

# CINDERS

## APRIL 1991



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**PHILADELPHIA CHAPTER**

**National Railway Historical Society Inc.**

**Post Office Box 7302**

**Philadelphia, PA 19101**

PHILADELPHIA CHAPTER, NRHS, Inc.  
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Editor.....	R. L. Eastwood, Jr.

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

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

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

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

## OUR MEETING:

FRIDAY EVENING, APRIL 19, 1991

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

As discussed at the last Chapter meeting, the April, 1991 meeting will feature a member-participation slide night to commemorate the 20th anniversary of the startup of operations by Amtrak on May 1, 1971. If his schedule permits, we will also have as our guest Clifford Black, Amtrak's manager-public affairs. The Chapter will make available a Kodak slide projector and stack loader for members (maximum 20 slides per person, covering any aspect of Amtrak). Registration will begin at 7:15 PM that evening on a first-come, first served basis.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, APRIL 16, 1991 to President Tatnall at 215-828-0706. Please adhere to this strict reservation deadline. We ask that you specify when ordering if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM.

The Chapter will close out its program year in May and June with a two-part program by Noted Artist and Historian Ted Xaras on the Pennsylvania Railroad in Philadelphia, a history of the routes and stations used by the PRR and associated lines in serving its headquarters city. Mark your calendars for May 17 and June 21.

Members who ordered Morning Sun Books' two new books, PENNSY ELECTRIC YEARS and PENNSY DIESEL YEARS Volume 4, may pick up their copies at the April meeting at \$38 per copy. Other selections from the Chapter bookstore will also be available for sale.

### NOTICE OF ANNUAL MEETING AND ELECTION

You are hereby notified that the Annual Meeting and Election of Officers for Philadelphia Chapter, NRHS, Inc., will take place at our regular monthly meeting, Friday, April 19, 1991, beginning at 7:30 PM. Nominations for the positions of president, senior vice president, vice president and treasurer, secretary and national director will be taken from the floor.

SHEILA A. DORR  
Secretary



CONRAIL - 15th ANNIVERSARY - April 1

AMTRAK - 20th ANNIVERSARY - May 1



## NATIONWIDE RAIL STRIKE LOOMS APRIL 17

Several times over the past 40 years the nation's railroads and their unions have failed to agree on new contracts, the unions have struck and Congress has been forced to legislate a settlement. That scenario may be rerun this month as both management and union leaders profess to see little hope of an agreement before their latest truce expires at midnight April 16. A nationwide strike may follow the next day.

In negotiations which began in 1988 the carriers, through their bargaining agent the National Railway Labor Conference, and the dozen or more operating and shopcraft unions have been unable to hammer out a multi-year contract. There are 170,000 Class I employees covered by labor agreements as well as certain other workers whose roads are parties to the negotiations. Faced with this standoff, the two sides followed the requirements of the Railway Labor Act and submitted the issues to a Presidential Emergency Board set up in May 1990. After months of hearings and deliberation the PEB submitted its non-binding recommendations on January 15, 1991 and, under the law, the two sides then could not take "self-help" measures for 30 days, meaning the unions could not strike and the railroads could not impose new wages and work rules. Before the cooling-off period expired, both sides agreed to a further extension so as not to risk a shutdown of the rail system while the Persian Gulf war was in progress. That extension ends on April 16.

Major issues in the dispute are wages, work rule changes and health care costs. The Board recommended that the workers receive an immediate lump-sum payment of \$2,000 each, a series of three-to-four percent pay increases over the next four years and a lengthening of the work day for train crews from 108 to 130 miles. The most controversial finding, however, was that employees for the first time should pay a part of their health care costs. The unions immediately said that the latter was unacceptable and the carriers said that they could not afford the proposed settlement.

If a nationwide strike comes it is estimated that 500,000 workers will be laid off within two weeks in industries dependent on rail service.

Amtrak also would be seriously affected (except on its own Northeast Corridor route) and scores of non-union shortlines would be hard hit if their Class I connections are unable to handle traffic. A few carriers might continue to handle perishables and other vital commodities with supervisory crews, and the possibility exists that the unions may decide to selectively strike only two or three major roads, a "divide and conquer" tactic which has been unsuccessfully tried before. Passenger authorities such as SEPTA which negotiate their own labor agreements would not be affected, except to the extent that they operate over other railroads that are shut down. They might also be harassed by pickets from the freight carriers, but judges will usually issue restraining orders in such instances.

If it does come down to a strike, and history is any guide, swift Congressional action to end the walkout can be expected. Larry McFather, head of the Brotherhood of Locomotive Engineers, was quoted in Traffic World as saying that he anticipated a nationwide strike would last three or four days, while other union leaders accused the railroads of pursuing a strategy to force Congress to impose a settlement.

## SEPTA PUSH-PULL TRAINS CONTINUE RUNS ON THREE LINES

SEPTA's Bombardier push-pull trains will continue on their present assignments after the timetable changes effective April 7. They operate on the R5 Downingtown/Parkesburg, R2 Warminster and R3 West Trenton lines during weekday rush hours only.

The "Bomb" trains normally consist of an AEM-7 electric locomotive on the south or west end of the train, four coaches and a cab control car. SEPTA has seven sets of the equipment, with six sets in service at any one time. The train assignments are:

### Morning

From Parkesburg: 9524, 7538  
 From Downingtown: 9528, 7532  
 From Warminster: 6215  
 From West Trenton: 6321

### Afternoon

To Parkesburg: 7555, 7563 (originate at Suburban Station)  
 To Downingtown: 9559, 9571  
 To Warminster: 6238  
 To West Trenton: 6372

## UPDATE OF CONRAIL "TALKING" DEFECT DETECTORS

A further addition should be made to the list of radio alarm defect detectors in operation on nearby Conrail lines, as published in the January issue of Cinders:

### Harrisburg Line

Hotbox and dragging equipment detectors are in service on #1 and #2 tracks at Hummelstown, PA (milepost 103.6), announcing "Hummelstown" on road radio channel 1 (160.80 MHz).

# PHILADELPHIA



## FRANK G. TATNALL, JR.

SEPTA ran a push-pull special from New York to Washington and return on March 12 via AMTRAK. Sponsored by the American Public Transit Association, the trip brought together officials and backers of all major commuter railroads and transit authorities along the Northeast Corridor for a major lobbying blitz on Capitol Hill. SEPTA's representatives called on Pennsylvania Senators and Congressmen in an effort to secure more badly-needed Federal funding. The train, which left New York's Penn Station at 7:15 AM and 30th Street at 8:51, was made up of AEM-7 #2303, coaches 2505-2511-2503 and cab cars 2410-2408 with specially-installed working lavatories.



AMTRAK has agreed to place hand-operated switches in the deactivated "Park" interlocking at Parkesburg, Chester County, which would allow SEPTA's R5 trains to turn back there rather than continuing further west to Leaman Place where the cross-over moves are now made. SEPTA, however, is pressuring Amtrak to restore the power switches to service.....SEPTA train 5003, deadheading from Frazer shop to Leaman Place in the early morning of March 12, was halted just east of Gap when its AEM-7 locomotive #2306 suffered an electrical failure. AMTRAK E60 #606, which had brought Metroliner equipment to Thorndale for train 201, was sent westward to rescue the SEPTA train, but it too died at Coatesville. Finally, F40 #412 heading train 601 for Harrisburg coupled to 606 and then to the disabled SEPTA train, shoving them both to Lancaster. This forced annulment of the first train out of Parkesburg and train 601 was delayed an hour and 21 minutes.

SEPTA has requested bids for two additional rebuilt diesel locomotives to help with car positioning moves over CONRAIL tracks during the Mainline shutdown beginning in April 1992.....SEPTA has completed the installation of two more solid-state frequency converters at the Wayne Junction substation, as well as upgrading the first converter. This has allowed the permanent retirement of the last rotary converter at Wayne, which dates from the original Reading Company installation in 1931. The new machines supplied by ABB of Sweden convert Philadelphia Electric commercial power to the unique 12,000-volt, 25-cycle AC power used on SEPTA commuter lines and by AMTRAK on the Corridor.....SEPTA is considering whether to follow the lead of NJ TRANSIT in converting its existing fleet of General Electric Silverliners to AC propulsion. NJT has been retrofitting its similar Arrow III cars with AC traction motors at the ABB facility in Elmira, NY, and SEPTA may follow suit when its Silverliner IV cars come due for overhaul after 15-plus years of service.

SEPTA is set to begin Saturday service to and from Wilmington, effective April 13. SEPTA currently operates 18 weekday trains in each direction between Wilmington and Philadelphia, carrying about 1,250 daily riders to and from Wilmington and Claymont. The service is partly subsidized by DelDOT (News Journal via Roy Soukup).....A revised edition of the Northeast Operating Rules Advisory Committee (NORAC) operating rules became effective January 1. This provides uniform rules for all participating carriers, which include AMTRAK, SEPTA, CONRAIL, NJ TRANSIT, DELAWARE & HUDSON and SUSQUEHANNA.....Tredyffrin Township in Chester County is again considering SEPTA's plan to enlarge the commuter parking lot to 167 spaces at Daylesford station, and to install new lighting. But in February the Township Planning Commission voiced objections to the proposed 25-foot light standards, and cited allegedly poor maintenance at the Strafford station parking lot (Pat Purcell).....SEPTA operated a special two-car train from the Airport to Suburban Station and return on March 22, carrying U.S. Senators Arlen Specter and John Heinz.....SEPTA Airport trains are now stopping at the newly-opened Dilworth International Airport (Terminal A).'

SEPTA has received a \$115,000 grant from the National Easter Seal Society to build partial high-level platforms at six stations for use by wheelchair-bound passengers. These will be at Ambler (where one platform already exists), Doylestown, Lansdale, Bryn Mawr, Chester and Fox Chase. (An earlier platform at Fox Chase was removed after two deaths occurred there.) SEPTA has decided on a 20-inch gap between car and platform with bridge plates to be used. Similar installations are planned at Media and at four new stations: Frazer, Thorndale, Eddington and Woodbourne (Oxford Valley).

SEPTA planners have proposed a bare-bones electrification for the idle Newtown branch at a cost of \$19.2 million, DVARP reports. A manned block station would be established at the former "Ayres" tower where the branch crossed the Neshaminy (West Trenton) Line at grade. An estimated 1,500 daily passengers would use the 15.2-mile line beyond Fox Chase, but the newly-formed Newtown Greenway Coalition it still pressing its campaign to turn the route into a "linear park".....A mudslide laced with neighborhood trash rumbled down onto SEPTA's #1 Mainline track just south of Melrose Park station early on March 27, blocking rail traffic until the debris was shoveled clear about 7:30 AM. Single-tracking resulted in serious delays to three routes. ....In February a fire started by homeless people in the track area of Suburban Station spread to power cables, knocking out the lighting in much of the station. Power was restored quickly in the eastern section but other areas remained dark for nearly three weeks.....SEPTA may convert Suburban Station into a shopping mall, Philadelphia Business Journal reports.

(Continued on Page 4)

## PHILADELPHIA EXPRESS (Continued from Page 3)



Mayor Goode said last month that he will release \$20 million of the subsidy which the City has been holding back from SEPTA since last year. Included is \$8.8 million still owed from the previous fiscal year, plus the first quarterly installment of \$11.3 million due on the promised \$45 million in FY 1991. Earlier, the Mayor had vowed not to pay any of the money unless the State Legislature granted permission for the City to levy a special sales tax to pay for it.....SEPTA's immediate future remains perilous, in spite of Philadelphia's cash infusion. The Authority has managed to keep going only by borrowing money, deferring purchases and refusing to pay creditors. "SEPTA's ability to maintain the integrity of the operations and its infrastructure are being sorely tested as the patience of our vendors and our ability to preserve cash are exhausted," said General Manager Louis Gambaccini.

Still, SEPTA's plight is being noticed. A number of legislative leaders in Harrisburg have promised to push for a dedicated statewide tax to support transit and Andrew L. Warren, the Republican chairman of the Bucks County commissioners, wrote in the March 27 Inquirer that "failure to act now (on a dedicated funding base for SEPTA) amounts to a decision to dismantle the economy of the Delaware Valley and, to a large degree, the economy of this Commonwealth." (Governor Casey, however, facing a billion-dollar State deficit, has agreed to nothing beyond the present level of funding for SEPTA.) Transit supporters have also put on a full-court press for help from Uncle Sam and, after touring some deteriorated sections of Philadelphia's subway system last month, the late Senator John Heinz and Senator Arlen Specter pledged to go after more Federal money for SEPTA. They stressed, however, that unlike other major states Pennsylvania has done nothing to establish a predictable funding source for transit, and that this must be done to gain credibility in Washington. SEPTA insists that it needs at least \$4.5 billion over the next decade just to restore its physical plant to good and efficient condition.

Meanwhile, debate continues in Washington on President Bush's proposal to reauthorize the funding of highway and mass transit programs through a five-year extension of the Surface Transportation Assistance Act (see March Cinders). Transit advocates charge that the plan, which would take effect October 1, shortchanges transit by increasing Federal highway spending by 40 percent--from \$14.6 billion this year to \$20.3 billion in 1996--while boosting transit outlays only slightly from \$3.2 billion to \$3.3 billion a year. Operating subsidies for large metropolitan systems would also be eliminated.

NARP points out that the Administration's highly-touted "flexibility" feature, under which certain highway funds could be diverted to transit, is more than offset by another provision allowing states to shift ALL Federal transit money to highways. By doing so, the states could take advantage of higher Federal matching on highway projects (90 percent for Interstates and 75 percent for the rest of the newly-designated, 150,000-mile "National Highway System") versus a 60-percent Federal match for capital transit projects. Another 700,000 miles of urban and rural roads would be eligible for 60-percent aid from Uncle Sam. However, considerable opposition has been expressed in Congress to various segments of the Bush program, and it is Congress which after long and heated debate will write the final legislation.

Following up the February release of its transportation plan, the Bush Administration announced a new National Energy Strategy which also seemed to downplay the role of fuel-efficient mass transit. Again, critics complained that the President's people had their priorities confused by recommending that domestic oil production be increased while virtually ignoring fuel conservation measures such as higher fuel taxes. Business Week called this "wimping out" on energy, as the government shuns measures that "could inflict the slightest pain on the public" or on automakers who may now escape the cost of higher fuel economy standards.


SEPTA is keeping up its drumfire of press releases documenting the dire condition of its plant and equipment. A 24-page booklet titled "SEPTA Needs Dedicated Funding" lays out in detail the need to invest some \$4.5 billion over the next ten years to protect the region's mass transportation system from physical collapse--a system which would cost \$75 billion to replace. The latest installment of the "Work Cannot Wait" brochures points out the critical need to modernize SEPTA's antiquated communications facilities, including new control centers for each mode. The publication emphasizes that SEPTA currently receives between \$100 million and \$125 million each year for capital projects, less than 25 percent of the \$450 million annual investment which is needed.....Delaware Valley Regional Planning Commission has updated its Year 2000 Transportation Plan for the region by recommending an additional \$1.7 billion for SEPTA, to be used for the Mainline rebuilding project in North Philadelphia, to acquire 80 passenger cars and locomotives and to modernize the Broad Street subway's signal system.....DVARP reports that SEPTA has undertaken its own effort to draft a 20-year plan which will chart its course through the year 2010.

The entire 12-mile Route 23 trolley route will be shut down from April 28 to October 1, to allow construction of a new turning loop at Germantown Avenue & Ontario Street for Erie Avenue - Chestnut Hill service. Other track and wire improvements will also be made during the five-month closure.....Nothing further has developed on SEPTA's plans to sell 19 more PCC cars to SAN FRANCISCO MUNICIPAL RAILWAY, in spite of a claim in certain publications that the cars are "enroute".....SEPTA reportedly has painted one of its PCC's in a modified color scheme.....SEPTA's January 1991 roster shows a total of 109 PCC cars, of which 89 are listed as active, 19 set aside for sale and one (#2054) held for historical purposes. There are 57 General Electric-equipped cars and 32 Westinghouse cars in the "active" fleet but not all are actually in service. Twenty-six cars are assigned to Callowhill depot for Route 15, one is assigned to Elmwood for storage and the balance are based at Luzerne for Routes 23 and 56.

## PHILADELPHIA EXPRESS (Continued from Page 4)

The latest target date for delivery of the Norristown High Speed Line's prototype car #451 is late May, with ABB to begin delivery of the remaining 25 cars by the end of 1991.....Union Switch & Signal will supply a new wayside signal system for the NHSL. Similar to PATCO's system, the fixed signals will be installed only at interlockings, with the operators otherwise governed solely by cab signals.....SEPTA has scheduled a hearing for April 8 on its plan to revive the one-day "DayPass".....A SEPTA signal maintainer, Warren Speegle, has assembled a collection of third-rail hardware and related items which he recently displayed at Fern Rock Training Center. SEPTA Lines carried a story on Speegle together with a photo of his ten-foot-long wooden model of an original Market Street subway car.....A 33-year-old man walking on the tracks in the Market Street subway near 19th Street on March 13 was struck and critically injured by an east-bound train. Service between 5th and 52nd Streets was disrupted for two hours in mid-afternoon.

SEPTA will defer any further bus purchases until engines are available which meet the new diesel exhaust regulations issued by the Environmental Protection Agency. EPA's diesel rules become effective this year, but bus manufacturers may not be able to comply immediately. Transit buses were singled out for emission standards before other diesel-powered vehicles because of a public perception that they are a major pollution source.....At the end of March street detours in center city remain in effect following the February 23 high-rise fire in the One Meridian Plaza Building. Seventeen SEPTA bus routes continue to be rerouted around the site at 15th Street north of Chestnut.....Chester County has released a study of mass transit needs in the congested Route 30 area around Exton, in which privately-operated bus service is recommended.

 AMTRAK has redesigned its public timetables, effective with the April 7 reissue. In addition to the spring-summer system timetable (formerly the national edition) there will be a northeastern and a national timetable as well as individual panel timetables covering 23 long-distance trains. The timetables themselves have been improved to make them easier to read, Amtrak said. To save money, fewer copies of the system timetable will be printed, primarily for use as a sales tool. They will remain in effect through October 26 (Newsbreak).....AMTRAK plans to start experimental RoadRailer service in June to and from Washington, handling U.S. Mail in specially-designed vehicles which can operate on the highway as well as at the rear of passenger trains.

Bennett Levin's restored private car, the Pennsylvania 120, journeyed from Philadelphia to Washington on the rear of train 81 March 7, then went to St. Albans, VT that evening on the Montrealer with a group of AMTRAK guests. Returning to Washington on the 10th, the immaculate tuscan red car made a sidetrip to Atlantic City the following day.....AMTRAK has decided to renew its lease on office car #10000, after Owner William Kratville agreed to have the car upgraded.....AMTRAK last month delivered E44 electric locomotive #502 (ex-Pennsylvania #4465) to the STRASBURG RAIL ROAD for donation to the State Museum at Strasburg. The PCB-contaminated transformer had to be removed before the 502 left Wilmington.

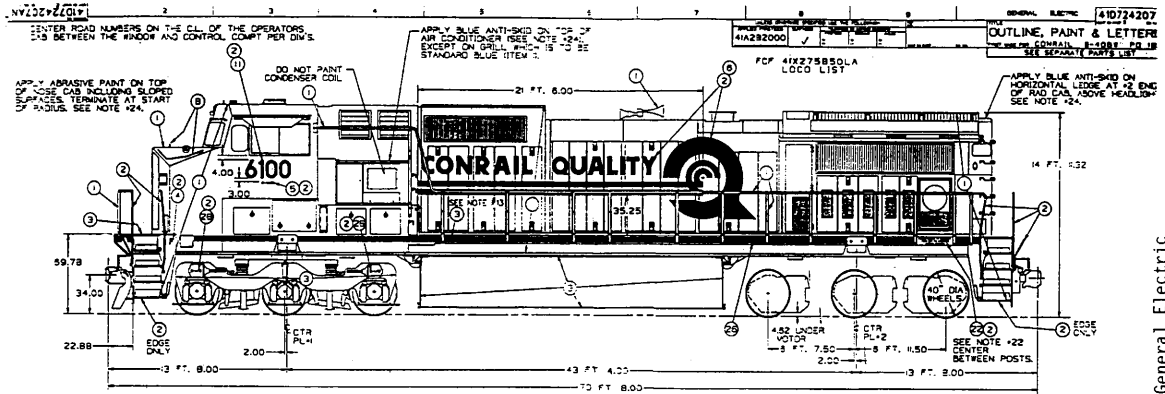
AMTRAK is not a party to the three-year-old negotiations in progress between the nation's major freight railroads and their operating and shopcraft unions. A two-month truce between the two sides expires April 17, presenting the threat of a nationwide rail strike which could affect Amtrak trains everywhere but in the Northeast Corridor. Amtrak continues its own negotiations with operating and shop unions, which have been stalled over management requests for contract modifications.....AMTRAK has signed an agreement with American European Express to handle its luxury cars between Washington and New York, connecting with AEE's twice-weekly train operating over CSX Washington-White Sulphur Springs-Chicago. For the midweek trip AEE cars connect to Amtrak's Congressional but the weekend trip will run as a special train on the Corridor--north on Saturday and south on Sunday (Newsbreak).

AMTRAK is continuing to install color position light signals along the Corridor, to the point that they are becoming a common sight. In some cases one or two signals at a certain location have been converted while others retain the traditional amber.....AMTRAK's America, the 1991 travel planner, on page 13 contains a color photo of an AEM-7-powered train crossing the Susquehanna River bridge at Havre de Grace, MD. The only problem is that the caption identifies it as "Mystic Seaport, CT".....In response to our question last month, Member Mike Yuhas advises the GE model designations of the 52 new locomotives recently ordered by AMTRAK. The first 20 will be Dash 8-32BWH, the next 22 Dash 8-40BPH and the final ten dual-powered units Dash 8-32BPH-DM. Flimsies reports that the first group will be classed by Amtrak as B23-8WH (#500-519), the second as B40-8PH (#800-821) and the last as B32-8PH-DM (#490-499).

AMTRAK recorded 6.057 billion passenger miles of travel in Fiscal Year 1990 ended last September 30, up 3.4 percent from FY 1989 and a new record for the company. The figure is 21 percent higher than the five billion passenger miles generated by the private railroads in 1980 on a much larger system, just prior to Amtrak's startup (NARP).....AMTRAK received additional mail traffic from the Postal Service during the Persian Gulf crisis, requiring more headend cars on several trains including the Broadway Limited. But now that the fear of terrorism is subsiding, some of this volume is returning to the airlines.....Midway Airlines, buffeted by soaring fuel costs and the recession, entered Chapter 11 bankruptcy on March 26. Midway had recently given up its new hub operation at Philadelphia, forcing AMTRAK to cancel rail service between the Airport and Atlantic City.....The strike against the Greyhound bus system has entered its second year with most of the 9,000 unionized employees still not working, and the company operating in bankruptcy.....Philadelphia radio station WPEN-AM 950 is running a contest called the "Night Train to Boston," named after its early morning music program. Winners will ride Amtrak to Boston and return on a weekend later this month. Chapter Member Tom Moran filled in as disc jockey on WPEN's drive time show in late March.....New Jersey Turnpike tolls were increased by 70 percent for autos and 100 percent for trucks effective March 17. The Pennsylvania Turnpike plans a rate boost June 1.

(Continued on Page 6)

## PHILADELPHIA EXPRESS (Continued from Page 5)



CONRAIL last month began taking delivery of 50 new GE-built C40-8W diesel locomotives, numbered 6100-6149. Like the 50 new units delivered last year they are equipped with a widenose and Canadian-inspired comfort cab, but unlike the earlier units they wear new "Conrail Quality" lettering and logo in white on their hoods (see illustration above) and the same lettering on the nose. The last five will feature a consolidated display system in the cab, with video screens providing a readout of data including speed, air pressure, amperage, cab signals, Locomotive Speed Limiter, rear-end telemetry, Select-a-Power and warning lights..... CONRAIL's Juniata shop at Altoona is going after outside locomotive rebuilding work to keep its forces busy. During a March 22 visit to the shop the following non-Conrail units were seen: NJ TRANSIT GP40PH's #4101, 4110 and 4111, PROVIDENCE & WORCESTER GP38-2's #2006 and 2008, AMTRAK GP40TC #195.

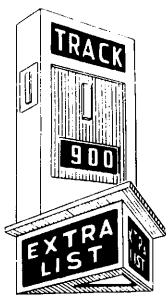
CONRAIL's Philadelphia Division relocated its dispatching center to new quarters in Mount Laurel, NJ on March 18. This move consolidates offices formerly at 32nd Street in Philadelphia and in Elizabethport, NJ.....CONRAIL announced that it would shut down its Pier 124 coal exporting facility effective March 31, then a few days later said that the pier would continue operating for another two to four months. Coal traffic through Philadelphia is reportedly down 50 percent from last year, prompting Conrail to consider diverting its remaining business to the modern Consolidation Coal facility in Baltimore. Several years ago Conrail and the State together spent \$44 million to modernize Pier 124. The latest announcement was believed to result from a short-term agreement worked out with the pier's operating contractor and the longshoremen's union..... Work has begun on a small privately-owned container terminal at Delaware & Oregon Avenues in South Philadelphia. Located along PHILADELPHIA BELT LINE tracks, the new Railport terminal is intended to handle cargo containers between oceangoing ships and trains of the DELAWARE & HUDSON, which recently secured trackage rights to the area via CONRAIL.

The recession has hit CONRAIL harder than it expected, with traffic volume down about ten percent during the first quarter of 1990 versus the year-ago period. Most affected is the railroad's automotive business, off about 25 percent as one-fourth of North American assembly plants suspended work because of soft sales. Conrail has been slashing costs in many areas, including layoffs among both unionized and non-union employees. It even plans to store its three E8 passenger locomotives and most of the office car fleet for an indefinite period, following operation of a nine-car inspection train March 20-22 from Reading to Pittsburgh and Philadelphia. At present, the only car up for sale is office car 2 (ex-New York Central 5), which is not equipped with an independent diesel generator.....CONRAIL last month issued its 1990 annual report, emphasizing its commitments to customer service and quality transportation. The company reported total revenues for the year of \$3.37 billion, net income of \$247 million or \$4.78 per share, capital expenditures of \$381 million and the average number of employees 27,787. Revenues were down one percent from 1989 and net income declined 16 percent (excluding a special charge against net in 1989), capital expenditures were cut by 44 percent and the average number of employees reduced by 3,787.

USX announced last month that it will permanently shut down the "hot side" steelmaking furnaces at its huge Fairless Works in Bucks County, with the loss of about 2,000 jobs. But the steel sheet and tinplate operations will continue with 1,200 employees, using steel produced at USX plants in the Pittsburgh area and Gary, IN. CONRAIL, which serves the Fairless mill, thus hopes to retain much of its current traffic volume. Just two months earlier the second-ranking producer, Bethlehem Steel, had said that it plans to end steel-making at its home plant in Bethlehem, with the loss of 2,000 jobs.

CONRAIL will be one of the railroads to benefit from the Clean Air Act approved last year, because low-sulfur coal is now more attractive to electric utilities throughout the nation. An article in Forbes Magazine points out that most low-sulfur coal originates in Wyoming, Montana and sections of Appalachia, and that UNION PACIFIC is preparing to handle as much as 125 million tons of western coal to the East by the end of this decade.....CONRAIL's Hollidaysburg (PA) shop recently rebuilt 300 coal hopper cars into 100-ton flat-bottom cars for unit train service, P&R Chapter reports. These rotary-dump cars have an easily-spotted white stripe along the bottom.....CONRAIL is applying its "Quality" logo to newly-painted hopper cars. ....An organization called "CRASH" (Citizens for Reliable & Safe Highways) is spearheading the fight against legalizing longer combination trucks, which could increase the risk of highway accidents and take more business away from the railroads.

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APRIL 27, 1991: "Amtrak Day" at the Railroad Museum of Pennsylvania, Strasburg, marking the 20th anniversary of the nationwide rail passenger system. "Amtrak at 20" will be the topic of a presentation at 2 PM by Clifford Black, manager of public affairs and editorial services at Amtrak's Washington headquarters. The program is free. For information, telephone 717-687-8628.

APRIL 27: Steam excursion on Providence & Worcester Railroad from Groton to Putnam, CT and return, using Valley Railroad's Chinese-built 2-8-2 #1647. Train will leave Groton 9 AM, returning about 4 PM, with runbys scheduled along the 42-mile ex-New Haven branch. Fares: coach \$49.95, first-class \$124.95. This is a repeat of the sold-out trips last November, and may be run also on April 28 if demand warrants. Order tickets from: Valley Railroad, P. O. Box 452, Essex, CT 06426 (telephone 203-767-0103).

MAY 4: Diesel-powered excursion over former Jersey Central Nesquehoning branch from Jim Thorpe to Haucks, PA and return (32 miles round-trip), celebrating 50th anniversary of Lehigh Valley Chapter NRHS and 25th anniversary of Hawk Mountain Chapter NRHS. Motive power will be F3A painted in Jersey Central blue and orange, plus ex-Boston & Maine F7B, owned by Anthracite Railways Historical Society. Train will leave Jim Thorpe station at 9:30 AM, returning about 3 PM, with numerous photo opportunities enroute. Fare: \$24 per person, including box lunch. Order tickets from: Mike Hartman, P. O. Box 8625, Allentown, PA 18105, making check payable to "Lehigh Valley Chapter NRHS" and enclosing stamped, self-addressed envelope. For information, telephone 215-799-2530.

MAY 4: Rare-mileage excursion over New Hampshire Northcoast Railroad (former Boston & Maine Conway Branch) from Rochester to Ossipee, NH and return, sponsored by Mass Bay Division RRE. Diesel-powered special leaves Rochester at 9:30 AM. Fares: \$29 per person prior to April 25, \$34 thereafter. Order tickets from: Mass Bay RRE, P. O. Box 1393, East Arlington, MA 02174-9991, enclosing stamped, self-addressed envelope.

MAY 4-5: Annual railroadians and train show sponsored by West Jersey Chapter NRHS, at Cherry Hill Armory off Racetrack Circle (Route 70) at Grove Street and Park Blvd, Cherry Hill, NJ. Hours: 10 AM to 5 PM Saturday and Sunday. Show features sales of antique and toy trains, railroadians and model railroad displays. Free parking. Donation: \$3 adults, children under 12 free. For information, contact: Herman Lotstein, 21-7 Potters Place, Holland, PA 18966 (telephone 215-968-7630).

MAY 5: Pennsylvania Railroad Day at the Railroad Museum of Pennsylvania, Strasburg, 12 Noon to 4:30 PM. In cooperation with PRR Technical & Historical Society, the museum will conduct special tours of PRR locomotives and cars, and official PRR films will be shown. Regular museum admission charges apply. For information, telephone 717-687-8628.

MAY 11: SEPTA PCC excursion covering Route 15 and subway-surface lines, sponsored by Wilmington Chapter NRHS. Special car leaves 63rd & Malvern loop at 11 AM, returns about 4 PM. Fare: \$20 per person. Order tickets from: Wilmington Chapter NRHS, c/o E. Steven Barry, RD #3, Box 414, Elmer, NJ 08318 (telephone 609-358-8351).

MAY 18: Rare mileage excursion over Morristown & Erie's Dover & Rockaway, High Bridge and Chester branches, sponsored by Tri-State Chapter NRHS. Train will be hauled by an M&E Alco diesel and consist of privately-owned cars including observation Mountain View, business car Blue Ridge and Imperial Sands. Train leaves Morristown, NJ (NJ Transit station) at 10 AM, Denville (NJT station) at 10:10 AM and Dover (NJT station) at 10:20 AM, returning by 4 PM. Fares: \$45 per person in lounge (box lunch \$6 additional) and \$159 for deluxe service in Blue Ridge. Order tickets from: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962-1217. Credit card orders available by calling 201-488-5429.

MAY 24-26: Bangor & Aroostook Centennial Excursion weekend, sponsored by 470 Railroad Club. Special pre-weekend excursion on Friday, May 24 leaves Northern Maine Junction for Searsport at 2 PM, returns 5 PM (fare \$25). On Saturday, May 25, special motor coach leaves Northern Maine Junction 7:30 AM for Houlton, and train will be boarded for trip to Presque Isle, where group will overnight. On Sunday, May 26, trip will leave Presque Isle 7:30 AM, returning to Northern Maine Junction via Oakfield and Millinocket, arriving 4:45 PM. Branches to Houlton and Limestone plus line into Loring Air Force Base will be covered. Fare: \$188 per person, including trip, overnight double occupancy accommodation, Sunday breakfast and lunch each day. Trip limited to 175 persons, with no cancellations after May 10. Order tickets from: 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106 (telephone 207-799-5955, 9 AM to 5 PM only).

MAY 27: Ringling Bros. and Barnum & Bailey Red Unit circus train arrives at Conrail's South Philadelphia yard for two-week stand at the Spectrum. The 47-car train will arrive in mid-morning if traveling from Hershey, PA or late evening from New England (itinerary not yet determined).

JUNE 1-2: Railfan & Steam Weekend sponsored by Reading & Northern Railroad, with steam and diesel-powered trains, night photo sessions and displays at Port Clinton, PA. Ex-Reading steam engine #2102 will haul a loaded coal train with coaches attached (tickets \$25) and diesels GP30 #5513 and C630 #5308 will pull an empty hopper train with coaches (tickets \$25). Steam engine #425 will also run shuttle trips between Port Clinton and Reading (tickets \$10). Night photo session Saturday evening (tickets \$15). "Package deal" for all trips and night photo session \$50. Order tickets from: Blue Mountain & Reading Railroad, Railfan & Steam Weekend, P. O. Box 425, Hamburg, PA 19526 (telephone 215-562-4083 weekdays 9 AM to 5 PM).

#### FILM PRIZES TO BE AWARDED AT APRIL MEETING

Winners of the Chapter's annual Ray Muller Slide Contest held in February will receive their film prizes at the April 19 meeting in Jefferson Alumni Hall. Editor Larry Eastwood will make the presentations.



Amtrak's March Board meeting did not produce an anticipated authorization to purchase 140 new Superliner cars. According to press reports, however, the new cars are expected to cost about \$2,500,000 each, with a total price tag of some \$350 million. Progress doesn't come cheap, to be sure, but the new fleet will result in the re-equipment of the Auto Train, Capitol Limited and City of New Orleans, and is also expected to provide additional sleeping car capacity on western trains. It appears that there will be an additional dining car for the Coast Starlight and a lounge for the Eagle.

While no official information has been released, reports indicate that the 140-car order will consist of 12 transition-dormitory cars, 38 coaches, 49 economy sleepers, six deluxe sleepers, 20 diners and 15 lounges. The deluxe sleepers would appear to be intended for the Auto Train, since six cars would not be enough to equip any transcontinental trains.

The remaining 39 Superliners needed to complete the originally-planned 179-car projected order would equip additional trainsets to provide a daily Sunset, plus providing equipment for one of several route extensions currently under consideration. Amtrak has stated that restoration of service through Oklahoma is a long-term possibility, and the easiest way to achieve this would be to operate a connection from the Southwest Chief at Newton, KS to the Eagle at Fort Worth or Dallas, the route of the old Lone Star.

Amtrak has arranged to lease 15 GP40 and GP40-2 diesel locomotives from Helm Financial Services for two years with an option to purchase. While they will not have HEP equipment on board, they will have HEP trainlines and be geared for 103 mph. It's expected they'll arrive between April and September of this year and numbered 650-664. These units will help out until the first new locomotives arrive from General Electric in 1992. Closest trains to our area expected to see these units will be the Auto Train and Crescent.

Because air carriers refused to accept certain categories of mail during Operation Desert Storm, Amtrak laid on at least seven additional baggage car lines requiring 26 cars between January 30 and February 14 for the duration of the hostilities. While it produced somewhat of a strain on the baggage car fleet, Amtrak came through when needed.

Some baggage cars remain in the old "cigar band" paint scheme, but it now appears that all Superliners have finally been repainted in the current livery. F40 #203, the last unit in the cigar-band scheme, was repainted in 1990.

Amtrak's "Empire Connection" inaugural train was to run on Thursday, April 4, and we'll have a complete report in the May issue. The second track has been laid along the right-of-way where it passes the New York Library Annex at 43rd Street. Regular service will start with the time change on April 7.

VIA Rail Canada still has a handful of 6500-series F units in service as "B" units on the Ocean and Atlantic out of Montreal. The trains do carry steam generator cars so, strictly speaking, a passenger unit with steam generator is not necessary. However, use of a lower-geared locomotive might result in poor schedule performance.

The Atlantic, which crosses through Maine, operates with a normal consist of 12 cars. A typical winter consist sees one baggage car, two coaches, a snack-coach, a cafe-lounge, two Dayneters, a diner, two Chateau sleepers, one "E" series sleeper and a Park dome-sleeper-observation. Over the Christmas season, though, as many as three additional cars were operated, they being an extra coach, "E" sleeper and Chateau sleeper. The train offers duplex roomettes, bedrooms and drawing rooms.

VIA has issued new menus for the five trains which still offer full dining service. Generally, there is one set for the Canadian and another for the Skeena, Hudson Bay, Atlantic and Ocean. The breakfast offerings are the same on each day of the trip but the lunch and dinner changes each day on the longer trips. The choice each day is limited but over the long journey, a number of selections can be sampled. Lunch and dinner choices include a sandwich or salad and a hot entree and for dinner, a more elaborate entree is available on all but the Canadian, which has a separate menu with two full selections.

In commuter rail items, MBTA's original F40's have all been rebuilt by Bombardier and eight rebuilt GP40 units have been ordered to replace the few remaining F10 cab units. Production of the T's new double-deck commuter cars has begun at General Electric's Pittsfield, MA plant. As of January 1, only three of the "Boise Budd" coaches remained active and a few of the original Pullman-built cars, only 13 years old, have been placed in storage. Reports claim that the new double-deck cars will permit storage of all of the original Pullmans, unless the South Shore extension opens.

(Continued on Page 9)



## ON THE SCENE (Continued from Page 8)

It has been 30 years since the Lehigh Valley discontinued its passenger service. Several years prior to the end, LV was operating six trains out of New York's Penn Station (two of which also received through cars off the Reading at Bethlehem, originating at Reading Terminal).

Westbound, the Asa Packer left New York at 7:55 AM with seven cars for Wilkes-Barre and points west, including two coaches, a cafe-diner and a parlor (to Lehigh only). The Black Diamond left at 10:55 AM with six cars most days, including two coaches, a diner and a parlor for Buffalo and two older coaches Saturdays to Lehigh. Commuters rode the Lehigh Express Mondays through Fridays, departing at 4:10 PM, carrying five cars, including three coaches and a cafe-diner. Two extra coaches were added Fridays. The John Wilkes went out at 5:31 PM, except Sundays with eight cars operating as far as Wilkes-Barre, including four coaches and a cafe-diner going to Wilkes-Barre and a parlor and a diner cutting off at Lehigh. Two extra coaches were added on Fridays, making for a ten-car train.

Overnight travelers had two choices, with the Maple Leaf leaving at 8:15 PM, carrying seven cars, including two coaches and a sleeper for Buffalo, a coach and sleeper for Toronto and a cafe-lounge going to Lehigh. Four extra coaches operated Sunday evening as far as Lehigh. At 11:50 PM, the Star closed out the day with nine cars, including two coaches, a cafe-lounge and sleeper for Buffalo and a sleeper (perhaps in Cornell red?) for Ithaca.

This spring marks the 50th anniversary of the introduction of the Jeffersonian, the Pennsy's all-coach streamliner between New York and St. Louis. At that time, the "Spirit of St. Louis" was an all-Pullman train and Pennsy decided to follow up with its Trail Blazer on the Chicago line with an all-coach train to St. Louis.

In 1947-1948, the train (and the Trail Blazer, too) was re-equipped with new PLB85 baggage-lounges and POC85R observations and new coaches and twin-unit diners built at Altoona. Lounge and observation cars had been available on the rebuilt version introduced in 1941, and the single-unit diners were replaced by rebuilt twin-unit diners in 1943.

Typically, the train left New York at 6:15 PM to arrive in St. Louis at 1:40 PM the next day, and eastbound, left St. Louis at 1:00 PM, arriving in New York at 10:05 AM the following morning. The PRR purchased 11 other sets of twin-unit diners for assignment to the Broadway Limited, General, Cincinnati Limited, "Spirit of St. Louis" and Liberty Limited. Four prewar rebuilt diners were retained as backup units.

## PHILADELPHIA EXPRESS (Continued from Page 6)

CONRAIL has 381 locomotives in its 2,261-unit fleet equipped with the Locomotive Speed Limiter control device, required for operation on AMTRAK lines. According to Conrail's latest locomotive data book, the equipped units are: #1620-1648 (GP15-1), 1967-2023 (B23-7), 4020-4022 (E8A), 6025-6049 (C40-8), 6050-6149 (C40-8W), 6424-6524 (SD40-2), 6610-6619 (C32-8), 6840-6867 (SD60), 8260-8281 (GP38-2), 9411-9416 (SW1001). Most Conrail trains operating on the Corridor do so at night, because all runs from 6 AM to 10 PM must not only have an LSL-equipped unit in the lead and a caboose on the rear but also observe a 30-mph maximum speed.

CSX train 397 derailed at Sand Patch, PA on March 13, forcing the detour of at least five eastbound and two westbound freights via CONRAIL between Philadelphia and Pittsburgh. AMTRAK's Capitol Limited also ran via Philadelphia on March 13-14 but without its dome car.....CONRAIL demolished old "Norris" tower at Bridgeport, PA last month. It had been closed in September 1990 when the Philadelphia dispatcher assumed control of the interlocking.....The 47-car Ringling Bros. and Barnum & Bailey Red Unit circus train passed through Philadelphia in early March enroute to the Meadowlands in North Jersey. After touring New England the show will return to Philadelphia May 27 for a two-week stand at the Spectrum. The other Ringling train, the 48-car Blue Unit, is due through Philadelphia April 9 enroute from Washington to Binghamton, NY.....CONRAIL made numerous freight schedule changes in this area effective March 4, in an effort to reduce train miles. We'll bring this up to date in the next issue.

CSX TRANSPORTATION is the largest coal hauler in the U.S., carrying a record 179 million tons in 1990, according to CSX's recently-issued annual report.....To save fuel CSX has reduced the maximum permissible speed for all freight trains to 40 mph, except for intermodal trains which are permitted 55 mph.....CSX has downsized its rail system from 28,000 route miles in 1980 to just under 19,000 today and is shooting for 15,000. "But 17,000 miles may be a bit more realistic," says a railroad official, who cited the company's policy of line sales, leases and--as a last resort--abandonment (Watauga Valley Chapter Whistle Stop).....The B&O Railroad Museum in Baltimore has taken delivery of retired Louisville & Nashville GE U25B locomotive #1616 (Family Lines #3416) from CSX (Bull Sheet).

DELAWARE & HUDSON, since its purchase by CANADIAN PACIFIC in January, is being advertised as part of the "New CP Rail System," including CP, D&H and SOO LINE.....Mohawk & Hudson Chapter reports that a new D&H paint scheme is on the way: CP red with "Delaware & Hudson" lettering.....D&H has begun publishing a newsletter, D&H News, for its employees and customers. The first issue reports that D&H in 1990 surfaced 270 miles of track, installed seven miles of welded rail and placed 80,000 new ties (Narragansett Newsletter).....All 20 of the GE B40-8 locomotives financed by CSX for SUSQUEHANNA, and used extensively by D&H, have been turned over to CSX. Some have even been repainted from NYS&W yellow and black into CSX's new yellow, blue and gray scheme (Narragansett Newsletter).....CP has assigned several of its six-axle Montreal-built M630's and M636's to D&H trains, but none has yet been reported as operating south of Binghamton, NY.

ANTIQUÉ PRR MAPS STOLEN FROM MAIN LINE LIBRARIES

Police in late January arrested Richard F. Shryock, 50, of Narberth, accusing him of stealing hundreds of historic Pennsylvania Railroad maps, the Inquirer reported.

Shryock, police said, had used a razor to cut 380 maps out of 16 volumes of PRR atlases dating from between 1881 and 1937, on file at three Lower Merion Township libraries and the Lower Merion Historical Society. The maps showed the railroad's and adjoining properties throughout the Main Line area, and are valued at \$30,000. Many were found framed and hanging on the walls of the suspect's home. Librarians said the maps would be restored to their original volumes.

HUNTINGTON CONVENTION BROCHURE MAILED TO PREREGISTRANTS

The complete 1991 NRHS convention brochure and order form was mailed first class by the sponsoring C. P. Huntington Chapter in late March, but only to the 700-plus members who had preregistered. Other members will receive their brochures via third class mail.

The convention, to be held at Huntington, WV August 7-10, will feature appearances by NORFOLK SOUTHERN's 4-8-4 #611, as well as ex-Nickel Plate 2-8-4 #765, ex-Pere Marquette #1225 and CSX's F-units.

"TRACKS AHEAD" TO AIR ON CHANNEL 12 BEGINNING APRIL 20

A 13-week series of television shows on railroading, both model and prototype, will be broadcast Saturday mornings at 11:30 AM on WHYI-TV Channel 12, beginning April 20. Entitled "Tracks Ahead," the series was prepared in cooperation with Kalmbach Publishing Company, which produces both Trains and Model Railroader.

Channel 12 is the Public Broadcasting outlet in the Philadelphia-Wilmington area. The railroad series is being broadcast on various PBS stations around the U.S.

CHAPTER MEMBER SERVES IN "OPERATION DESERT STORM"

Robert F. Toole, Jr., of Exton, PA, a member of the Air Force Reserve, was called to active duty for "Operation Desert Storm" in the Persian Gulf. Robert has been a member of Philadelphia Chapter since 1987.

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