



CINDERS



DECEMBER 1991



IN THIS ISSUE

PHILADELPHIA EXPRESS, by Frank Tatnall.....	2
ON THE SCENE, by El Simon.....	7
Extra List.....	8
Philadelphia Chapter News.....	9

Volume 52 Newsletter of the Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

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

CHAPTER OFFICERS

President.....	Michael L. Burshtin
Senior Vice President.....	Douglas W. Watts
Vice President & Treasurer.....	David L. Kopena
Secretary.....	Marie K. Eastwood
National Director.....	Frank G. Tatnall, Jr.
Historian.....	Larry DeYoung
Editor.....	R. L. Eastwood, Jr.

COMMITTEE CHAIRS

Equipment.....	Harry Garforth
Membership.....	Sheila A. Dorr
Newsletter.....	R. L. Eastwood, Jr.
Program.....	Douglas W. Watts
Publications.....	Peter M. Senin, Jr.
Publicity.....	Thomas F. Moran
Trip.....	Frank G. Tatnall, Jr.

MEETINGS: 7:45 PM, third Friday of each month (except second Friday in December) at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$18.00 per person), cash bar 5:30 PM, Meeting 7:45 PM.

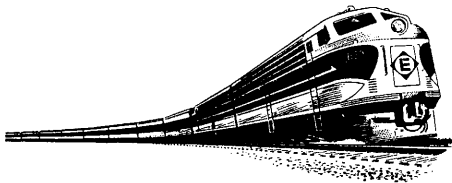
ANNUAL MEMBERSHIP DUES: \$25.00 per person, which includes Chapter and National dues. Chapter-only dues \$12.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required 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

OUR MEETING:



FRIDAY, DECEMBER 13, 1991
Eakins Lounge, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks
south of Market East station)
Dinner at 6:15 PM (\$18 per person); Meeting at 7:45 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)

Our December 13, 1991 meeting will feature a narrated slide lecture on the Erie Lackawanna Railway mainline from Chicago to Hoboken, presented by Chapter Historian Larry DeYoung.

Larry is the author of ERIE LACKAWANNA IN COLOR, VOLUME ONE: The West End, published by Morning Sun Books. Copies of this excellent photo book on the EL west of Meadville, PA will be available for purchase by members at a special price of \$38.00 per copy, and Larry has promised to autograph members' copies. Advance reservations for copies of the book should be made to Editor Larry Eastwood at 215-947-5769. Delivery will be made and payment collected at the meeting.

The evening begins with our usual sit-down dinner in the Eakins Lounge at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, DECEMBER 10, 1991, to National Director Frank Tatnall at 215-828-0706. This is a strict reservation deadline, and we ask that you please specify when ordering if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM.

We urge you to come out, bring a friend, and enjoy an evening of railroading on the colorful Erie Lackawanna mainline on Friday, December 13th.



Happy Holidays



PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA and thousands of its Regional Rail commuters suffered a major service disruption on Friday, November 15, when electrical transmission wires suspended above the Mainline snapped just north of Wayne Junction station. The 7:45 AM mishap knocked out all catenary power on the former "Reading side" of the system, halting service on the Norristown, Fox Chase, Chestnut Hill East, West Trenton, Warminster and Lansdale routes. It was the worst failure to befall the Railroad Division since last January's outage at 30th Street Station, after which SEPTA warned that the fragile condition of its physical plant could lead to more disruptions.

An uncounted number of passengers were stranded on some 18 trains, several of which were stalled between stations. Two SEPTA diesel locomotives and at least one CONRAIL diesel were pressed into service to push disabled trains to nearby stations, where special buses could pick up the riders. Although some 20 buses were deployed, there was no attempt to provide shuttle bus service on the six de-energized lines. SEPTA SW1200 units 50 and 51 were dispatched from Wayne Junction to rescue trains, while CONRAIL GP15-1 #1617 pushed train 6617 from an isolated location to Conshohocken station, then shoved the powerless MU's all the way to Roberts yard near Wayne Junction. Conrail engine 9410 was also heard on the radio responding to a rescue request from the SEPTA operator at "Wayne" tower.



Ironically, the wires fell near the SEPTA power dispatcher's office at the new Wayne substation, where state-of-the-art electric converters have been installed. A wire train pulled by recently-repainted GP9 #90 was quickly sent to the scene, but it was 12:17 PM before power was restored north of "Newtown Junction" and 12:35 PM when the Norristown and Chestnut Hill East lines were energized, along with the balance of the Mainline south to the phase break near Temple station. The first train to operate over the reactivated Mainline was #560 to Lansdale, which departed from Suburban Station at 1:50 PM. Service gradually returned to normal and was in reasonably good shape during the homeward rush hour, although an unrelated fire in Suburban Station at 3:15 PM caused problems as smoke filled part of the station. The fire beneath the platform at stub track 0, believed set by vagrants, was quickly extinguished. Philadelphia Chapter's monthly meeting held that evening in center city was unaffected by the earlier SEPTA problems.

At least 100 trains were delayed because of the power outage, including trains on the "Penn side" which had to be turned back at Suburban Station or Market East. Additionally, nearly 150 trains were cancelled (or "annuled" in railroad parlance) over all or part of their runs. Train #6219, which left Warminster at 7:44 AM just before the failure, struggled into Roberts yard at 4:45 PM as its crew was about to "outlaw" under the Hours of Service Law, and #6807 out of Fox Chase at 7:33 AM finally pulled into Roberts at 5:50 PM.

SEPTA at one point even considered funneling passengers to the Broad Street subway via the unopened Fern Rock Transportation Center, but the four-and-one-half-hour delay in re-energizing the line rendered that plan moot. SEPTA, in a quickly-produced handout distributed the same evening, apologized for the failure and said that the "incident will be thoroughly evaluated to see what measures can be taken to guard against a repeat of this kind of power breakdown."

SEPTA last month issued its long-awaited request for proposal (RFP) for a private firm to lease and operate the idle 15-mile branch between Fox Chase and Newtown. Responses are due December 20. As previously reported in Cinders, a Langhorne entrepreneur named Robert Regensburger has made known his intention to take over the line.....SEPTA took its Doylestown Line out of service between November 9 and 22 to replace the 95-year-old bridge over Neshaminy Creek near Chalfont. Shuttle buses were substituted.....SEPTA has performed another weekend bridge replacement on its Mainline, this one over 18th Street near Wayne Junction. A new prefabricated span was rolled into place on November 23-24. Next to be replaced is a bridge near Fellwick, just north of Oreland.

SEPTA ran a four-car "Santa Express" from Paoli to Market East station on "Black Friday," November 29, a joint promotion of SEPTA and the Gallery shopping mall. Children under 12 were handled free with a fare-paying adult over the Thanksgiving weekend. As in past years, special Santa trains were operated on the Market-Frankford Line from 69th Street and Frankford to the 11th Street station adjacent to the Gallery.....SEPTA this year again leased Silverliner IV cars to AMTRAK for Thanksgiving weekend service out of Philadelphia. Sixteen cars were turned over to Amtrak at 30th Street on Wednesday, November 27, and four more on Sunday, December 1--the latter perhaps the busiest travel day of the year. To make up for some of the lost cars, SEPTA ran all seven of its Bombardier push-pull sets on the 27th, one of them replacing MU's on Paoli trains 9530 and 9557. Lease terms for these cars still prevent SEPTA from renting out the "Bombs" to Amtrak for weekend service.

PHILADELPHIA EXPRESS (Continued from Page 2)

SEPTA has announced a public hearing on its shutdown of service next year for the RailWorks construction project in North Philadelphia. The hearing will be held December 19 at 11 AM in SEPTA headquarters, 714 Market Street, Philadelphia.....Those two rebuilt diesel locomotives which SEPTA ordered for use during the RailWorks shutdown are due to arrive in March.....The fire-gutted station at Melrose Park was demolished last month, after efforts to rebuild it failed (Bill Wagner).....Many ticket machines at outlying stations have been returned to operation, after a long period of closure due to vandalism.....The October 27 timetables issued for Routes R2 Warminster, R3 West Trenton and R5 Lansdale-Doylestown contain maps showing the Broad Street subway connecting at Fern Rock, which the commuters will use during the RailWorks construction starting next April 5.

SEPTA operated a "Rendell '91" campaign special on Sunday, November 3, two days before the election in which Democrat Edward Rendell was voted the next mayor of Philadelphia. The train, which ran from Chestnut Hill West station through the center city tunnel to Fox Chase, consisted of AEM-7 locomotive 2303, Bombardier cab car 2410 and Bennett Levin's tuscan-red private car Pennsylvania 120 sporting a "Rendell 91" keystone tail sign. The bunting-bedecked open platform of 120 was used for campaign speeches by Rendell and successful Senatorial Candidate Harris Wofford, first at Chestnut Hill, then at Market East, Wayne Junction and Fox Chase stations. The heavyweight 120 received some roof damage when it struck a stone abutment at the School House Lane overpass in Germantown.....Chestnut Hill West trains 844 and 9833 are to be reinstated later this month after completion of the current track project on that branch.

Editor Larry Eastwood has become an authority on the notorious collision between two Reading trains on the Newtown branch December 5, 1921, in which 27 persons were killed and 70 others injured. The fiery wreck occurred when a northbound train overran a meet at Bryn Athyn station and the crash ensued a mile to the north. The death toll escalated because the coaches of both trains were of wood construction, leading the Interstate Commerce Commission to recommend that such cars be phased out. Larry was interviewed on the subject by the Montgomery County Record and presented a program to a local historical society on December 5, the 70th anniversary of the tragedy.

The November issue of Railpace contains a remarkable report that the BLUE MOUNTAIN & READING steam train to Lansdale in September was detoured over the "normally unused Stony Creek branch between Norristown and Lansdale." This would have been quite a feat because six miles of the branch are out of service and one section is impassable even for track cars. In fact, the steam special ran via CONRAIL to Philadelphia, then north on SEPTA's Mainline through Jenkintown to Lansdale (see October Cinders).

SEPTA will benefit from the six-year, \$151-billion Surface Transportation Efficiency Act passed by Congress on November 27 as lawmakers raced to adjourn for the year. While it authorizes \$31.5 billion for mass transit and \$119.5 billion for highway and bridge projects--creating many new jobs--the legislation also allows states to divert up to two-thirds of their highway funds to transit. There is no money in the bill for AMTRAK but magnetic levitation systems will get development funding. President Bush said that he would sign the measure, even though it goes beyond his spending recommendations. "This is the best transportation bill in history," exulted Congressman Robert Borski of Philadelphia who helped draft it. Press reports indicated SEPTA could receive more than \$1 billion in additional Federal funding from the legislation, over and above what it will get from the new dedicated State taxes (see September Cinders).



SEPTA last month launched a major television, radio and newspaper ad campaign aimed at reversing a three-year decline in ridership. Using the theme "Come home to your routes," the \$400,000 blitz features General Manager Louis J. Gambaccini in a series of homey TV spots and full-page newspaper ads. The print ads give a series of tips on how to make transit riding easy, together with an index of localities and the routes serving them. A mail-in coupon for schedules is provided.....SEPTA says its neighborhood token sales outlets have increased from 125 to 228 over the past year.....To boost ridership during the Christmas shopping season, SEPTA has reduced its adult cash fare on weekends from \$1.50 to \$1 through December on all transit lines.

SEPTA has jump-started its drive to replace the aging Market-Frankford car fleet. On November 8 officials held a meeting with several carbuilders to discuss plans for a new fleet of 220 stainless-steel, air-conditioned cars, with an option for up to 30 more. The cars would be of approximately the same dimensions as the present Budd-built cars, but would be operated in married pairs with three of the four trucks powered by AC propulsion. Total cost is expected to be about \$325 million, with the bidding process to start next month. A contract should be awarded by midyear, the prototype cars delivered by late 1994 and the entire fleet in place by 1996.....Road testing of N5 pilot car #451 continues on the Norristown High Speed Line, but various glitches have delayed the start of operator training. Revenue service will not begin until sometime early next year.....Bullet car 206 has recently been out on the line as a sanding car. It and sister 209 were the last Bullets removed from passenger service a year ago.....The November issue of Railpace carries a photo of retired Bullet 205 in operation at the Rockhill Trolley Museum, Rockhill Furnace, PA--complete with newly-installed trolley pole!

State Senator J. Doyle Corman has removed himself from the SEPTA board, ending a controversy over whether he was qualified to sit on the board. The Centre County Republican was named in a lawsuit filed last month by several consumer activist groups, pointing out a legal requirement that board members reside in the five-county SEPTA region. Chester County Republican Senator Earl M. Baker was appointed to fill the board vacancy....

PHILADELPHIA EXPRESS (Continued from Page 3)

.....SEPTA has been joined by the American Tort Reform Association in its campaign to reduce the filing of fraudulent personal injury claims. ATRA provided placards reading "Lawsuit abuse! Guess who picks up the tab. You do!" which were displayed in some 1,000 buses, trolleys and subway cars. SEPTA has been plagued with injury claims costing the system up to \$50 million a year (Insurance Information Institute, Wayne Bode).

After years of work SEPTA on November 25 opened a two-mile section of express tracks in the Broad Street subway. Extending from Olney to Erie Avenue, the new tracks link up with existing express tracks from Erie to Walnut-Locust station, permitting faster service for Regional Rail riders who will be diverted to the subway beginning next April (see above). The new tracks, originally to open last spring, are built in the center of the four-track tunnel, in space left vacant when the subway was completed in 1928.....Meanwhile, over on the Frankford el, SEPTA last month resumed two-track operation as construction in the Lehigh Avenue area wound down for the year. Huntingdon station, closed since last spring, was reopened.....Frankford Avenue merchants and residents are up in arms over SEPTA's plan to restrict motor traffic along the street next year for rebuilding of the 70-year-old el structure between Church and Dyre Streets. In this section the support columns run down the center of Frankford Avenue.....SEPTA gets \$34.5 million under the new transportation bill to rebuild Bridge-Pratt terminal.

SEPTA last month fired the two crewmen of an eastbound Market-Frankford train which ran over a 54-year-old man after he fell onto the tracks at the Girard el station on November 13. The operator and conductor were charged with negligent operation of their train, after witnesses said they ignored a bystander's warning of a dead body on the tracks. The operator also tested positive for marijuana, SEPTA said. It remains to be seen whether the men will be reinstated following a new hearing they have requested. On November 2, a man apparently bent on suicide was killed after jumping in front of an eastbound Market-Frankford train at the 46th Street el station. These incidents brought to four the number of persons killed along this line in less than five weeks--three of them at or near Girard station.....Adding to SEPTA's woes in trying to convince riders that the high speed system is safe are continuing reports of criminal violence in and about the stations and trains. The October 22 shooting death of an Olney High School student on the street outside the Fern Rock subway station received wide publicity. The 17-year-old girl reportedly was shot by one of three teenage boys who demanded that she surrender her \$400 gold earrings.

The south end of Route 23--from Erie Avenue to Bigler Street--should return to trolley operation sometime this winter after completion of steelwork for the new convention center above 12th Street. The northern end of the route to Chestnut Hill resumed rail operation October 27.....Shuttle buses continue to operate in place of Route 11 trolleys between 49th & Woodland and Darby terminal, as work has begun to repair the structurally-weak Woodland Avenue bridge over CSX tracks near 60th Street. SEPTA has also taken exception to the trackwork performed by CSX at the Route 11 crossing on Main Street in Darby.....The State has dismissed the contractor handling the Shared Ride program for the elderly and rehired SEPTA to manage the program. Many complaints had been received that the contractor, Ketrone, was lax in fulfilling reservations for van rides, which are 85-percent funded by the State Lottery.



President Bush on October 2 signed the \$35.2-billion appropriations bill for the Department of Transportation, which in Fiscal Year 1992 will provide AMTRAK with \$331 million for operating expenses (down from \$343 million in FY 1991), \$175 million for capital programs (up from \$132 million) and \$205 million for Northeast Corridor improvements (an increase from \$179 million). Transit will receive \$3.8 billion (NARP, Amtrak Newsbreak).....The employee newspaper AMTRAK News has

changed its name to Amtrak Ties.....AMTRAK's new timetables show that telephone service is now available on the New York-Pittsburgh Pennsylvanian and the New York-Harrisburg Keystone State Express (Harrisburg Chapter Rail Review).....Harrisburg Chapter Member Dan Cupper, a well-known professional writer, has published two recent articles on riding AMTRAK's Keystone Classic Club luxury service across the State. One article is in the January 1992 issue of Railfan & Railroad and the other in Pennsylvania Magazine for December.

A longtime friend of Philadelphia Chapter, AMTRAK Director of Special Projects Bruce Heard, is being promoted from Washington headquarters to Los Angeles. In January he will succeed the well-known Arthur Lloyd, who retired as director-public affairs for Amtrak's Western Region.....Bennett Levin's famed private car Pennsylvania 120 has seen considerable action in recent months. In addition to the SEPTA campaign train noted above, the rebuilt 1928 heavyweight traveled from Philadelphia to Pittsburgh October 25 at the rear of train #43 to reward winners of an Operation Red Block drawing (returning in train 40 two days later), then ran round-trip to the Steel City November 27-29 in trains 43 and 42 carrying Penn State football fans to the Thanksgiving Day game with Pitt. The 120 also made a foray to Harrisburg October 7 in trains 609-618.

AMTRAK's three experimental RoadRailer vehicles were delivered to the Bear (DE) shop last month for final checks before over-the-road testing is begun. Amtrak hopes to use a fleet of the hybrid road and rail carriers for mail service at the rear of passenger trains.....The first of 20 new General Electric locomotives, Dash 8-32BWH #500, was due to be formally introduced at a December 4 ceremony in Washington Union Station. The 500--painted in primer gray--was tested on NORFOLK SOUTHERN freight trains between Conneaut, OH and Buffalo, NY during the week of November 4.....AMTRAK has leased three Virginia Railway Express rebuilt locomotives, #V01, V02 and V03. Transferred to Philadelphia in mid-November, the RP39-2C's were spotted powering Harrisburg and Atlantic City trains including runthrough #693-696, and even appeared on the Broadway Limited.....AMTRAK's seven soon-to-be-retired E44 electrics have been renumbered to the 540 series to clear the 500-519 slot for the new GE diesels.

PHILADELPHIA EXPRESS (Continued from Page 4)

Last month AMTRAK closed "Baldwin" tower at Eddystone, PA and transferred control of the reconfigured interlocking to the CETC Section 4 dispatcher in Philadelphia. "Harris" tower at Harrisburg, which has been open for only one trick daily, was also closed and remoted to nearby "State" in the Harrisburg passenger station. On December 2 "Bay" tower at Baltimore, the last active tower on the Corridor between Philadelphia and Washington, was closed, with control transferred to the CETC Section 2 dispatcher.....AMTRAK has changed its signal system to display an approach medium cab signal aspect for all trains approaching the curve at Frankford Junction, in order to enforce the 50-mph speed restriction on this sharp curve.....Northeast Corridor service in North Jersey was shut down for over two hours on November 4 when a tractor-trailer carrying hazardous chemicals became wedged under a bridge beneath the tracks in Elizabeth. Thousands of AMTRAK and NJ TRANSIT passengers were delayed.

Members of the Transportation Communications International Union have ratified a three-year contract with AMTRAK which provides 15 to 19-percent wage increases for nearly 6,000 clerical and reservations employees. Part-time workers can also be hired (Railway Age).....Chapter Members Jim Sparkman and Al Gaus rode AMTRAK's luxury Keystone Classic Club from Philadelphia to Pittsburgh on October 31, and reported the service lived up to its billing.....AMTRAK said that it would operate 113 extra trains on the Corridor over the five-day Thanksgiving holiday period.....AMTRAK changed its dining car and cafe menus last month to include high-fiber, lower calorie meals, which boast less fat, sodium and cholesterol. Veryfine and Tropicana-brand juices are now available (Newsbreak).....Among the old trip flyers I purchased at the Chapter auction last month was a Pennsy ad for a series of Phillies fan specials from Harrisburg to Philadelphia and return. One was to a night game against the Pittsburgh Pirates at old Connie Mack Stadium on July 28, 1962, but those fans never made it to the game. The special derailed at Steelton and plunged into the Susquehanna River, with a loss of 19 lives.

Federal rules covering the certification of locomotive engineers become effective on January 1. CONRAIL and all other regulated carriers must issue a license to each employee authorized to operate trains or engines, and must develop a training and monitoring program for recertifying such employees--including management personnel--within three years. In the meantime, present employees will be "grandfathered," that is, issued licenses pending their recertification under the rules. Railroads are required to examine not only each worker's medical and job history but also his or her record as a motor vehicle operator.



Final contract language with most rail unions still is awaited, following last summer's Special Board decision which by law was to resolve any lingering disputes from the one-day nationwide strike. Some of the delay results from the failure of arbitration boards to hammer out all of the contentious details. Meanwhile, a majority of Brotherhood of Maintenance of Way members have voted to strike both CONRAIL and AMTRAK in a dispute over health & welfare issues. This union represents about 5,500 Conrail workers and 2,500 on Amtrak (Traffic World, UTU News).

CONRAIL last month made good on its plan to shut down the Pier 124 coal exporting facility in South Philadelphia. Over the past few months all of the bituminous and anthracite coal traffic has been diverted to a more efficient pier in Baltimore, much to the displeasure of Philadelphia port interests....."The threat along the tracks" was the title of a lengthy report on hazardous materials moving by rail in this area, as published in the Daily News of November 20. A second report on "hazmat" truck traffic made clear that rail shipments are better documented and easier to monitor.....CONRAIL's return on net investment in 1990 was 5.6 percent and CSX's 6.8 percent. According to ICC standards, only ILLINOIS CENTRAL, at 15.3 percent, had adequate earnings for a major carrier (Traffic World).

CONRAIL is rebuilding the floor of its 63-year-old, 4,893-foot-long Musconetcong tunnel on the former Lehigh Valley mainline east of Phillipsburg, NJ. One of the two tracks through the tunnel is out of service while work proceeds, and some trains on the busy line are being rerouted through Philadelphia.....CONRAIL and CSX are among five Class I carriers to join the American Association of Private Railroad Car Owners..... Sperry rail detector car 149 was seen patrolling CONRAIL's ex-Reading Harrisburg Line late last month..... CONRAIL's ex-Erie E8A #4022 has been repainted in dark green Imron paint, the same long-lasting coating applied to sisters 4020 and 4021.

CONRAIL is rebuilding the floor of its 63-year-old, 4,893-foot-long Musconetcong tunnel on the former Lehigh Valley mainline east of Phillipsburg, NJ. One of the two tracks through the tunnel is out of service while work proceeds, and some trains on the busy line are being rerouted through Philadelphia.....CONRAIL and CSX are among five Class I carriers to join the American Association of Private Railroad Car Owners..... Sperry rail detector car 149 was seen patrolling CONRAIL's ex-Reading Harrisburg Line late last month..... CONRAIL's ex-Erie E8A #4022 has been repainted in dark green Imron paint, the same long-lasting coating applied to sisters 4020 and 4021.

Major rail unions have been racked by member dissent this year, in the wake of the contract disputes before and after last April's nationwide strike. Since then, the Transportation Communications Union replaced longtime President Richard I. Kilroy with Robert A. Scardelletti, a tough-talking leader who hails from CONRAIL. (Referring to his predecessor's alleged hobnobbing with management, Scardelletti told Railway Age that "I don't play golf, I play hardball.") In addition, United Transportation Union President Fred Hardin was swept from office in favor of Vice President Thomas DuBose, and Larry McFather was ousted as president of the Brotherhood of Locomotive Engineers. In an ironic twist, the man elected assistant president of the UTU is L. W. Swert, whose brother Robert Swert is vice president for labor relations at Conrail. Both brothers broke in on the New York Central but went their separate ways into the ranks of labor and management leadership.

The National Society's first annual research grant has been awarded to a Harvard University student. She will produce a thesis and documentary film on the "orphan trains," which were used to resettle over 150,000 urban orphans in the Midwest between 1854 and 1929.....The historic Perryville (MD) station, built by the Philadelphia, Baltimore & Washington Railroad in 1905 and restored this year for MARC commuter service, was re-dedicated last month (Bull Sheet).....PATCO has announced that it will lose up to \$11 million in 1992, after a recent fare increase proposal was blocked by New Jersey members on the Delaware River Port Authority board..... Transit America, the Budd Company's former carbuilding subsidiary, is studying the possibility of converting its Red Lion property in Northeast Philadelphia to an industrial park.

 PHILADELPHIA EXPRESS (Continued from Page 5)

Two Chapter members have authored articles in recent national publications. Columnist El Simon has an eight-page article entitled "VIA in the Summer of '91" published in the November issue of Passenger Train Journal, following up his piece "Ten Years of Amtrak Superliners" in the September PTJ. El serves as a contributing editor for the magazine. The January 1992 issue of Trains features a six-page article on New York Central's Empire State Express by J. William Vigrass, the retired assistant general manager of PATCO. Bill's article, "Upstaged by World War II," describes the history of the train which had its inaugural run on December 7, 1941, the day of the Japanese attack on Pearl Harbor. Bert Pennypacker's study of steam entitled "Personality of the Lehigh Valley" will appear in Issue #1-1992 of the National Railway Bulletin. Gerry Williams continues his Railpace columns on SEPTA and the Atlantic City line.

Steamtown's Federally-funded rebuilding has been dealt a blow by a Congressional subcommittee which last month voted to cut funding for the Scranton project from \$73 million to \$53 million. An Associated Press report indicated that Congress has appropriated \$52 million for the Steamtown National Historic Site since 1986, of which \$39 million has been spent. In a contentious hearing before the House committee in October, retired Historian John H. White of the Smithsonian Institution repeated his previous charge that the Steamtown collection is "at best, second rate," prompting Congressman Joseph M. McDade, Steamtown's principal champion, to call White "a loser" who is unworthy of associating his name with the Smithsonian....."Big rail is finally rounding the bend" was the title of an article in the November 11 issue of Business Week, in which the growing efficiency of railroads is cited as a major factor in boosting freight business and putting rail stocks on a fast track..... Transportation interests -- including railroads -- are fearful of the high cost of converting to the metric system of weights and measures, now being pushed by the Federal government as a means of making U.S. industry more competitive in worldwide markets (Traffic World).

The first of 200 articulated flatcars built by Berwick Freight Car for Environmental Protection & Improvement Corp. (EPIC) are in service on CONRAIL. Each car handles six containers of processed municipal sludge from North Jersey, often passing through Philadelphia enroute to the West. The cars were designed by Philadelphia-based Transit America.....Three of MORRISTOWN & ERIE's Alco locomotives will be sent to the NJ TRANSIT shop at Kearny, NJ for wheel work. The fourth unit, C424 #19, has been stored since its return last July from NEW HOPE & IVYLAND, where it handled contract freight service until NH&I took over its own operations (Jersey Central Chapter News).

UPDATE OF AREA SHORTLINE/REGIONAL MOTIVE POWER ROSTERS

The following changes should be made in certain motive power rosters as published in the September and October issues of Cinders:

MARYLAND STATE RAILROAD ADMINISTRATION (MARC)

A11 GP39-H2, F9PH and AEM-7 locomotives should be shown as equipped with HEP (head-end power)

NEW JERSEY TRANSIT RAIL OPERATIONS (NJT)

834 (E8A) is equipped with HEP (head-end power)

835 (E8A) is not equipped with HEP

4100-4112 are reclassified from GP40PH to GP40PH-2 as they are rebuilt at Conrail's Juniata shop

BACHMANN INDUSTRIES HAS OPENINGS IN REPAIR DEPARTMENT

Well-known model railroad manufacturer Bachmann Industries, Inc. last month notified the Chapter that it has job openings in its model train repair department, which handles HO, G and N-scale models.

Anyone who is interested and feels qualified should call Plant Manager George Haggerty at 215-533-1600 between 9 AM and 4 PM weekdays. Bachmann is located at 1400 East Erie Avenue in Philadelphia.

NRHS MEMBERSHIP TOPS THE 20,000 MARK

Latest figures released by the National show that as of October 1991 NRHS membership had reached a total of 20,309. Of this number almost 3,000 were spouse members.

This is the first time that NRHS has surpassed the 20,000 mark in total membership.

SLIDE SET OF HUNTINGTON CONVENTION AVAILABLE

A set of 37 quality duplicate slides depicting the highlights of the 1991 NRHS convention is now available from well-known Photographer Kermit Geary, Jr. Taken by Geary and fellow Bulletin Staff Photographers Steve Barry and Alex Mayes, the scenes provide a colorful overview of the steam-filled convention, which was sponsored by Collis P. Huntington Chapter.

The limited-time price for this slide collection is \$20, effective through February 28, 1992. (Pennsylvania residents should add the 6-percent State sales tax.) Send check or money order to: Kermit E. Geary, Jr., P. O. Box 38, Walnutport, PA 18088. Proceeds will benefit NRHS.



Amtrak's first new General Electric Dash 8-32BWH #500 was expected to be displayed at Washington on December 4 for the Amtrak board meeting. The first units are expected to be assigned to the new Capital Corridor train service linking San Jose, Oakland and Sacramento, CA, starting in mid-December. Additional Horizon fleet cars will be transferred in from Chicago, replaced there by Amfleet sent in from the East, once again making for a tight equipment situation in the East.

I'm viewing the Thanksgiving weekend activity as this issue of Cinders is being put together, but Amtrak's winter consist book called for a "mini-peak" over Turkey Day weekend on some long-distance trains, mostly with an extra car or two added. The usual Christmas and New Year peak periods remain, too. Our January issue will contain the usual full report on the Thanksgiving activity.

Since January 1, six Amcoaches and an Amcafe have been rebuilt and restored to service. Four more coaches and an Amlounge are still at the Wilmington facility, including three Back Bay wreck casualties whose rebuild status remains questionable. The tenth and final club-dinette, 48156, was released by Wilmington shop at the end of October. The fifth of eight Capitoliner conversions to coaches for Michigan service has also been completed. Five Chicago-based Amdinettes are being set up as custom class coach sections (primarily, with blue upholstery) to extend this service to the Hoosier State and the Chicago-St. Louis-Kansas City trains.

Although the Atlantic City line has been "downsized" a bit, the schedules still requires five trainsets, two of which are interconnected with the Harrisburg service. The equipment is rotated in a manner which finds each of three trainsets in Washington every three days for maintenance attention. The Springfield-Atlantic City trainset rotates to Richmond, VA the second night and then to Washington, DC the third night, with the Washington-Atlantic City set going to Springfield the following night. An interesting note to the Atlantic City service finds Train 653 carrying two Material Handling (MHC) cars from Springfield to Philadelphia (the AEM-7 takes these two cars to 30th Street after uncoupling at Frankford Junction) where the cars are placed in the consist of the Broadway Limited to Chicago the following evening. The process is reversed coming east, with cars off the eastbound Broadway being placed on 654 enroute to Springfield.

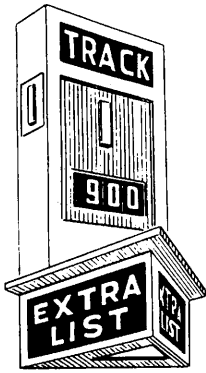
The Harrisburg-Atlantic City consist starts out of 30th Street each day on Train #601, returning to Atlantic City as #693. It returns to Harrisburg as #696 in the evening, laying overnight and running to Philadelphia as #600 the following morning. It makes a round trip to Harrisburg later in the day on Trains 609-616, positioning it back in Philadelphia to run on #601 and to Atlantic City on the third morning. This is how the fourth and fifth trainsets are required. If one of the push-pull sets needs shop work, a "clocker" set substitutes on Trains 609 and 616.

For the record, the last westbound American European Express train on October 13, 1991 consisted of Amtrak E60 #605 from New York to Washington, plus cars Yerba Buena (Rail Ventures), Monte Cito (Pacific Overland Corp.), St. Moritz, Zurich, Bella Vista (Rail Ventures), Washington, Bay Point, Berlin, Paris, Chicago and New York. West of Washington AEE's two rebuilt GP40's provided the motive power. Using an E60 locomotive and loading some 35 passengers at Wilmington, plus interference by the Silver Star, put the train into Washington about 35 minutes late, but it still arrived in Chicago at 9:25 AM the next day, 20 minutes early. No announcement has yet been made as to if or when AEE will resume operation following its recent financial crisis.

As of the October 27 time change, MBTA was scheduling nearly 150 cars in 21 separate consists, and we noted 13 Pullmans, 34 MBB (German-built), 74 Bombardier and 25 new bi-levels in service on October 29. All 21 trainsets were hauled by F40's (in one case by the new Morrison Knudsen look-alikes). More than 35 of the bi-levels have now been delivered and production continues at the Pittsfield, MA facility. The Pullman Standard cars, now only 11 years old, are the oldest in the fleet and MBTA has announced plans to refurbish these cars, as their capacity would be needed if and when service is extended to the former New Haven Old Colony line.

While Amtrak's E60's continue to see regular service, NJ Transit now routinely uses only about two units at a time. The new ALP-44 electric is mostly assigned to trains operating out of Penn Station in New York, although two do operate from Hoboken on the Morris & Essex Line, pulling trainsets substituting for MU's undergoing rebuilding.

The gradual phaseout of the Burlington Northern E units in Chicago is continuing, with most of the units probably gone by next summer. Plans call for two new replacement units a month to be delivered, and hopefully many of the 25 units (nine E8's and 16 E9's) will find a home in museums, etc.



NOVEMBER 29, 1991-JANUARY 5, 1992: "A Brandywine Christmas" at Brandywine River Museum, U.S. Route 1, Chadds Ford, PA, includes operating "O"-gauge model train display with more than 2,500 feet of track. Hours: 9:30 AM to 4:30 PM daily (extended to 8 PM December 26 through 29). Closed Christmas Day. Admission: \$4 adults, senior citizens \$2.50, children (6-12) \$2. For information, telephone 215-388-7601.

DECEMBER 14-15: Greenberg's Great Train, Dollhouse & Toy Show at Philadelphia Civic Center, 34th Street below Spruce, 11 AM-5 PM both days. Admission: \$6 adults (includes parking charge), children under 12 free with adult admission. Philadelphia Chapter will be represented with a table for sale of books and railroadiana, and distribution of membership information.

DECEMBER 14, 15, 21, 22: Annual "Santa Claus Specials" on Penn's Landing Trolley, leaving hourly from Delaware Avenue & Spruce Street, Philadelphia, 10 AM to 5 PM. Cars will be decorated for season and Santa Claus will be on board all trips. Fare: \$2.50 per person. For information and reservations, telephone 215-627-0807.

DECEMBER 15: "Holiday Steam Spectacular" on Black River & Western, as 2-8-0 #60 covers the entire railroad Lambertville to Three Bridges, NJ. Train leaves Ringoes at 10 AM, returning at 3:30 PM with lunch stop at Three Bridges. Photo runbys will be made on 34-mile round-trip excursion. Fares: adults \$25, children (4-12) \$15, first-class in parlor car Bishop \$35, box lunch \$5. Order tickets from "BR&W Railroad, P. O. Box 200, Ringoes, NJ 08551. For further information, telephone 908-782-9600.

JANUARY 25, 1992: "Snowflake Special" excursion from Boston, MA to Albany, NY via Conrail Boston Line over Berkshires, sponsored by Mystic Valley Railway Society. Chartered Amtrak train leaves South Station 8 AM, with option of visit to historic Deerfield, MA or sleigh rides. Fares: \$60 adults, children (5-16) \$45, including lunch and choice of activity. For information and reservations, write Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486, enclosing stamped, self-addressed envelope (telephone 617-361-4445).

JANUARY 25: SEPTA PCC excursion over subway-surface lines, sponsored by Wilmington Chapter NRHS. Special car leaves Elmwood depot, Elmwood & Island Avenues in Southwest Philadelphia at 12 Noon. Fare \$20 per person. Order tickets from: PCC Trip, c/o Steve Barry, RD #3, Box 414, Elmer, NJ 08318, making checks payable to "Wilmington Chapter NRHS" and enclosing stamped, self-addressed envelope.

THROUGH MARCH 3: "Speed, Safety, Comfort: Images of the GG1," exhibition of Pennsylvania Railroad GG1 memorabilia at Railroad Museum of Pennsylvania, Strasburg. Regular Museum admission charges and hours apply. Exhibit is made possible through a grant from Lancaster Chapter NRHS.

MARCH 29: Tentative date for Philadelphia Chapter-sponsored special train on SEPTA Railroad Division, using AEM-7 and Bombardier coaches for the first time in a public excursion. This is Sunday prior to six-month shutdown of former Reading Ninth Street branch for RailWorks rebuilding project. Watch Cinders for details.

AMTRAK RETURNS TO GIL REID PAINTING FOR 1992 CALENDAR



Amtrak's 1992 wall calendar again features a full-color reproduction of a watercolor by noted Railroad Artist Gil Reid. Entitled "The Crescent Tradition," the painting depicts three generations of the New York-New Orleans Crescent which has been operated for 101 years by Southern Railway and now Amtrak. Specially-lettered green-and-gold Pacific #1393 illustrates the Crescent Limited of the 1920's and 1930's, E8 #6901 represents the stainless-steel train of the period through the late 1970's, and Amtrak's newest F40PH #415 is shown leading the present-day Crescent.

Measuring 23-1/2 x 33-1/2 inches, the year-at-a-glance calendar is available by mail for \$5 per copy, two for \$9 or three for \$12, with discount prices for greater quantities. Checks or money orders payable to "Amtrak Calendar" should be sent to: Amtrak Calendar, P. O. Box 7717,

Itasca, IL 60143. Calendars are shipped in sturdy mailing tubes and at least two weeks should be allowed for delivery.

Calendars for the years 1980 through 1991 are also available for \$2 each, and orders should specify the year(s) desired.

CHAPTER MEMBERS ARE URGED TO RENEW FOR 1992

As of December 1 more than 55 percent of Philadelphia Chapter members had already paid their dues for 1992. Any member who has not done so is urged to send in the renewal form provided with a check for \$25 to cover both local and National dues for next year. (Spouse members are an additional \$3).

Members are urged to consider additional financial support for the Chapter this year as we continue to work toward the completion of the restoration project on former Reading FP7A #903. While the locomotive continues to slowly move toward eventual operational status, the Chapter will require additional funding to realize this important goal.



Checks should be made payable to "Philadelphia Chapter NRHS" and mailed to Treasurer David Kopena at P. O. Box 7302, Philadelphia, PA 19101-7302. The January issue of Cinders will be the last sent to members who have not renewed.

Philadelphia Chapter is currently the second largest in NRHS, with 439 members paying their National dues through the Chapter. Let's keep this large family growing!

CHAPTER TO APPEAR AT GREENBERG SHOW DECEMBER 14-15

For the first time in two years, Philadelphia Chapter will be represented at Greenberg's Great Train, Dollhouse & Toy Show scheduled for the Philadelphia Civic Center during the weekend of December 14-15. Hours are 11 AM to 5 PM each day, and the \$6 adult admission charge includes free admission for children under 12 and free parking in the Civic Center garage.

Greenberg's mammoth show features a large array of railroadiana sales tables, operating layouts and model train displays, as well as toys and collectibles. The Fallon Street Elevated Railway display operated by Chapter Members Jim Sparkman, Donald Wright and others should also pay a return visit to Greenberg's. Philadelphia Chapter's booth will have a number of items for sale, as well as offering membership information to the throngs of pre-Christmas visitors.

Members who wish to assist at the booth on one or both days should contact President Mike Burshtin at 609-697-3829 evenings.

CHAPTER AUCTION IS A BIG SUCCESS, THANKS TO MEMBERS

Philadelphia Chapter's annual auction held at the November 15 meeting in Jefferson Alumni Hall yielded one of the largest selections of railroadiana seen at a Chapter affair in recent years. Coordinator Larry Eastwood reports that a total of 95 lots were offered for sale, many of them donated by members for the benefit of the Chapter. In all, \$739.50 worth of railroadiana changed hands, with \$239.50 going to the sellers, \$65.10 to the Chapter as its 20-percent commission, and donated material realizing \$434.90 in additional funds for the Chapter.

Adding in \$19 in anonymous donations, the Chapter was able to bank a grand total of \$519 from the spirited sales, which lasted for well over two hours. President Mike Burshtin and Larry Eastwood served as auctioneers.

Chapter officers wish to express their thanks to all donors, sellers and purchasers for helping make the 1991 auction a most successful event.

NATIONAL INITIATIVES LISTING AVAILABLE AT DECEMBER MEETING

For those who might be inclined to ask the question, "What is the NRHS National organization doing anyway?", President Raymond A. Wood has prepared a six-page listing of various initiatives recently carried out by National officers. For the first ten months of 1991, a total of 97 actions are shown which advance the cause of NRHS and its members, ranging from financial assistance for Central Coast Chapter's popular display at Sacramento Railfair '91 to a meeting with the nationwide Rails-to-Trails Conservancy.

Locally, Editor Larry Eastwood, who also serves as National Vice President, donated his collection of 1,482 annual reports from 137 railroads to the NRHS Library of American Transportation. He also helped prepare a new combined catalog of films and videos available through the National office in Philadelphia. Member Lynn Burshtin, who is office manager in that office, handled over 100 research-related questions received from outside sources including television stations, publishers and libraries, as well as all administrative duties in the office. Historian Hugh Gibb donated a large collection of chapter newsletters from around the country, and Bulletin Editor Frank Tatnall provided the program for the 15th anniversary dinner of the Pennsylvania Railroad Technical & Historical Society's Philadelphia Chapter. These are just a few of the nearly 100 items on the list, indicating that the National is indeed working for its members and the cause of railroad history.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
Post Office Box 7302
PHILADELPHIA, PA 19101-7302

FIRST CLASS MAIL
U. S. Postage
PAID
Permit No. 12
Huntingdon Valley, PA
19006

First Class Mail

