

PIONEERS

May 1990



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Volume 51

Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

Number 5

OUR MEETING:

FRIDAY EVENING, MAY 18, 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 May, 1990 meeting will feature sound films taken by Chapter Member Russell E. Jackson during the 1988 Electric Railroaders' Association European Tour. Featured in this program will be an extensive look at the historic rolling stock of such cities as Lisbon, Oporto, Sintra, Barcelona, Marseille, Turin, Milan, Gothenburg and Blackpool. Russ is a highly regarded photographer as well as a top historian in the traction field, and you will not want to miss this fine program covering some interesting operations.

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, MAY 15, 1990, to President Tatnall at 215-828-0706. Please note this strict reservation deadline. Please specify if fish dinner desired. Nearly 35 members enjoyed dinner last month - why not join them in our new, enjoyable surroundings.

We'll be closing out the meeting year with a program of CSX Transportation professional films at our Friday, June 8 meeting. PLEASE NOTE THE EARLY MEETING DATE DUE TO THE 1990 ST. LOUIS NRHS CONVENTION.

CHAPTER SETS JUNE 3 "RETIREMENT PARTY" FOR PIONEER III'S

The final pre-retirement excursion for SEPTA's unique Pioneer III MU cars is scheduled for Sunday, June 3, sponsored by Philadelphia Chapter. This will follow by only a few weeks the retirement of the Reading Blues, which were featured in a sendoff excursion on March 25.



The Pioneers, delivered by the Budd Company to the Pennsylvania Railroad in 1958, were pacesetters in many respects, and were the first postwar stainless steel electric commuter cars in the United States. Only six of the cars were built. One was destroyed by fire more than 20 years ago and the remaining five are listed on SEPTA's roster as #244-248. These have seen irregular rush-hour service over the past few years, but will be retired by July 1 because they will not receive the

automatic train control equipment mandated by Amtrak and SEPTA after that date.

SEPTA classes the Pioneers as "Silverliner I," but they are different from the later series of Silverliners in many respects, including their standard knuckle couplers, diamond pantographs, unusual interiors and lack of common parts with the other classes.

To mark the passing of the Pioneers, Philadelphia Chapter has scheduled a farewell SEPTA excursion for June 3. The three or four-car train will depart from the Lower Level of 30th Street Station at 10:30 AM, returning about 5:15 PM. Though the full routing has not yet been approved, there will be a lunch stop and several photo stops. The fare is \$30 per person and tickets may be ordered from: Pioneer III excursion, c/o Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing a stamped, self-addressed envelope. Tickets will also be available at the May 18 Chapter meeting.

Because their regular revenue operations are so irregular, members are urged to take advantage of this rare opportunity to ride and photograph these pioneering electric cars.

BLUES RETIRED AFTER SIX DECADES OF SERVICE

For the first time in 75 years, Philadelphia's commuters no longer ride in multiple-unit electric railway cars built before the age of stainless steel.



On Sunday, March 25, Philadelphia Chapter sponsored the final SEPTA excursion with the legendary Reading Blues (see story page 3) and in the following days two sets of Blues ran in rush-hour service to Bryn Mawr, Paoli, Norristown and Chestnut Hill East. Finally, on Friday, March 30, SEPTA operated its last official revenue train of Blues, and by late April even a six-car "protect" set had been withdrawn from standby service.

Thus did the era of standard electric MU's, which began here with the introduction of converted MP54's on the Pennsylvania Railroad's Paoli local in 1915, end in the spring of 1990. Just 14 of the Reading Company's 1931-vintage Blues were still in service during the final days of SEPTA operation. Pennsy's "red car" MU fleet had at one time numbered more than 400, and after the Reading electrified in 1931 it acquired a fleet of new and converted "green" cars which eventually exceeded 130. Of these, 38 were modernized at Reading shops in 1964-65 as Class RER, a program paid for by the City of Philadelphia. The cars emerged in a blue-and-white paint scheme, and were dubbed the "Reading Blues."

The last scheduled run of the Blues out of center city was to be Wilmington express #7247, which departed from Suburban Station at 5:14 PM on March 30 with cars 9105-9109-9127-9116-9102 and Chapter Member Vince Jakubowski at the controls. A large number of rail enthusiasts, who had learned of the event through the ever-present grapevine, crowded the head car as the train rumbled southward on Amtrak's Northeast Corridor, arriving at Wilmington station about ten minutes late at 6:10 PM.

Before departure from Suburban Station, the public address system blared the following announcement: "Ladies and gentlemen, SEPTA announces this evening the end of an era in railroad history. The SEPTA Reading Blue cars will make their last scheduled run on train 7247, the 5:14 R2 Wilmington express, departing from Track 6. Built in 1931 by Bethlehem Steel in Wilmington, DE, the Blue cars are the oldest open-window coaches in American railroad service and are the oldest electric passenger coaches operating in North America. This train will operate on the 5:14 R2 Wilmington express departing from track 6. All aboard!"

(The Wilmington assignment was chosen by SEPTA as an appropriate acknowledgment of the birthplace of these great cars, having been built there in 1931-32 by the former Harlan & Hollingsworth car works of Bethlehem Steel. Until Philadelphia Chapter operated a Blues excursion to Wilmington on June 4, 1989, the cars had never before returned to their native city.)

The Blues were not through yet. They returned to Philadelphia this final evening as local train #7294, which pulled out of track 1 at Wilmington a few minutes behind its 6:17 departure time. Upon arrival at 30th Street Station, the crew was told not to yard the train but instead to proceed to Chestnut Hill East as train #768, filling in for a set of Silverliners which had failed to appear. This the Blues did--with many of the faithful riding along all the way to the Hill. There, the crew reversed ends and was instructed to depart on schedule at 8:23 PM as train #769 to Trenton. At North Broad, however, passengers were transferred to a Silverliner set and the Blues returned to Roberts yard after a longer-than-expected curtain call.

That same evening, the second set of Blues operated from 30th Street to Chestnut Hill East as rush-hour train #6756, which left Suburban Station at 5:11 PM and deadheaded back to Roberts from Chestnut Hill. The consist of that train was 9129-9117-9115-9119-9108, with 9129 the last active car not dressed in the contemporary SEPTA paint scheme of red, white and blue with narrow side panel stripe and gray window area.

The following day, both the Inquirer and Daily News carried feature stories about the demise of the Blues, the latter written by the News' transit reporter "Phantom Rider" who was aboard the last Wilmington train.

All of the remaining Blues were shifted to Wayne Electric yard to await disposition. The following week an eight-car train made up of 9101-9115-9116-9117-9119-9124-9127-9129 was run to Powelton yard. From there they would move behind a pair of SEPTA AEM-7's to Frazer where they would be decommissioned, their Federal cards turned in and their numbers painted out. But the locomotives assigned developed problems and the decision was made to run the eight Blues all the way to Frazer under their own power, which occurred on Friday, April 6. There they joined cars 9104-9110-9114-9120-9123 and 9128 which were towed to Frazer by an AEM-7 in March.

Meanwhile, the Railroad Division had decided to hold another set of Blues in readiness in case of a catastrophic loss of Silverliners, and cars 9102-9103-9105-9107-9108-9109--all air-conditioned--were placed at Wayne Electric as a protect set. They were not used and were moved to Paoli enroute to Frazer on Monday, April 23, less #9109 which is to be converted to a training classroom for mechanical employees. With the exception of three cars in non-revenue service and four others in dead storage at Fern Rock yard of the Broad Street subway, all of the remaining Blues are now off the roster, awaiting the issuance of bid requests for their eventual sale. With their rugged bodies and newly-refurbished trucks, it is likely that all will find homes in museums or as straight coaches on tourist railroads around the nation.

But life will not be the same for rail observers in the Delaware Valley. With the passing of these honorable cars, which provided six decades of reliable transportation to generations of passengers, an era has truly ended.

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

CHAPTER OFFICERS:

President.....F. G. Tatnall, Jr.
Senior Vice President.....Michael L. Burshtin
Vice President & Treasurer.....David L. Kopena
Secretary.....Sheila A. Dorr
National Director.....Peter M. Senin
Historian.....Larry DeYoung
Editor.....R. L. Eastwood, Jr.

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Down Town Club, 11th Floor, Public Ledger Building, 6th Street below Chestnut, Philadelphia, PA Dinner at Club 6 PM (\$18 per person)

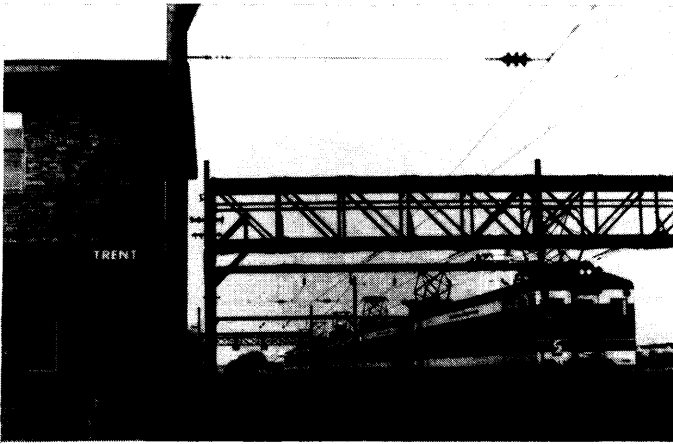
ANNUAL MEMBERSHIP DUES: \$22 per person, which includes Chapter and National dues. Chapter-only dues \$11.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent Society is a requirement to hold Chapter membership.

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

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

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

"FAREWELL TO BLUES" EXCURSION DRAWS LARGE CROWD



The Philadelphia Chapter "Farewell to the Blues" special changes ends in front of Conrail's "Trent" tower at West Trenton on Sunday, March 25. A hundred or more photographers were positioned to snap the six-car train as it moved south to the station.

--PHOTO BY FRANK TATNALL

SEPTA's famed Reading Blues received a pre-retirement sendoff from 380 fare-paying passengers on board Philadelphia Chapter's "Farewell to the Blues" excursion on Sunday, March 25.

Precisely at 10:25 AM a six-car train made up of Blues 9107-9127-9116-9103-9124-9102 departed track 1 on the Lower Level of 30th Street Station bound for the Chestnut Hill West Line. Upon arrival at Allen Lane station, some of the passengers left the train while others stayed on as the six Blues proceeded to "Cresheim" crossover and backed onto the newly-opened Cresheim Creek bridge. Without doubt this is the only time that the Blues will ever be seen on this bridge, as the wire just beyond it prohibits their passage to Chestnut Hill West.

Departing Allen Lane the special ran back to "Zoo" interlocking, then reversed direction for the run west to Paoli. While the train was parked in the yard passengers had one hour to eat lunch at Burger King or various other local enterprises. As they returned to the train the sun broke through the overcast which had shrouded the area for several days. The special then moved west to Exton station, where a photo runby was

held under blue skies. From there it was on to Downingtown station where more photos were taken from the opposite platform, before the train proceeded to Thorndale yard 35 miles west of Philadelphia.

After Amtrak train 612 from Harrisburg made a station stop at Downingtown, the Blues returned to 30th Street. Pausing for a "comfort stop" for passengers, the train rumbled through the center city tunnel, #9102 in the lead. A fast ride brought the special into West Trenton station about 4 PM and many cameras were unlimbered as the gleaming red, white and blue train moved north to "Trent" tower, the crew changed ends and the Blues returned to the station in brilliant sunlight.

Editor Jim Boyd of Railfan & Railroad Magazine, who was on board the farewell special, filed an amazingly prompt report of the trip in the June issue published in late April. He lauded Philadelphia Chapter for a "great job of choosing and executing the numerous photo stops...It was a really fun day." He also commented on the Blues' traction motors, which he described as the "loudest I've ever heard, and through the open windows they were as noisy as a steam engine as we clawed our way through the center city tunnel..."

After a final photo stop at Bethayres the special highballed to the Upper Level of 30th Street, arriving a few minutes late at 5:30 PM to close out the excursion career of the venerable Blues. Five days later the train made the final regularly-scheduled run with the old Reading cars--appropriately on the Chestnut Hill East Line (see story on page 2).

The SEPTA crew on the special, Engineer Larry Ryan and Conductor John Ciavatta, are both members of Philadelphia Chapter, and they deserve everyone's thanks for a job well done. In addition, the Chapter appreciates the efforts of the following members who served as car hosts: Wayne Bode, Dave Kopena, Steve Salamon, Pete Senin, Doug Watts and Gerry Wilson. Larry Eastwood again acted as train director, assisted by Frank Tatnall and Mike Burshtin. The Chapter also expresses its appreciation to the people of SEPTA's Railroad Division who made this final excursion for the Blues a memorable one.

CHAPTER DONATES SHELVING TO NATIONAL LIBRARY

Philadelphia Chapter has purchased six large wooden bookcases for donation to the Library of American Transportation. The six sets of shelving will accommodate many of the volumes in the Library's collection, which is housed in the NRHS national office in the Robert Morris Building. Total cost of the bookcases was \$1,280.00, an expenditure approved by the Chapter's board of directors in March.

BRILL FAREWELL TRIPS POSTPONED; CAR 162 RETIRED

The two "Farewell to the Brills" excursions on SEPTA's Norristown High Speed Line, scheduled for Sunday, April 29, have been postponed until a Sunday this summer. Co-sponsored by Philadelphia Chapter and Buckingham Valley Trolley Association, the excursions are intended to mark the imminent demise of the last remaining Brill-built cars active on any U.S. transit system.

Unfortunately, the demise of 1927-vintage "Strafford" car #162 came sooner than expected, as it was permanently removed from service on March 30 because of structural problems identified by SEPTA. One of the three active 1931 Bullet cars, #205, was also set aside during the following week for similar reasons.

The loss of these two cars forced SEPTA to make service reductions on the former Philadelphia & Western route, and management expressed a strong desire to keep the last two Bullets in service. The Chapter is now informed that cars #206 and 209 have been declared safe to operate, at least for a limited time, and the Suburban Division of SEPTA has assured the Chapter that every effort will be made to handle the special trips at a later date.

An additional problem arose for April 29 because of a high volume of training runs for employees being operated on Sundays, and SEPTA cannot spare a crew for a special train on that date. It was requested that the excursions be postponed until summer when training runs will be completed.

Trip Chairman George Metz has sent out notices advising ticketholders of the change. It is planned to operate both a morning and an afternoon special with the two-car Bullet train, and tickets will be sold separately for \$18 each (\$30 for both). As soon as a new date is selected additional notices will be sent and the news carried in *Cinders*. Tickets may be ordered by mail from: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "Philadelphia Chapter NRHS" or "BVTA" and enclosing a stamped, self-addressed envelope. For further information, telephone 215-565-0528.

CHAPTER BOOKSTORE STOCKS NEW TITLES

The Chapter's new location at the Down Town Club has made it a bit more difficult to set up the Chapter book store for the sale of railroadiana. However, some excellent new titles have been added to our inventory and members are urged to order them by telephone for delivery at the May 18 meeting.

We've recently received:

NEW YORK CENTRAL SYSTEM - Lightning Stripes - another in the series of fine all-color books produced by David R. Sweetland and published by Morning Sun Books. More than 200 color photos of steam, diesel and electric operations on the NYC. List Price \$45 - Cost to Chapter Members \$38.

LEHIGH VALLEY IN COLOR - 128 page book by Robert J. Yanosey covering the diesel years (1952-1976) on the Lehigh Valley. A total of 222 color photos. List Price \$45 - Chapter Member Price \$38.

PENNSY DIESEL YEARS (VOL. 1 and VOL. 2) - Two separate books on the PRR's diesels, all in color, from Robert J. Yanosey again. Plenty of color photos - List Price for Each Volume is \$45 - Chapter Members may buy each book for \$38 each.

NEW ENGLAND RAILS - 1948-1968 - 200 color photos of New England railroads again by David Sweetland. List Price \$45; Chapter Member Price \$38.

STEEL RAILS ACROSS AMERICA, by Gary W. Dolzall and Mike Danneman, published by Kalmbach - 204 pages of spectacular color photos of railroading across America. List Price \$44.95 - Chapter Member Price \$38.

LEHIGH & NEW ENGLAND RAILROAD - by Doug Lilly - another all-color book on this now-abandoned railroad in Pennsylvania, New Jersey and New York. Chapter Member Price \$38.

READING RAILROAD, Volume 1, by James Holton. This book is the first in a series on the Reading, and is a must for serious Reading fans. It lists for \$57.00, but Chapter Members may secure a copy for \$48.00.

Orders may be placed by telephone to Larry Eastwood at 215-947-5769. Leave your name and the titles you wish to have. Books will be delivered at the May 18 meeting and must be paid for at the meeting. Add a few good titles to your railroad library at a reasonable price, while assisting your Chapter financially.

PARK SERVICE CHIEF HISTORIAN TO APPEAR AT SEPTEMBER MEETING

Edwin C. Bearss, chief historian of the National Park Service, will be the special guest of Philadelphia Chapter at next season's first monthly meeting on Friday, September 21, 1990.

A recognized authority on the Civil War who is known for his lively presentations, Mr. Bearss will discuss the role that railroads played in the "first modern war."

Members are urged to mark their calendars for this outstanding presentation.



MAY 12, 1990: National Transportation Week display at Amtrak station, Wilmington, DE, 10 AM-4 PM. Amtrak and SEPTA equipment will be open for inspection, and Wilmington & Western steam train also will be on hand. Admission free.

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.

MAY 26-28: National convention of Electric Railroaders' Association in Pittsburgh, PA. Activities include river cruise, visit to Arden Trolley Museum, excursion with Port Authority Transit LRV and PCC cars. Convention headquarters will be at Sheraton Station Square Hotel near former Pittsburgh & Lake Erie station. For information, write: ERA, Trip & Convention Committee, P. O. Box 6588, Grand Central Station, New York, NY 10163-6022, enclosing stamped, self-addressed envelope.

MAY 28: Ringling Bros.-Barnum & Bailey 48-car Blue Unit circus train arrives Conrail's South Philadelphia yard from Hartford, CT, due in late evening. Circus will play at Spectrum May 29-June 10, departing for Tulsa, OK early June 11.

JUNE 2: NJ Transit E8 #4323 will power an NJT consist from Hoboken Terminal to Denville, NJ, Spring Valley, NY and return, sponsored by United Railroad Historical Society and Friends of New Jersey Railroad and Transportation Museum. Train will leave Hoboken 9:15 AM, return about 5:30 PM. Fares: \$25 adults, \$15 children under 12, all proceeds going to URHS for the restoration of rolling stock destined to the State Transportation Museum. Photo stops and a picnic stop will be included. Order tickets from: URHS/Friends Train Tickets, W-11 Avon Drive, East Windsor, NJ 08520, making checks payable to URHS and enclosing stamped, self-addressed envelope. For further information, telephone 609-443-4746.

JUNE 2: Two round-trips will be operated with MARC equipment from Hagerstown, MD to Gettysburg, PA and return via CSX's former Western Maryland Dutch Line, sponsored by Hagerstown Chapter NRHS. Morning trip will leave at 8:30 AM, returning at 12:30 PM, and afternoon trip will leave at 1:30 PM, returning at 5:30 PM. Riders must park automobiles at South High Street off South Potomac Street (Route 65) in Hagerstown for shuttle bus transfer to train side. Fares: \$28 adults, \$20 children (12 and under). Order tickets from: Hagerstown Chapter NRHS, P. O. Box 4175, Hagerstown, MD 21740-4175, enclosing stamped, self-addressed envelope.

JUNE 2-3: Rail excursion from Brownville Junction, ME to McAdam and St. Andrews, New Brunswick and return via the Canadian Atlantic Railway, sponsored by 470 Railroad Club. Overnight in the CP Hotel Algonquin. 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: "Farewell to the Pioneers" SEPTA excursion using last of 1958 Budd-built Pioneer III MU cars, sponsored by Philadelphia Chapter NRHS. Cars will be retired July 1. Special train leaves 30th Street (Lower Level) at 10:30 AM, but itinerary has not been finalized. Fare: \$30 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope.

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, 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 1218 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 was mailed to all members during April 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).

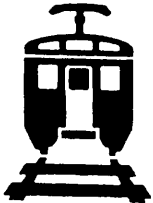
JUNE 22: Harbor lights and rail facilities cruise of New York Harbor, sponsored by Tri-State Chapter NRHS. Tour boat leaves NJ Transit Hoboken Terminal at 7 PM, returns about 10 PM. Fare: \$21 per person. Order tickets from: Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217, enclosing stamped, self-addressed envelope. For further information, telephone Tri-State hotline at 201-488-5429.

PHILADELPHIA



FRANK G. TATNALL, JR.

While SEPTA's Railroad Division has until July 1 to complete the installation of automatic train control (see April Cinders), it is proceeding now with other related improvements. On April 1 the cab signal system was activated from "Vine" interlocking in the center city tunnel to Wayne Junction, giving SEPTA cab signal protection all the way from the Airport and Secane to "Wayne." Still to be completed is cab signal work on the Mainline from "Zoo" to "West" interlocking at 30th Street Station. ATC will be gradually phased in through the tunnel as more cars are equipped.....Delaware Car Company, the contractor for installing on-board ATC equipment, is moving ahead with the job on two fronts. Silverliner III and IV cars, as well as diesel switchers, are being handled at Delaware Car's Wilmington shop, while the Silverliner II fleet is receiving ATC equipment at SEPTA's Lenni training center on the West Chester Line.



All but four of the 58 Silverliner II and III cars overhauled by Morrison-Knudsen at Hornell, NY are back on line. This eases the pain of losing the Blueliners, the last of which were dropped from the roster on April 20 (see page 3).....A visible change at Suburban and Market East Stations was elimination last month of the confusing gate numbers, in favor of marking stairways with the appropriate track numbers. The old gate system was a holdover from Pennsylvania Railroad practice. SEPTA will also install simplified signage at the stations to help guide passengers.....An additional \$5 million will be coming from Uncle Sam to help build a new Temple University rail station at 10th & Norris Streets, according to an announcement by Congressman William H. Gray. This makes a total of \$17 million appropriated for the project. The station will be located in the area of the massive bridge renewal scheduled for 1992-93, now officially designated the "Railroad Main Line Bridge & Systems Improvement Program."

The City of Philadelphia last month postponed indefinitely its \$32.2-million purchase of the Reading Terminal trainshed, which is to become a part of the \$500-million convention center project in the area bounded by 11th, Arch, 13th and Race Streets. Meanwhile, the controversial project moved ahead as the Art Commission gave preliminary approval to the architect's plans, allowing the City to seek a building permit.....SEPTA is replacing the wooden southbound platform at Bethayres station with a concrete deck. This is one of the last wooden platforms on the Railroad Division.....Delaware Valley Rail Passenger reports that SEPTA has installed a large steel-and-glasslike structure at Conshohocken to replace the dilapidated station torn down several months ago.

SEPTA plans to operate a special Bombardier train from Philadelphia to Harrisburg and return on May 22, reportedly carrying the City's movers and shakers who will meet with State legislators concerning the local funding crisis.....Congressman Peter Kostmayer of Bucks County has asked a House committee for \$200,000 to pay for a study of SEPTA's proposed Cross County Metro concept. This is a proposal to use CONRAIL right-of-way for a rail commuter service between Morrisville and Downingtown via Norristown (see April Cinders).....Railpace Columnist Gerry Williams reported last month that the "pie-in-the-sky" plan for SEPTA to operate Scranton-Allentown-Philadelphia passenger trains has died a quiet death. High costs of track rehabilitation on the ex-Reading Bethlehem branch were cited.....Several hundred residents living near Lansdale station were evacuated on the evening of April 12 when two male passengers on a train from Doylestown told the crew they had a bomb in a briefcase. No bomb was found and police arrested the two suspects.



SEPTA's financial woes escalated again last month, piqued by news of a two-day transit shutdown in Buffalo, NY caused by a funding shortfall. Unlike Buffalo, whose bailout plan for the transit system includes a dedicated sales tax, SEPTA continues to lurch along amid threats of further fare increases, drastic cuts in service--or both--but still no dedicated funding source. Late in March and early last month SEPTA conducted public hearings on its latest fare proposal, which is intended to raise an additional \$30 million in annual revenues by boosting the cash transit fare from \$1.25 to \$1.50, increasing token prices from \$1 each to two for \$2.25 and TransPasses to \$16.25 weekly and \$59 monthly.

After taking three days of testimony in Philadelphia, SEPTA's appointed Hearing Examiner Andre L. Dennis shocked everyone when he issued a report on April 18 recommending that SEPTA disapprove the higher fares for City Transit riders. In his nonbinding report, Dennis said that SEPTA had failed to produce "clear and convincing evidence" that the increases were justified and said they would weigh unfairly on the poor. He also indicated that he had received insufficient information upon which to evaluate fare proposals for the Suburban Transit and Railroad Divisions. General Manager Louis Gambaccini reacted to the startling report by asking the SEPTA board to delay further action on the increases. Earlier, he had warned that Philadelphia is approaching a "farepayers' revolt" and that unless SEPTA gains a new funding source within the next 18 months it will undergo a "systematic dismantlement."

PHILADELPHIA EXPRESS (Continued from Page 6)

At a special meeting on April 23 the board decided to delay a decision on the fare proposal. Grim board members also were handed a "hypothetical" list in which the SEPTA staff identified those lines which could be abandoned as a means of saving \$30 million, thus offsetting the fare increase. The list included 31 of 130 bus routes, one of eight City trolley lines, ten of 13 commuter rail lines and the Norristown High Speed Line. Among rail lines on the hit list were the R1 Airport, R2 Wilmington-Warminster, R3 Elwyn-West Trenton, R6 Cynwyd-Norristown, R7 Chestnut Hill East, R8 Chestnut Hill West-Fox Chase and the Route 13 subway-surface line. These were ranked among the system's top losers according to their operating ratio of costs versus revenues. Gambaccini promised that he would be back to the board within a month with several options which would combine more modest service cuts with a lesser fare increase.

Meanwhile, Mayor Goode started a risky game of chicken by threatening to withhold Philadelphia's annual \$45-million contribution to SEPTA unless the State gives the City the right to impose a local sales tax to help fund SEPTA. Gambaccini told City Council that if this threat were carried out it could cost SEPTA an additional \$135 million in matching State subsidies and adversely affect the Authority's bond rating. Governor Casey, who a month earlier had pledged an increase of \$56 million in State support for SEPTA, repeated his promise not to sign any new tax legislation this year. Late in April, State Senator H. Craig Lewis of Bucks County and Representative Dwight Evans of Philadelphia introduced similar bills authorizing Philadelphia and its four surrounding counties to enact special sales taxes of 0.5 to one percent, with much of the revenue going to SEPTA. In addition, Senator Lewis' bill would permit a four-cent-per-gallon increase in the tax on gasoline, to be assessed by the counties in the SEPTA region that chose to do so. At the same time, the Republican chairman of the Montgomery County commissioners, Paul B. Bartle, joined his colleague Andrew L. Warren, chairman of the Bucks County commissioners, in asking for a "summit" meeting with Governor Casey "to address the (SEPTA) crisis."

The National Transportation Safety Board will hold a hearing May 14-15 at the Sheraton Valley Forge Hotel in King of Prussia to further probe the March 7 derailment of a Market-Frankford subway train, in which four passengers died. The train derailed at a facing-point switch just west of 30th Street station, the apparent result of a traction motor which had fallen from car #817, the third car in the train. All of the deaths occurred in the fourth car, #818, which derailed and was sliced open when it plowed into a series of subway support columns. The married pair of Budd-built cars is owned by the City but maintained by SEPTA, and preliminary NTSB findings have raised questions about those maintenance practices.

SEPTA last month permanently withdrew two more cars from service on the Norristown High Speed Line--1927-vintage "Strafford" car #162 and 1931 Bullet #205. Bullets #206 and #209--the last surviving Brill-built cars on any U.S. transit system--were inspected and found fit for continued service. While these four cars were sidelined last month, only the seven pairs of St. Louis-built ex-Chicago cars were available and usually at least one of these was in the shop on any given day. The severe equipment shortage resulted in cancellation of rush-hour express service, with all trains making local stops.

SEPTA's latest solution to the P&W equipment problem is to purchase five K-class cars from PORT AUTHORITY TRANS-HUDSON, scrap the carbodies and mount five single-unit Market-Frankford carbodies on the PATH standard-gauge trucks. Negotiations with PATH were still proceeding in late April and the best guess is that several months will elapse before the 72nd Street shop forces can complete work on the hybrid cars..... Meanwhile, assembly continues on the prototype of 26 Asea-designed AC-drive cars for the Norristown High Speed Line, with hoped-for delivery of the first car sometime this summer. SOREFAME has reportedly built more than a dozen body shells at its plant in Portugal, but thus far only two have been shipped to the AMTRAK shop at Beech Grove, IN where assembly and wiring of the cars is to be performed.

A section of the tunnel wall collapsed at the Juniper Street subway-surface station on the evening of April 27, blocking all service and forcing a reroute of the five trolley lines to the 40th Street subway station.A 60-inch water main ruptured beneath Torresdale Avenue just east of Kensington Avenue in Northeast Philadelphia on April 25, tearing a 100-foot wide hole in the street and destroying Route 56 trolley tracks. A similar water main break on January 30 had caused similar damaged but repairs were almost complete when the second break occurred. SEPTA will continue busing Route 56.....SEPTA GM Louis Gambaccini spoke at a March 30 conference in Upper Merion, called by the Penjerdel Council to discuss solutions to the traffic gridlock which occurs daily along U.S. Route 202. Several attendees had difficulty in reaching the meeting because of bumper-to-bumper traffic in the area, which SEPTA could help alleviate if it had the necessary funding.

On March 31 SEPTA began service on its extended Route 76 bus line. The former Center City Loop has been rechristened the "Ben FrankLine" because it now serves the Society Hill area with its historic attractions, as well as cultural locations along the Benjamin Franklin Parkway. Fifteen Neoplan 3400-series buses have been assigned to the route and equipped with new large-size electronic destination signs, special kite logos on their sides and racks for tourist folders inside. The special 75-cent loop fare has been eliminated, and regular fares now apply. Drivers have been given special training to assist out-of-town passengers.

SEPTA placed its new magnetic core tokens in circulation on April 29, and announced that the old tokens will no longer be accepted after May 12. But they can be exchanged for new ones at SEPTA sales offices even after that date. Because the proposed fare increase has been put off, the new tokens are offered at the present price of five for \$5 or ten for \$10.....SEPTA will help celebrate National Transportation Appreciation Week with special displays on Thursday, May 17.....A Broad Street Line crew was credited with helping capture six armed youths who stormed onto a subway train at Logan station on March 23. The conductor confronted the shotgun-wielding boys who fled when the train was halted at Wyoming station, but with the help of other passengers and police all were taken into custody. (Continued on Page 8)

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After militant homeless people occupied 69th Street Terminal for three weeks, Upper Darby and SEPTA police finally evicted the squatters from the terminal in mid-March.....East Market Street still has a clean, neat appearance, partly the result of a private cleaning squad hired by area merchants. Bus shelters on each block are attractive, some of them bearing reproductions of historic posters, and the glass-roofed subway kiosks lend a distinctive air. These were part of the rebuilding of Market Street east of City Hall, completed two years ago.....SEPTA is advertising a \$1,000 reward for information leading to the filers of false injury claims. The phone number is 215-546-TIPS.....SEPTA sponsored a job fair at Market East Station on April 18, aimed at linking suburban employers with City job-seekers who can use SEPTA to reach these jobs.... City, Federal and SEPTA officials got together March 26 to mark the beginning of the \$4.5-million rebuilding of the Susquehanna-Dauphin station on the Broad Street subway in North Philadelphia.



On April 27 AMTRAK and PennDOT celebrated the tenth anniversary of the Pennsylvanian, the daily New York-Pittsburgh train which has become the most successful state-supported 403(b) train in Amtrak's history. Train 43 that morning left Philadelphia's 30th Street Station with two F40's and nine cars, the rear four reserved for invited guests and State, local and railroad officials. The cars were two Amcoaches, an Amcafe and open-platform office car #10000 complete with a tenth anniversary banner on the rear. Several Philadelphia Chapter members were on board, including William H. Polk who as deputy secretary of transportation in 1980 helped initiate PennDOT sponsorship of the cross-State train. Before leaving 30th Street, passengers heard a representative of Mayor Goode proclaim April 27 as "Pennsylvanian Day" in Philadelphia. Among items passed out on the train was a 20-page commemorative booklet entitled "The Pennsylvanian, An Allegheny Traveler," sponsored by PennDOT and authored by Dan Cupper, a professional writer and member of the Harrisburg Chapter.

AMTRAK has purchased six surplus F40PH diesel locomotives from GO TRANSIT of Canada, and sent them to CONRAIL's Altoona shop for rebuilding. The units will be numbered 410-415 in the F40 series. They were built by General Motors of Canada in 1978.....AMTRAK's 1989 Employee of the Year is James E. Grace, a machinist at Wilmington shop and member of the Lancaster Chapter. The one-time Pennsy employee was to receive his award at a ceremony in Washington April 26.....AMTRAK President W. Graham Claytor, Jr. was the subject of the lead article in the Wall Street Journal on April 5, entitled "Full throttle: Stern boss of Amtrak pushes to wean line off Federal subsidies." The article gives the 78-year-old Claytor great credit for his businesslike management of the passenger railroad.....AMTRAK imposed a no-smoking rule in 30th Street Station effective April 1.

AMTRAK and Midway Airlines will team up in a joint marketing effort to rail passengers and their baggage between Philadelphia International Airport and Atlantic City, the Inquirer reported on April 16. (The February issue of Cinders carried a similar report.) While no startup date has been announced, Amtrak's proposed schedule shows Airport arrivals from Atlantic City at 8:15 AM, 2:45 and 7:45 PM daily, and departures at 9:20 AM, 3:50 and 8:20 PM. Both the Terminal B and Terminal C-D platforms will be served.....Meanwhile, AMTRAK says that ridership on its year-old Atlantic City line is growing, with an expected daily average of 1,400 riders in April.

The first westbound trip of American European Express from Philadelphia is scheduled for Thursday, May 3. The luxury equipment will operate twice a week on the rear of AMTRAK's Broadway Limited between New York, Philadelphia and Chicago. At presstime, it was not known if an advance equipment display would take place here. AEE is also considering a deluxe club car service between New York and Washington. Chapter Member Eric Levin, fresh from the rebuilding of private car Pennsylvania 120, has been named supervisor-maintenance of equipment for AEE.....Has anyone noticed that the April 1 AMTRAK national timetable has its cover reversed? For the first time the title is printed on the left-hand panel instead of on the right.....The March 26 issue of Newsweek Magazine contained the following buzzwords "from behind the scene at AMTRAK: Foamer: A basic railfan, i.e., one who 'foams at the mouth' when he talks or thinks about trains. Glazer: Avid foamer. They foam and their eyes glaze over at the mere thought of a train. FLM: (Pronounced 'flim') Fan living with mother. Beyond even a glazer. This fan has no interests other than trains. Usage: 'There's a flim in the dome car who's driving us nuts with questions.'"

About 100 AMTRAK maintenance workers did not report for work at 30th Street Station and Penn Coach yard on the morning of April 19 while several sheet metal workers walked a picket line. The brief job action was prompted by a dispute with the railroad over activities of union leaders. It was called off when word of an agreement reached local officials, and everyone was back at work by 8 AM.....Sperry rail detector 134 was spotted along AMTRAK's Harrisburg line west of Paoli on April 27.....Delays to rail traffic were caused by rebuilding work on the Warren Street bridge near AMTRAK's Trenton station last month. Certain tracks were closed from Friday evening to Tuesday morning for several weeks.....A number of AEM-7 locomotives, including highest-numbered 953, have the slogan "A safe team on time" lettered on both ends.....A Ridley Township man was struck and killed by AMTRAK train #20, the northbound Crescent, at Darby station about 1 PM April 27.



CONRAIL ended two years of speculation on March 30 when it announced that it had chosen a site in center city Philadelphia for its new corporate headquarters. The railroad will consolidate about 3,000 employees now working at four locations in the City at a new Commerce Square building to be constructed at 20th & Market Streets. The 41-story granite tower is to be ready for occupancy by 1992. The Inquirer speculated that one strong reason for choosing the center city location, in preference to the suburbs, was the ready access for employees provided by SEPTA's transportation network. Conrail executives will also be able to view freight trains passing over the High Line, "a nice side benefit" said one official.

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CONRAIL has reported first quarter 1990 net income of \$25 million (43 cents per share) on revenues of \$823 million, down from first quarter 1989 net of \$60 million (88 cents per share) on revenues of \$872 million. The railroad said its performance was "good" in the light of a weakness in traffic volume, rate pressures and interest costs related to the \$1.1-billion Dutch auction stock tender offer completed in late February as part of the company's financial restructuring.....Following through on an earlier announcement, CONRAIL has established a new employee stock ownership plan (ESOP) for its non-union personnel. The ESOP received about 4.9 million shares of a new series of convertible preferred stock, representing slightly less than ten percent of Conrail's outstanding voting stock.

No passenger excursion trains have been scheduled over CONRAIL lines thus far in 1990, other than those using AMTRAK equipment. Reportedly, this is due to Conrail's recently-announced policy that "all equipment used in excursion trains will have to meet Amtrak inspection requirements and carry an Amtrak identification number." While many individually-owned "private varnish" cars meet these requirements, most shortline or club-owned coaches do not.....CONRAIL has agreed to pay \$5.5 million to the last of 370 passengers who filed suit against the railroads following the January 1987 collision between an AMTRAK train and three Conrail locomotives near Chase, MD. Individual settlements now total \$115 million from the accident, the worst in Amtrak's history in which 16 died and 175 were injured. Conrail Engineer Ricky L. Gates later admitted smoking marijuana before running his light engines through a stop signal and into the path of the speeding Amtrak train. He is now serving prison sentences totaling eight years (Amtrak Newsbreak).

Those ten MP15 diesel locomotives which CONRAIL turned back to General Motors at the end of 1989 have now moved on to new homes. Units 9621 and 9622 went to the BUFFALO & PITTSBURGH RAILROAD; 9623 and 9624 to Mid-America Car, Kansas City; 9625-9629 to the INDIANA HARBOR BELT and 9630 to the OLD AUGUSTA RAILROAD in Mississippi.....A Federal Court in Philadelphia on April 4 granted CONRAIL a permanent injunction against a threatened strike by the Brotherhood of Maintenance of Way Employees to support its drive for a new contract with Conrail.....Those two UNION PACIFIC cabooses which have been parked on a CONRAIL siding at Pottstown for the past two years reportedly will be moved to the Pennsylvania Live Steamers property at Rahns, PA, courtesy of UP Chairman Drew Lewis who resides on a farm at nearby Schwenksville.

NJ TRANSIT NJ TRANSIT plans to increase its fares an average of ten percent this summer to help fill a \$48-million hole in its Fiscal 1991 budget. But the Inquirer reports that there is concern the increase may be self-defeating, by driving away more revenue than the higher fares will bring in. One case cited is that of bus ridership in South Jersey, which dropped so sharply after the fare boost of May 1989 that NJT wound up with less money than before the increase. Governor Florio has also urged NJT to cut costs before going after higher fares, and in fact NJT does not plan to meddle with the fare structure in South Jersey this time around. In a situation somewhat parallel to SEPTA's, NJT finds itself facing a State government also strapped for cash with a \$590-million deficit in the current fiscal year. Though Florio is proposing about \$2.5 billion in new taxes, it is unlikely that the State will raise NJT's existing annual subsidy of \$218 million.

NJ TRANSIT says it will ask permission from PATCO, AMTRAK and CONRAIL to operate a series of weekend special trains from Atlantic City to South Philadelphia for Phillies baseball fans. NJT's present agreement prevents revenue operation into Pennsylvania.....Two of NJT's new ALP-44 electric locomotives have arrived from their Swedish builder and were out on test runs last month. The units, #4400 and 4401, are the vanguard of a fleet of 15 ALP-44's similar in size and appearance to AMTRAK's AEM-7's. It is believed that nine will be assigned to the Newark District, replacing the E60's, and six to the Hoboken side (Carl Perelman).....NJT has selected E8A #4248 (ex-Pennsy #5788) as a companion unit for #4323 (ex-New York Central #4076) to be restored for excursion operation. United Railroad Historical Society will raise funds to repaint the units into Erie Railroad livery, and the June 2 fantrip with #4323 will be the first step in that effort (Jersey Central Chapter News)....NJT will purchase five buses powered by compressed natural gas at a cost of \$2 million, serving as a demonstration project to reduce emissions (NJT Inside Track).

DELAWARE & HUDSON continues to operate under the direction of its trustee, Francis P. Dicello, who is currently considering three bids for purchase of the bankrupt railroad. He has until May 16 to recommend a course of action to the U.S. Bankruptcy Court in Wilmington, DE, either to sell the railroad as an entity or to begin the liquidation process. The bidders are CP RAIL (\$25 million), DELAWARE OTSEGO (\$32 million) and PROVIDENCE & WORCESTER (\$38 million). The P&W's bid, however, is mostly in stock. CP's bid is for the existing D&H system; its earlier offers of \$35 million included a route to Hagerstown, MD but CP has been unable to reach a trackage rights agreement with CONRAIL to reach Hagerstown. Several creditors oppose these bids as too low, one asserting that they are worth only about a quarter of the net liquidation value of the property.

Yet connecting railroads, the States of New York and Pennsylvania and some shippers want the D&H preserved as a competitive force to CONRAIL, the major railroad in the region. One Senator from New York even introduced legislation in Congress to force Conrail to negotiate the Hagerstown trackage rights. Dicello announced that he had up to \$800,000 in subsidies on hand last month, enough to keep the D&H running through the end of May as authorized by the Federal court. Last month, D&H trains were operating with ten B40-8 locomotives and several SD45's leased from the NEW YORK, SUSQUEHANNA & WESTERN, a DELAWARE OTSEGO subsidiary which itself had run the D&H for a year and a half following the June 1988 bankruptcy. Also in use are NORFOLK SOUTHERN units and some of D&H's own power, which includes at least one of the seven GP38-2 and GP39-2 locomotives sent to Morrison-Knudsen's recently-acquired shop at Mountain Top, PA for rebuilding. Narragansett Newsletter reports that the first rebuilt unit, GP38-2 #7312, was released on April 5 painted in D&H's traditional blue-with-

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lightning-stripe image. Further reports indicate that the leased B40-8's (#4010-4028) are gradually being transferred to CSX, which furnished the credit when NYS&W ordered 20 of the big General Electric units last year. Some of them have been spotted in Philadelphia-Chicago piggyback service.

Adding to D&H's woes was the news that CONRAIL and GUILFORD had signed an agreement to reroute east-west freight traffic via Worcester and Springfield, MA, in effect downgrading the west end of Guilford's BOSTON & MAINE RAILROAD which connects with D&H at Mechanicville, NY. D&H stands to lose as much as \$12.8 million in annual revenue as a result of this competitive routing, according to a Journal of Commerce estimate. Runthrough trains began operating April 1 between Conrail's Selkirk (NY) yard and Waterville, ME via the Barber connection at Worcester, with CR crews running between Selkirk and Ayer, MA.

CSX in March withdrew its offer to acquire control of the RICHMOND, FREDERICKSBURG & POTOMAC, after receiving heavy opposition from the State of Virginia which owns 20 percent of RF&P's stock through its retirement system. The State's objection stemmed from a belief that CSX's \$385-million offer for 63 percent of outstanding RF&P stock was too low, in view of the real estate value of RF&P-owned Potomac yard in Alexandria. CSX already controls 36.7 percent of RF&P stock and has six members on its board of directors.....CSX and RF&P ended all classification activity at Potomac yard in early April, except at the RF&P piggyback terminal. This resulted in additional runthrough trains with CONRAIL (see story on page 14).

CSX will buy 53 new Dash 8-40C diesel locomotives this year from GE.....CSX has settled on a final paint scheme for its locomotive fleet. The new image includes a yellow nose and frame stripe, blue cab and lower body, blue logos and gray hood, offering better visibility than the reviled all-gray "stealth" paint scheme.....CSX TRANSPORTATION, which runs the railroad itself, acquired a new president and CEO on March 30. He is Robert L. Kirk, 61, former chairman of a British Aerospace affiliate and before that chairman of Allied-Signal Aerospace and president of LTV Corp. He replaces John W. Snow, who moved up to president of parent CSX CORP.....The April Railpace reports that the "Maryland Board of Public Works has approved the \$15.6-million purchase of 15 new passengers, for delivery in the summer of 1991.".....A CSX office car train was spotted on the SOUTHERN PACIFIC in Houston, TX March 29, headed by FP7 #118 and F7B #119 (Gulf Coast Chapter Gulf Coast Railroading).

SHORTLINE NOTES: BLUE MOUNTAIN & READING was the subject of an eight-page article by Scott Hartley in the April issue of Trains Magazine. The story discussed the growth of BMRG since its founding by Owner Andy Muller in 1983, and its diverse diesel and steam roster. Not mentioned were two units recently added to the roster but not yet delivered: ex-Southern NW2 #1032 acquired from PORT JERSEY RAILROAD, and ex-CONRAIL SW7 #183 from the defunct Sugar Loaf & Hazleton. The article points out that NW2 #413 has been renumbered to 1000 and CF7's #600 and 601 are to be renumbered 1500 and 1501 respectively, in line with BMRG's new policy of numbering locomotives according to their horsepower. The Trains roster includes RDC-1 #9169 which actually departed for Minnesota a year ago, and misidentifies ex-SEPTA RDC-1B #9166 and RDC-1 #9168 as RDC-3's.

BLUE MOUNTAIN & READING lost out in its bid to take over the management of Jim Thorpe (PA)-based Panther Valley Railroad when the line's owner, Carbon County Railroad Commission, awarded the operating contract to the new CARBON & SCHUYLKILL RAILROAD. Run by two former PVAL employees, CSRC began operations March 12 over the 38-mile route in Carbon and Schuylkill Counties. PVAL was disqualified because of lingering financial problems.....BLUE MOUNTAIN & READING will operate no mainline steam trips this season, with 4-8-4 #2102 confined to BMRG's own rails. The shortline's passenger equipment--ex-Erie Lackawanna commuter stock--does not measure up to CONRAIL's tough new rules which require all passenger cars to meet AMTRAK mechanical standards.... Anthracite Railroads Historical Society last month sent its Jersey Central-painted F3A #56 from Jim Thorpe to the BMRG for road tests (John Petko).....BMRG reports that it handled over 1,700 carloads of freight on its 43 miles of track in 1989, a 65-percent increase over the previous year because of the addition of three branches formerly operated by Anthracite Railway (Railpace).

OCTORARO RAILWAY has acquired through a dealer two rebuilt ex-Milwaukee GP20 locomotives, #957 and 960. Painted in the SOO LINE-applied "black bandit" scheme (black paint partially covering the MILW orange), the units are generally used on OCTR's Wilmington & Northern branch to Modena, PA, replacing ex-TOLEDO, PEORIA & WESTERN RS2's #2 and 5 now permanently out of service. OCTR frequently uses RS3 #134, acquired from AMTRAK and now painted blue, on its ex-Pennsy line between Chadds Ford and Sylmar, PA. Most of the former Anthracite Railway units, moved to Kennett Square when ATRW folded last year, are still stored there in the dead line. Ex-DELAWARE & HUDSON RS3 #4103, however, may be restored to service.....On a disconnected siding along OCTORARO's mainline at Avondale, PA are 0-6-0 steam engine #58 (ex-WILMINGTON & WESTERN, ex-Virginia Blue Ridge) and four ex-Pennsy MP54 coaches minus pantographs: #418 and 428 in red and #430 and 435 still in Penn Central green. All are owned by the proprietors of an adjacent antique shop.....The long-rumored change of ownership at OCTR took place this past winter.

South Jersey's WINCHESTER & WESTERN received the attention of Modern Railroads Short Lines and Regionals Magazine in an April feature article. W&W's New Jersey Division operates 64 miles of ex-CONRAIL, ex-PRSL trackage out of Bridgeton and Millville, with sand still its major commodity but a growing market in food products ranging from seafood to corn syrup. W&W is now Conrail's largest-volume shortline connection, and two coal-fired power plants are expected to be built on line within the next few years. Chapter Member Fred Winkler is general agent of the railroad.....Ex-CENTRAL VERMONT Alco RS11's #3606 and 3611, acquired by W&W for its Virginia Division, have been spotted moving east on CONRAIL. Reportedly, the units are to be rebuilt for lease (John Petko).

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NORTH SHORE RAILROAD is renumbering its three recently-acquired CONRAIL switchers. SW7 #8869, usually assigned to NSHR's SHAMOKIN VALLEY RAILROAD, is now #86, SW8 #8618 on the WEST SHORE is renumbered to 1500 (based on the numbering of Reading switchers), and SW9 #8983 is in the shop for repainting. It will most likely emerge bearing #442, an appropriately Erie Lackawanna number because NSHR operates the former Bloomsburg branch of that railroad (Wayne Laepple).....NORTH SHORE crews made one trip to South Danville, PA to switch a DELAWARE & HUDSON customer during the two-week shutdown of the D&H in February.....CHESTNUT RIDGE RAILWAY at Palmer-ton, PA is now using Alco S4 #1055, leased from Relco. CHR's two S2's are to be rebuilt (Kermit Geary, Jr.)..... Lukens Steel-owned BRANDYWINE VALLEY RAILROAD at Coatesville has adopted a new locomotive paint scheme of orange body with blue stripe, which adorns ex-TORONTO, HAMILTON & BUFFALO SW9 #8206. However, all three of BVRY's ex-CONRAIL NW2's, #8201, 8202 and 8203, continue to operate in the original orange and white scheme..... ..UPPER MERION & PLYMOUTH's main power is now SW1200 #22, purchased last year from an unknown source.

Freight business on New Jersey's BLACK RIVER & WESTERN is down considerably from a few years ago, because of the loss of certain on-line industries. Most traffic, both freight and passenger, has recently been handled by veteran RS1 #57, although management insists that steam loco #60 will return to service this year. Ex-Pennsy doodlebug #4666 is reportedly for sale, as indeed is the entire railroad.....MARYLAND & DELAWARE has acquired ex-Santa Fe CF7 #2628, one of the Cleburne rebuilds originally bought for resale by the BLUE MOUNTAIN & READING.....WEST JERSEY RAILROAD is advertising Sunday afternoon and Wednesday evening "dinner trips" from Salem to Woodstown and return, with meals served at LaVita Restaurant in Woodstown. Trains leave Salem at 1:30 PM Sundays and 6 PM Wednesdays, and rail fare is \$10 per person (plus dinner cost).....WJRC's RS3M #7802 (ex-CONRAIL #9931) was shipped in March to the newly-formed WABASH & GRAND RIVER RAILWAY in Missouri, also operated by WJRC parent Pioneer Railroad.

STRASBURG RAIL ROAD has completed the years-long rebuilding of ex-CANADIAN NATIONAL 2-6-0 #89. SRC has also restored wooden coach Willow Brook to its former MARYLAND & PENNSYLVANIA appearance, painted reddish brown with Ma & Pa lettering and original #20. The car is used in regular Saturday passenger service (Lancaster Chapter Dispatcher).....STRASBURG has retired 1905-vintage Pennsy 4-4-0 #1223 after 20 years of service on SRC. Following last fall's discovery of serious firebox defects, the famed locomotive was returned to the nearby Railroad Museum of Pennsylvania which loaned it to SRC (Dispatcher).....Restoration work on WILMINGTON & WESTERN's ex-Pennsy railcar #4662 is progressing well at Delaware Car Company, and the doodlebug is expected to return to service this spring. Freight subsidiary Wilmington & Western Railway celebrates its fifth birthday this year with improving prospects. Former NRHS Chairman E. Lewis Pardee is president of WWRC and Chapter Member Hugh Gibb is VP and treasurer (The Lantern).

BLUES SOAR ON CRESHEIM BRIDGE



--PHOTO BY FRANK TATNALL

During Philadelphia Chapter's "Farewell to the Blues" excursion on March 25, the ex-Reading cars made a one-of-a-kind appearance in Chestnut Hill. The train was backed out onto the \$7.6-million Cresheim Creek viaduct, opened for service just last December 17.

The Blues, however, had never before operated onto the bridge, because track rebuilding on the east side had reduced overhead wire clearances to the point that the Blues were prohibited there.

SEPTA built the new bridge to replace a 104-year-old iron span that had been closed in June 1987 because of structural weakness.

Conrail Freight Schedule Update

Several changes have been made in through freight service on Conrail's Philadelphia and Harrisburg Divisions since the schedules appeared in the March and April issues of Cinders. A number of these involve the addition or withdrawal of north-south trains in connection with new runthrough service to and from RF&P-CSXT at Alexandria, VA, the result of the closure of Potomac yard in early April.

New train SECS, operating from Selkirk, NY to Jacksonville, FL, replaces SEPY on virtually the same schedule to Alexandria, and CSSE from Waycross, GA to Selkirk replaces PYSE. New trains ABCS and CSAB operating between Abrams, PA and Rocky Mount, NC, replace CABA and BACA between Camden and Baltimore, but the trains operate via trackage rights over CSXT between Philadelphia and Washington, DC with runthrough CSX power, instead of via Amtrak's Northeast Corridor. The following schedules became effective April 1:

THROUGH FREIGHT SERVICE - NORTHBOUND

TRAIN Frequency	BAEN Daily	CSAB Daily	CSSE Daily	ESEN Daily	ESPI Ex SU	TV-25 Ex SU	WPAB-26 Daily	WPHA-31 Daily
Lv POCOMOKE, MD.....	.....	.....	.....	.....	.....	.....	.....	0300
Ar HARRINGTON, DE.....	.....	.....	.....	.....	.....	.....	.....	0800
Lv HARRINGTON.....	.....	.....	.....	2000	1900	.....	.....	.....
Lv DOVER.....	.....	.....	.....	2100	.....	.....	.....	.....
Lv PORTER.....	.....	.....	.....	2300	.....	.....	.....	.....
Lv NEWARK.....	.....	from RF&P	from RF&P	0030	2300	.....	.....	.....
Lv ALEXANDRIA, VA.....	.....	1400*	0300*	.....	.....	.....	.....	.....
Ps ANACOSTIA, DC.....	.....	1445	0345	.....	.....	.....	.....	.....
Lv BALTIMORE, MD.....	0300	.....	.....	.....	.....	2200	.....	.....
Ps PERRYVILLE.....	0430	via	via	0100	2345	2300	.....	.....
Ps COLUMBIA, PA.....	0730	CSXT	CSXT	0300	0200	0055	.....	.....
Ar HARRISBURG.....	.....	.....	.....	.....	.....	0200	.....	.....
Ar ENOLA.....	1000	.....	.....	0430	0320*	.....	.....	.....
Lv EDGE MOOR, DE.....	.....	.....	.....	.....	to	.....	0400	.....
Ps PHILADELPHIA (Park Jct.), PA.....	.....	2200	1100	.....	Conway	.....	.....	.....
Ps PHILADELPHIA (Zoo).....	.....	.....	to	.....	.....	.....	0600	.....
Ar ABRAMS.....	.....	2330	Selkirk	.....	.....	.....	0830	.....

THROUGH FREIGHT SERVICE - SOUTHBOUND

TRAIN Frequency	ABCS Daily	ENES Daily	PIBA Daily	SECS Daily	STES Daily	TV-22 Ex TU	WPAB-26 Daily	WPHA-31 Daily
Lv ABRAMS, PA.....	1600	.....	.....	from Selkirk	.....	.....	2200	.....
Ps PHILADELPHIA (Zoo).....	1700	.....	.....	0130	.....	.....	0001	.....
Ps PHILADELPHIA (Park Jct.).....	.....	.....	from Conway	0130	.....	.....	.....	.....
Ar EDGE MOOR, DE.....	.....	.....	via	via	from	from	0200	.....
Lv ENOLA, PA.....	.....	2100	1800*	CSXT	Detroit	Chicago	.....	.....
Lv HARRISBURG.....	CSXT	.....	.....	.....	2359*	0140*	.....	.....
Ps COLUMBIA.....	.....	2230	1930	.....	0015	0255	.....	.....
Ps PERRYVILLE, MD.....	.....	0130	2300	.....	0345	0455	.....	.....
Ar BALTIMORE.....	.....	.....	0030	.....	.....	0600	.....	.....
Ps ANACOSTIA, DC.....	0030	.....	.....	0845	.....	.....	.....	.....
Ar ALEXANDRIA, VA.....	0115*	.....	.....	0930*	.....	.....	.....	.....
Lv NEWARK, DE.....	.....	0315	.....	.....	to	0545	.....	.....
Ar PORTER.....	.....	RF&P	0415	.....	RF&P	.....	.....	.....
Ar DOVER.....	.....	0615	.....	.....	.....	.....	.....	.....
Ar HARRINGTON.....	.....	0730	.....	.....	.....	0900	.....	.....
Lv HARRINGTON.....	.....	.....	.....	.....	.....	.....	.....	2100
Ar POCOMOKE, MD.....	.....	.....	.....	.....	.....	.....	.....	0230

KEY TO TERMINAL ABBREVIATIONS:

AB - Abrams, PA
 BA - Baltimore
 CS - CSX Transportation
 EN - Enola, PA
 ES - Eastern Shore

PI - Pittsburgh (Conway)
 SE - Selkirk, NY
 ST - Sterling, MI
 TV - Trail Van (piggyback)

Ar - Arrive
 Lv - Leave
 Ps - Pass
 * - Crew change

Other changes include:

- BAPI (Baltimore to Pittsburgh) - Withdrawn
- ALCA (Allentown to Camden) - New stop at Abrams, arriving 1315, passing Philadelphia (Zoo) 1630, arriving Camden 1745 daily.
- CAAL (Camden to Allentown) - Eliminated stop at West Falls, new stop at Abrams, leaving 2030, arriving Allentown 0115 daily.
- ENPY (Enola to Potomac Yard) - Withdrawn.
- PGEN (South Philadelphia to Enola) - Established. Leaves South Philadelphia 1545, leaves Abrams 1900, passes Phoenix 1945, arrives Enola 2359 daily.
- MOPI (Morrisville to Pittsburgh) - Leaves Morrisville 1430, leaves Abrams 1745, passes Phoenix 1830, arrives Enola *2359 daily.
- PIMO (Pittsburgh to Morrisville) - Leaves Enola *0700, passes Phoenix 1145, arrives Abrams 1215, arrives Morrisville 1500 daily.
- PYEN (Potomac Yard to Enola) - Withdrawn.



Amtrak's April 1 schedule changes included the following points of interest in the Northeast: the Cardinal will accept local passengers in the Corridor to the extent of seats available. Passengers will be carried on Atlantic City trains 668 between Washington and Philadelphia as well as 654 between Trenton and New Haven. Train #86, the Virginian, now runs one hour later, replacing #174, with Train 184 replacing 86's old slot. Train #90, the northbound Palmetto, runs about 40 minutes earlier, with Train #96 operating an hour later.

Train service to Harrisburg has been improved, with one round trip added daily between Harrisburg and Philadelphia to replace the Keystone State Express, which bypasses 30th Street Station, using the New York-Pittsburgh subway at "Zoo" on its direct Harrisburg-New York run. An evening westbound trip and an early morning eastbound train have been added.

The Atlantic City service, finally showing some ridership improvements, has been restricted to further build ridership. Three round trips operate between Atlantic City and 30th Street Station (to be extended to the Airport when the Midway Airlines deal is finalized), and the Washington-Atlantic City round trip is now a Richmond-Atlantic City round trip. This train has particularly strong ridership, and its addition has also improved the Richmond-Washington service as well. There is also one New Haven-Atlantic City round trip, too. A fourth set operates on Fridays and Saturdays as Train 685 Friday, 668-661-666 Saturdays, finishing up early Sunday morning back in Philadelphia on Train #186, the Moonlighter, which operates Washington-Philadelphia only.

Cape Cod service will appear this summer again, but only between the end of June and Labor Day. The Saturday short turn between Hyannis and Providence will also run again.

Empire Service shows the addition of a train six days a week between Syracuse and New York, with an extension of an Albany-New York train providing the equipment. The Silver Star runs one hour earlier southbound and 30 minutes earlier northbound, and the Silver Meteor runs 50 minutes later in each direction.

On the West Coast, it is expected that a round trip for commuters between Los Angeles and San Juan Capistrano, sponsored by the Orange County Transportation Commission, will start on April 30.

Train #6, the California Zephyr, suffered a serious derailment near Batavia, IA in late April. The front portion of the train did not derail, and consisted of F40's #331, 262 and 343, new MHC's 1533, 1564 and 1568, baggage 1165, hi-level 39900, Superliners 32063, 31029 and 34078. Cars derailed and their damages were 33021 (\$25,000), 38017 (\$30,000), 31042 (\$40,000), 34100 (\$75,000), 32064 (\$150,000), 31012 (\$175,000) and 34001 (\$400,000). Cars 33021, 38017 and 31042 were derailed and upright, with 34100 and 32064 derailed and leaning, and the rear two cars tilted and much more seriously damaged.

In other accident items, Horizon fleet cafe 53000 and coaches 54057 and 54063 were reported at Penn Coach yard in Philadelphia on April 2, with worst-damaged coach 54045 still reported in Oakland, CA. These cars were the victims of the December collision with a truckload of chocolate syrup near Stockton, CA.

In motive power items, Amtrak's two F69PH locomotives, #450 and 451 are still testing at Pueblo. The six F40's purchased from GO Transit, renumbered #410-415, are at Conrail's Altoona shop for rebuilding.

On the equipment front, baggage car 1228 has been assigned to Chicago-Detroit service and may be equipped with MU trainlines. The first conference car, #9800, is still under conversion at Wilmington shop for a July introduction. As I now understand it, the car would have a conference room at the cab end, plus four small rooms described as "facing seats with a curtain for some privacy" (sounds like what the New Haven Railroad used to call a "day roomette"). A center-of-the-car food service area will remain, with club seats to the rear. There may be other cars similar to this if this one works out.

The ten Horizon full diner-lounge cars are assigned to Oakland (six cars) for San Joaquin service and to Chicago (four cars) for the City of New Orleans (replacing an AmLounge II).

Amtrak's annual equipment directory shows no changes in the locomotive fleet, but the car inventory is changed indicated. In the Amfleet, five 60-passenger coaches are converted to 84-passenger and renumbered, with 21873, 21881, 21838, 21860 and 21865 becoming 21280, 21281, 21283, 21284 and 21285, respectively. Two Amdinettes, 20237 and 20242, have been converted to Metroliner Service cars 48937 and 48942. One Metroliner Service dinette, 20913, has been trainlined and renumbered 48913. Eight 60-passenger Amcoaches are converted

(Continued on Page 14)

ON THE SCENE (Continued from Page 13)

to Metroliner Service cars, with 21815, 21823, 21827, 21835, 21845, 21869, 21878 and 21885 to be renumbered to 44900 series (21815 becomes 44915). Five other Metroliner Service coaches received trainlines, with 21910, 21912, 21914, 21940 and 21966 becoming 44910, 44912, 44914, 44940 and 44966. Two Amclubs have received trainlines, with 20122 and 20125 becoming 48122 and 48125. Finally, three Amcafes become Metroliner full clubs with trainlines, they being cars 20034, 20042 and 20051, renumbered to 48983-48985, respectively.

In the Heritage Fleet, baggage car 1126 is added (ex-Union Pacific 6331 via the Alaska Railroad and a private owner --rebuilt from six-wheel to four-wheel trucks). Also to be added are 1000-1002, which are the ex-VIA baggage cars converted to HEP and returned to service. Three baggage cars have been removed from active service, they being 1130, 1156 and 1169. Additionally, 12 ex-Army short baggage cars, 1350, 1351, 1355, 1357, 1363, 1364, 1366, 1368, 1370, 1372 and 1378 are removed from active service. Twenty former Auto-Train triple deck auto carriers have been added as 9121-9140.

In Capitliners, cars 809, 822, 825 and 828 were restored to service as control cars. Meanwhile, control cars 9642-9650 were rebuilt from 823, 815, 804, 800, 813, 801, 820, 807 and 819. The prototype conference car mentioned, above, #9800, is being converted from Metroliner #863.

The new cars added, of course, included Material Handling Cars 1500-1569 (40 were delivered as of March 22), and Horizon coaches 54000-54071 and 54500-54513 (with luggage racks), and Horizon food service cars 53000-53007 (half dinette) and 53500-53509 (full diner-lounge).

Amtrak's For Your Information, published for employees, featured a discussion of the Corporation's future equipment plans.

It's no real secret that Bombardier will be asked to build some new Superliners. Eventually, Amtrak would like to acquire 175 new cars in five types -- transition-dorms, coaches, sleepers, diners and lounges. If the full complement is ever constructed (it's likely only a portion would be ordered initially), Amtrak would want to re-equip those Heritage trains which can accommodate high level equipment, with candidates being the Auto Train, Capitol Limited and City of New Orleans. These cars, of course, maximize revenue and passenger capacity with the fewest number of cars. Five western trains would receive an additional sleeper, and the Coast Starlight and Texas Eagle would add a second diner and a lounge, respectively. If you are unable to add many additional cars to existing trains, sleepers yield more revenue than coaches.

Superliners, of course, cannot operate on trains which operate into New York's Penn Station (or Grand Central, either). The publication states that over 300 new cars would be needed to replace all remaining Heritage cars, but a bid proposal called for 50 cars with options over a five-year period, totalling 166 additional, or a grand total of 216 cars. As with the Superliners, the new cars would offer greater capacity on those trains which are already near consist limits.

As for new locomotives, two types are under consideration. Both would be 3,000-hp types and have A.C. motors. To replace the GE P30CH's and, eventually, F40's, there would be an initial buy of 43 units, for now termed the "AMD100" (No, I have no idea what it would look like!). To replace the FL9 units, the AMD125, a 3,000-hp, A.C.-motored, but containing a dual-mode electro-diesel to operate on either diesel or electric power, would be procured.

In commuter rail news, Maryland's MARC has ordered 15 additional Sumitomo cars and taken two options for up to 20 additional cars. Virginia Railway Express ordered 28 cars from Mitsui (to be assembled in Brazil), with this service expected to begin during 1991.

MBTA's 75 new double-deck commuter rail cars will be assembled at the General Electric plant in Pittsfield, MA. Kawasaki of Japan is the primary contractor, and deliveries are expected to begin this August and continue through the end of 1991.

In Connecticut, meanwhile, the new Shore Line East commuter service between New Haven and Old Saybrook will make stops at Branford, Guilford, Madison, Clinton and Westbrook. It's due to start the end of May.

The program to rebuild almost 600 Budd-built R32 subway cars in New York has been completed. Most of the work was done by Morrison-Knudsen at Hornell, where work will now switch to an upgrade of 752 R46 subway cars. Morrison-Knudsen will also build 256 new rapid transit cars for Chicago's CTA at the Hornell plant. The new cars will replace the remaining 6000's (and their single-unit cousins) and equip the line under construction to Midway Airport. An option for an additional 118 cars has been taken, as well.

ON-AGAIN, OFF-AGAIN RAIL GARRISON MAY BE OFF AGAIN

The Defense Department's \$2-billion plan to mount 50 MX missiles on rail cars may have become the victim of budget cutting.

Under pressure to cut spending in Fiscal Year 1991, the Air Force said last month that it may cancel plans to remove the missiles from underground silos in Wyoming and place them aboard 25 special trains. The trains were to be stationed at seven air bases from Michigan to Texas, ready for quick deployment on the rail system as a means of avoiding enemy detection.



FAREWELL SEPTA PIONEER III MU EXCURSION



sponsored by
Philadelphia Chapter
National Railway Historical Society



Sunday, June 3, 1990



Philadelphia Chapter, NRHS invites you to participate in our "Farewell to the SEPTA Pioneer III" excursion on Sunday, June 3, 1990. This will be the last excursion utilizing these 1958 Budd-built electric MU cars, which will be retired from active service by July 1.

The excursion will originate at Philadelphia's 30th Street Station (LOWER LEVEL) at 10:30 AM, EDT. The itinerary for this excursion has not been finalized, but will include operation on the former Pennsylvania Railroad Main Line west of Philadelphia where the cars were first utilized when introduced to service. Philadelphia Chapter has requested that the excursion operate to Lancaster, PA, if possible.

The Pioneer III cars will not be equipped with automatic train control devices, required for use on Amtrak-controlled lines after July 1, 1990. Because of this and the cars' incompatibility with other Silverliner equipment, these unusual stainless steel cars will be removed from service at the end of June.

Because of these cars' infrequent and unpredictable appearance in regular revenue service, we encourage you to take advantage of this last opportunity to ride and photograph this equipment while still in service. Photo stops will be made as operating conditions permit, and a lunch and rest stop will be made during the trip.

Our ticket price reflects increased cost to Philadelphia Chapter due to requirement to provide liability insurance for the operation of the excursion.

Our return to Philadelphia's 30th Street Station is expected about 5 PM.

Capacity is limited on this excursion, and thus early ordering of tickets is strongly suggested. Further information on this outing may be obtained evenings between 7 and 9 PM from 215-828-0706 or 215-947-5769.

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

Gentlemen:

Please send me _____ tickets at \$30.00 each for the Sunday, June 3, 1990 SEPTA Budd Pioneer III MU excursion originating at 30th Street Station (Lower Level), Philadelphia, PA, at 10:30 AM, EDT. I have enclosed \$_____._____, payable to PHILADELPHIA CHAPTER, NRHS for my tickets, and have also included a stamped, self-addressed envelope for mailing my tickets.

Name _____

Address _____

City _____ State _____ ZIP Code _____

Telephone: Area Code _____ - _____ - _____

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