-641 Valley Forge will bypass 30th Street Station via the subway route, saving 28 minutes eastbound and 40 minutes westbound. An additional Harrisburg to Philadelphia train, #600, will also operate (NARP).....AMTRAK's board of directors has approved \$5.2 million to replace wood crossties on the Philadelphia and New York Divisions (Newsbreak).....AMTRAK wants to buy six more used diesel units (F40PH's) from GO TRANSIT of Ontario (NARP).....Forbes Magazine in its February 19 issue carried an article on the emergence of AC propulsion locomotives in the U.S. One of AMTRAK's two F69PH-AC diesels, now running tests at the AAR Center, Pueblo, CO, was pictured in the article.

City engineers have asked AMTRAK to close a parking lot on the west side of 30th Street Station, because steel beams supporting the lot above the station tracks were found to be seriously corroded. Amtrak said that its engineers performed their own inspection and did not find the area unsafe.....E60MA 600-series electric locomotives have been showing up on the Philadelphia-Harrisburg 600-series trains (Harrisburg Chapter Rail Review).....AMTRAK began random drug testing February 1 for more than 4,500 train and engine employees, dispatchers, block operators and other workers in safety-sensitive jobs (Newsbreak).....AMTRAK has received the first of 70 new material handling cars (MHC's) to handle mail and Amtrak Express shipments. Unlike the first MHC's delivered in 1986, the new cars are equipped with high-speed trucks capable of 125-mph operation (Newsbreak).

President Bush has nominated Governor Tommy Thompson of Wisconsin to a four-year term on the AMTRAK board. Thompson, who replaces former Governor Robert D. Orr of Indiana, is known for his strong support of rail passenger service in the Milwaukee-Chicago corridor (NARP).....Total AMTRAK revenues of \$310.2 million for the first quarter of Fiscal Year 1990 (October-December 1989) topped FY 1989 first quarter revenues of \$279.3 million. The revenue-to-cost ratio was 69 percent, although Amtrak has said that it expects that ratio to reach an all-time high of 75 percent by the end of FY 1990.



Those 50 wide-nose C40-8 locomotives being constructed for CONRAIL by General Electric, Erie, PA, will begin arriving in early April, with deliveries completed by mid-June.....CONRAIL has leased 23 SD40 locomotives to the SANTA FE for three months, beginning in January (North Western Limited).....CONRAIL will move the 48-car Ringling Bros. Blue Unit circus train from Hagerstown, MD to East Rutherford, NJ March 12. It will arrive in Philadelphia on May 29.....A CONRAIL brakeman working on a switch crew out of Pavonia yard, Camden, NJ, was shot and seriously wounded near the yard before dawn on February 6. Two Pennsauken Township police officers who had been target shooting in a nearby woods were later charged with aggravated assault.....CONRAIL is considering the sale of its two ex-SOUTHERN heavyweight coaches #25 and 26.

CONRAIL said last month that it had agreed to buy back 22.34 million of its common shares at \$49 per share in accordance with the "dutch auction" tender offer previously announced. The \$1.09-billion purchase is part of Conrail's strategy to make a hostile takeover of the company more difficult when its statutory protection expires on April 2.....Former CONRAIL Chairman L. Stanley Crane has been hired as a consultant by SOUTHERN PACIFIC Chairman Philip F. Anschutz to study SP's operations and recommend improvements. SP has long had problems with the efficiency of its freight train operations.....CONRAIL has named Robert E. Hatton to the new position of assistant vice president-transportation in its Philadelphia headquarters. Hatton, formerly general manager of the Harrisburg Division, will report to Senior Vice President-Operations Donald A. Swanson.

PHILADELPHIA EXPRESS (Continued from Page 11)

CONRAIL has begun what it calls the "I-95 train," designed to capture short-haul traffic moving by truck over the I-95 freeway in the Wilmington area. Symboled WPRY95, the train operates five days a week from Reybold, DE to Stoney Creek yard near Chester, PA and return, with stops at Edge Moor yard at Wilmington. It carries principally chemicals, petroleum products and general merchandise.....The largest shipment of coal ever handled at CONRAIL's Pier 124 in South Philadelphia was loaded aboard a vessel bound for Denmark last month. The M/V Protektor took on 72,000 tons of black diamonds.

CONRAIL experienced a 22 percent reduction in job-related injuries last year versus 1988, attributable mainly to the road's new safety programs. Conrail also had its first fatality-free year in 1989, compared with six employee deaths in 1988 (AAR Rail News Update).....AMTRAK prohibits virtually all CONRAIL six-axle GE-built units from operating on the Northeast Corridor, because their snowplows are too wide. The four-axle B40-8's and EMD-built SD50's are also prohibited.....CONRAIL is building a new connection at "Creek" near Oaks, PA to eliminate a backup move between the ex-Reading Perkiomen track and the old Pennsy Phoenixville track. The tracks are used almost daily by local freight WPAB10 operating between Abrams and Devault, PA (John Petko)An oversized highway trailer struck the unused CONRAIL bridge above Swedesford Road near Cedar Hollow, PA on January 29. The bridge, which carried an abandoned ex-Reading spur to the Warner Company plant at Devault, was destroyed by the impact, as was the refrigerated trailer. It was being hauled by a Canadian trucker.

Operations on NJ TRANSIT's Atlantic City Line continue to be eventful. On February 12 a man was reported to be lying beside the track near Pomona, but investigation revealed only a scarecrow. Later that day at the same location AMTRAK train 654 struck an object propped up with sticks in the middle of the track. NJT police later reported they had removed a large teddy bear.....On February 4 NJT train 4714 struck and killed a man about one mile north of Atlantic City station. The remains were discovered by following AMTRAK train 662...The new NJT bus shuttle between the boardwalk and Atlantic City's railroad station connects only with NJT trains, arriving five minutes before train departures and leaving five minutes after the trains arrive. Fare is 40 cents. Ridership on the Atlantic City line remains poor, with a daily average of fewer than 1,000 passengers riding 12 AMTRAK and 17 NJT trains (West Jersey Chapter Crew Caller).

NJ TRANSIT's board of directors has approved a capital program of \$224.2 million for Fiscal Year 1991 beginning this July. The program is funded by grants from UMTA, the State Transportation Trust Fund and the New York-New Jersey Port Authority (NJT Inside Track).....NJT's rail system averaged 92.3 percent on time for the year 1989, up from 87 percent in 1988. In December, the Atlantic City line had the best record with its trains 94.9 percent on time, while the Northeast Corridor service was at the bottom with 87.7 percent (Inside Track).....NJT and the NEW YORK, SUSQUEHANNA & WESTERN ran ski excursion trains on the weekends of February 16-18 and 23-25 between Hoboken and the Great Gorge resort at Vernon, NJ. On the first weekend NJT GP40PH #4101 hauled a six-car train of mixed-ownership private cars. Two previous runs were cancelled for lack of ridership.

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