

# CINDEERS

## FEBRUARY 1991



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Volume 52

Newsletter of the

Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

## OUR MEETING:

FRIDAY, FEBRUARY 15, 1991

Eakins Lounge, Alumni Hall, Thomas Jefferson University,  
 Locust Street between 10th & 11th, Philadelphia, PA  
 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).

Our February 15, 1991 program will feature the annual Ray Muller Slide Contest, rules for which are shown below. The contest is named in honor of the late Chapter member who excelled in rail slide photography.

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, FEBRUARY 12, 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.

Looking ahead, our March 15, 1991 program will be G. Gerrish Williams' narrated slide presentation, "A PRSL RETROSPECTIVE", covering South Jersey rail operations from 1960 to 1990.

IN THE EVENT OF SNOW, SLEET OR FREEZING RAIN ON A PHILADELPHIA CHAPTER MEETING NIGHT, CHAPTER OFFICERS WILL MAKE A DECISION IN ADVANCE AS TO WHETHER TO HOLD THE SCHEDULED MEETING. IN IN DOUBT, MEMBERS SHOULD CALL 215-947-5769 OR 215-828-0706 FOR AN ADVISORY ON THE MEETING.

## Annual RAY MULLER Slide Contest Rules

- No entry form is required for the 1991 Ray Muller Slide Contest, but entrants must register in person, beginning at 7:00 PM. Registration closes at 7:15 PM, with no entries accepted after that hour. THE SLIDE CONTEST IS OPEN TO 1991 PAID-UP PHILADELPHIA CHAPTER MEMBERS ONLY!
- There are six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1981, and category (f) ONLY subject matter BEFORE March 1, 1981. In case of uncertainties, the contest manager will rule on appropriate categories or will disqualify any unsuitable entries.
  - Steam
  - Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
  - Mainline electric (including multiple-unit commuter rail equipment)
  - Light rail
  - General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
  - Oldies, but goodies (any subject prior to March 1, 1981)
- Each contestant may exhibit a maximum of four slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name MUST be on the slide. After the initial screening, entrant will select ONE SLIDE in each category for the projectionist to use in the FINAL JUDGING. Thus, only six (6) slides are permitted in the final presentation.

NOTE: Greenberg's Great Train, Dollhouse & Toy Show scheduled for March 2-3 at Philadelphia Park is cancelled.

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

## CHAPTER OFFICERS:

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

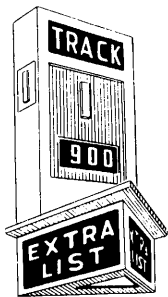
MEETINGS: 7:45 PM, third Friday of each month (except second Friday in December) at Eakins Lounge, Thomas Jefferson University Alumni Hall, 10th & Locust Streets (south side), Philadelphia, PA. Dinner at 6:15 PM (\$18 per person), cash bar 5:30 PM, meeting 7:45 PM.

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.

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.



FEBRUARY 9-10, 1991: "King Coal Express" excursions over lines of the newly-formed Reading, Blue Mountain & Northern Railroad, sponsored by Jersey Central Chapter NRHS. Train of two Budd RDC's leaves Port Clinton, PA (on Route 61 two miles north of Hamburg exit of Interstate 78) at 10 AM each day, returning about 5 PM. Itinerary will include more than 100 miles of ex-Reading lines to West Cressona, Pottsville, Tamaqua and Reading. Photo stops and runbys are scheduled and snack bar will be operating on the train. This is first public excursion on RBM&N. Fare: \$30 per person. Order tickets from: Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066-0700, making checks payable to "Jersey Central RHS" and enclosing stamped, self-addressed envelope. For credit card orders, telephone 908-454-4848.

FEBRUARY 16: EastRAIL '91 multi-projector slide-sound presentation, 12 Noon to 6 PM at Chatham High School auditorium, 255 Lafayette Avenue, Chatham, NJ, hosted by Railfan & Railroad Magazine, Railpace Newsmagazine and Jersey Central Chapter NRHS. Tickets: \$12 adults, \$8 age 16 and under. Order from: EastRAIL, c/o JCRHS, P. O. Box 700, Clark, NJ 07066-0700, making checks payable to "Jersey Central RHS."

FEBRUARY 23: "Mixed Train Extra" from Ringoes to Three Bridges, NJ and return via Black River & Western. Train leaves Ringoes 9:30 AM. Photo stops and runbys, plus stops to switch freight cars. Fare: \$15 per person (box lunch \$5 additional). Order tickets from: Black River & Western Railroad, P. O. Box 200, Ringoes, NJ 08551-0200. For information, telephone 908-782-9600.

MARCH 2: "New England States Limited" from Boston, MA to Bellows Falls, Windsor and White River Junction, VT and return via Conrail and Central Vermont, sponsored by Mass Bay RRE. Amfleet train leaves South Station 8 AM, returns about 9 PM. Fares: Adults \$55 (\$60 after February 20), children (4-12) \$30 (\$35 after February 20). Additional fares to White River Junction: Adults \$7, children \$4. First-class service in private car Caritas is \$225 per person. Numerous options for tours available. For tickets or complete trip flyer, write: Mass Bay RRE, Inc., P. O. Box 525, Bedford, MA 01730.

MARCH 3: Lackawanna Station Model Train Show at Royce Hotel, Scranton, PA, 9 AM to 3 PM. Admission: \$3 per person. For information, contact: Joe Grzyboski, P. O. Box 3475, Scranton, PA 18505.

MARCH 10: Railroadiana Show & Sale at Mother Seton Regional High School, Parkway Exit 135, Clark, NJ, sponsored by Jersey Central Chapter NRHS. Hours 9 AM to 3:30 PM. Admission \$4 adults, children (under 12) free, maximum per family \$7. For information, contact: Train Show, c/o JCRHS, P. O. Box 700, Clark, NJ 07066-0700.

MARCH 23: 10th annual Canal History & Technology Symposium, sponsored by Hugh Moore Historical Park & Museums and Lafayette College at William Simon Center of Lafayette College, Easton, PA. Symposium features presentation of papers on a variety of transportation and industrial history subjects. For information, telephone 215-250-6700.

MARCH 23: "Sugartime Special" excursion from Boston, MA to Vermont points via Conrail and Central Vermont. Train leaves South Station, Boston, at 8 AM, returning early evening. Fare: \$50 adults, children (5 to 16) \$40, including country-style luncheon. Order tickets from: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486. For information, telephone 617-361-4445.

APRIL 13: Excursion behind newly-restored E8's #834 and 835 in Erie paint scheme via NJ Transit from Hoboken, NJ to Port Jervis, NY and return, sponsored by United Railroad Historical Society. Fares and schedule to be announced.

## NEW SERIES OF PLATES SHOWCASES TED XARAS PAINTINGS

Well-known rail artist Ted Xaras of Upper Darby is back in the spotlight with a new series of full-color locomotive paintings reproduced on porcelain plates. First in the series is a rendering of Jersey Central Blue Comet Pacific #832 at Atlantic City, fired onto an 8-1/2-inch diameter plate with 23K gold rim. It is priced at \$29.50 per plate (plus \$2.48 shipping and handling charge) and may be ordered from:

The Hamilton Collection  
9550 Regency Square Blvd.  
P. O. Box 44051  
Jacksonville, FL 32231-9951

Seven more plates will follow in this collection entitled the "Golden Age of American Railroads," all featuring paintings by Chapter Member Ted Xaras. One of the next issues will illustrate Pennsylvania K4s #1361 ascending the Allegheny grade, and Ted is hard at work in his studio completing the balance of the series.



As we noted in our January issue, Amtrak has placed its long-awaited "third generation" locomotive order with Pennsylvania's General Electric Company. Three different models are included. First to come will be 20 B32-8CW's in 1992. These will apparently be similar in appearance to Conrail's latest GE's, with a wide nose and "freight" carbody combination with the usual GE-style flared radiators. Power will be a 3,200-hp V-12 engine and the head-end power will taken off the "generator" end.

Following in 1993 will be the first of two types of units with a new carbody designed along European lines (the press release alluded to the new German ICE locomotives) which will blend in with the trailing cars more readily than the big F40's. These units will have the 4,000-hp V-16 engine similar to that which is in the B40-8 locomotives familiar to Susquehanna fans. There will be 22 of these units. Finally, the same carbody will be utilized on ten "dual-mode" diesel-electric-electric units of a 3,200-hp variety, which will replace the present FL9's operating over the new West Side Connection into New York's Penn Station.

Speaking of the new West Side Connection, planning remains on track for an April introduction. Running time from Penn Station to Spuyten Duyvil, where the line will connect with Metro-North's existing Hudson Line, will be about 18 minutes, some five minutes faster than the present running time out of Grand Central. It is planned to restrict the aging FL9's to eight cars per train, in order to not place undue strain on them until they can be replaced with the new GE units. As a result, the Lake Shore Limited will no longer carry local cars or passengers between New York and Albany.

Atlantic City service was adjusted during January with the discontinuance of through service to the Philadelphia International Airport. Added were another round-trip between the shore resort and Washington, DC, as well as a new round-trip between Harrisburg and Atlantic City.

Among Amtrak's more distinctive cars are the 3100-series lounge cars. All have six four-seat booths adjacent to the cafeteria section and varying seating arrangements beyond, arranged around miniature tables. Cars 3100-3105 have 25 lounge sets, 3106-3112 have 23 lounge seats, 3113, 3114 and 3117 have 23 lounge seats plus a piano, and 3118-3127 have 25 lounge seats. They were, respectively, former U.S. Army, Santa Fe lunch counter, Southern Pacific lounges and ex-Pennsy "Congressional" parlor cars.

Another interesting group of cars are the Auto Train food service cars. Table cars 8600-8603 have 20 four-seat tables for food service, converted from former Union Pacific coaches. Heritage cafeteria cars 8700-8704 have a long cafeteria counter and eight four-seat booths, the same as the 8710-8716 cafeteria cars you'll find on the Florida trains. Heritage kitchen cars 8750-8752 have a kitchen and a cafeteria section where the tables were located when they were full-service dining cars.

American European Express this spring will begin regular service between New York, Washington, the Greenbrier resort at White Sulphur Springs, WV, Indianapolis and Chicago. One set of equipment will operate two round trips per week. Four cars will leave New York on Amtrak Train #183 Sundays and Thursdays. At Washington, six more cars will be added and the train will continue beyond there as a special CSX train. Returning, the train will leave Chicago on Tuesdays and Fridays, with New York cars arriving the next evening on Amtrak Train #186 east of Washington.

Through cars will include two sleepers with a total of 16 bedrooms, two drawing rooms and a "Presidential Cabin". There will also be a diner and a round-end parlor-observation. The latter is a former Century "lookout lounge" in which the rooms have been removed and replaced by parlor seats. Parlor space will be sold between Chicago and Indianapolis and from the Greenbrier to the East. There will be a baggage-health club car west of Washington, and passengers will be able to reserve time for a massage.

A thumbnail schedule for the new service is as follows: Leave Washington 2:45 PM, White Sulphur Springs 8:00-8:20 PM, Indianapolis 7:50 AM, arriving Chicago 11:10 AM. Coming east, the train will leave Chicago at 7:20 PM, Indianapolis at 11:20 PM, arriving White Sulphur Springs 10:30-10:50 AM, Washington 3:45 PM.

VIA Rail Canada has acquired 17 coaches and coach-lounges from Amtrak to increase the pool of cars to be rebuilt with head-end power. The cars were among Amtrak's fleet of stored cars and included six Southern, five C&E-L&N, one Burlington and five Southern Pacific cars. The purchase came on the heels of a purchase noted by Frank Tatnall of eight Conrail (former Amtrak) coaches by VIA.

In commuter rail items, Metro-North's order of some 30 Bombardier cars will be coming on line soon, and names have been selected for 20 of the cars. Ten cars will be assigned to pool service out of Hoboken and will carry numbers only, but the 10 cars replacing the last set of "steam" cars and the additional 10 for the Shore Line East service out of New Haven will continue the practice of carrying names, as do all modern cars operating out of Grand Central Terminal.

(Continued on Page 4)

## ON THE SCENE (Continued from Page 3)

New York's subway fleet is now fully air-conditioned, except for two groups of cars. The 40 Flushing IRT single units are still non-air-conditioned, because there is insufficient room to mount the necessary equipment. Also, the C route (Eighth Avenue local) has a fleet of R30 and R30A class cars, and that's it. Believe it or not, Philadelphia now has the largest fleet of non-air-conditioned cars, the Market-Frankford cars. These Budd-built veterans are now 31 years old, too old to rebuild, and perhaps too young to replace.

Looking back into my history book, I note that as late as 1939, if not later, Pennsylvania-Reading Seashore Lines was operating at least two Reading lounge cars from Camden to Atlantic City and Ocean City. These cars were conversions from steel coaches with side seating available, I believe, for a slight additional charge but with no bar service.

The Pennsylvania Railroad's postwar sleepers did not arrive until 1948 and 1949 (a few in 1950). However, as early as April, 1946, PRR had identified the names for most of the cars and reserved them with Pullman (remember that the railroads now had to order and then name their new cars).

The Pennsy did not know at the time what types of names Atlantic Coast Line, Seaboard Air Line or Southern would choose for the 20 10-6 sleepers Pennsy had ordered for pool service. As a result, PRR reserved 20 "Rapids" names in case these companies couldn't make up their mind. As it happened, Southern opted for "Rivers", Coast Line for "Counties" and Seaboard for cities, with the PRR choosing compatible names. However, Pennsy subsequently used some of the reserved names on later car orders. Scioto Rapids and Sturgeon Rapids were applied to two Budd-built cars and Allegheny Rapids, Blue Rapids, Buffalo Rapids, Mahoning Rapids, Mississippi Rapids, Ohio Rapids and Penns Rapids went to ACF-built cars. Bear Rapids was selected for an eighth car, but it was delivered as Amon G. Carter.

For the record, the ten names not used were Delaware, Detroit, Maumee, Passaic, Sandusky, Susquehanna, Vermillion, Wabash, White and Wolf, all with Rapids.

The PRR's office cars carried numbers only until October, 1929, when names were gradually assigned.

In 1948, the Pennsy actively investigated the possibility of having Pullman-Standard rebuilt 75 "12-1 sleepers" into roomette-bedroom cars like Pullman's Elm series. The actual cars to be converted were selected, but the program floundered on cost and time considerations.

In a December, 1947 memo to Altoona shops, the railroad prioritized six programs, some of which never came to pass. It is interesting, however, to speculate on what might have been. The plans were:

1. Finishing the five observations and five twin-unit diners
2. Rebuild two 14-car Senator trainsets (cancelled after the project was started)
3. Rebuild 100 P70's into P70FBR's
4. Rebuild a Chicago-Detroit trainset (cancelled)
5. Rebuild up to 40 diners (36 were done)
6. Rebuild up to 20 railway post offices (14 were completed)

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EDITOR'S NOTE: El Simon's latest contribution to Passenger Train Journal is an article entitled "The Venerable 10-6 Sleeper," which begins on Page 16 of the January 1991 issue.

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## CONRAIL FREIGHT SCHEDULE CHANGES

Further changes have been made in Conrail's Philadelphia Division freight schedules shown in previous issues of Cinders. Following are the major changes:

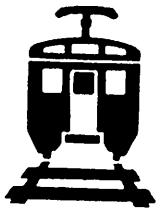
- o ALSE is established (Allentown to Selkirk), departing Allentown 2000 daily, passing Port Reading Junction 2200, departing Kearny \*0230, arriving Selkirk 1100.
  - o MTEN is withdrawn.
  - o OIIN is withdrawn.
  - o OIPI is resymbolized OIPI-A.
  - o OIPI-B is established (Oak Island to Conway), departing Oak Island 2230 daily except Sunday and Monday, departing Allentown 0345, passing Alburdis 0430, arriving Harrisburg \*0740, departing Harrisburg 0810.
  - o PIML is withdrawn.
- \* - Crew change.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

Three troublesome storms struck the Delaware Valley during the week of January 6, causing problems for SEPTA and the entire region. Monday morning the 7th saw a three-inch covering of snow in Philadelphia which slowed bus operations but caused only minor delays on the high-speed lines and Regional Rail. At 6:09 PM, however, push-pull train #7563 with AEM-7 #2303 and five cars for Parkesburg ground to a halt in "Overbrook" interlocking while crossing from #4 track to #3. The crew reported that the locomotive would not take power and all efforts to reset it were unsuccessful. Finally, Silverliner trains 9569 and 9023 were coupled behind the crippled train, using a compromise coupler, and shoved it into the clear. After this 90-minute delay passengers were transferred to following train 9571. The breakdown made a shambles of late rush-hour service and AMTRAK's #641 to Harrisburg was held for 56 minutes. Cause of the massive tie-up: a defective propulsion cable between the locomotive and first car.....The next morning SEPTA suffered another push-pull failure as train #7532 from Downingtown was cancelled after the crew reported flat spots on the wheels of cab car #2402.



Wednesday the 9th proved to be the worst day of the week as an early-morning ice storm created havoc during the rush hour. Regional Rail was plagued by delays of up to a half hour on all routes, mainly due to power outages and ice on the overhead wires. Electricity was knocked out to more than 40,000 homes in the area and schools were closed for the day. The most frustrating rail delay occurred on the R3 West Trenton line when three trains coupled together as a single ten-car train became stranded near Noble station at 9:40 AM. While the crew attempted to chip away at the ice on the trolley wire by using a pantograph pole, a push-pull train was dispatched from Roberts yard to rescue the passengers. The transfer was completed just before noon and by 12:15 a diesel locomotive had coupled to the disabled Silverliners, hauling them to Roberts yard. Rising temperatures eliminated most of the problems during the afternoon..... Power failures also knocked out operations that morning on the Doylestown Line and severe delays were experienced on AMTRAK's Harrisburg line, affecting Paoli service. Catenary power was knocked out on the R8 Chestnut Hill West Line from 9:40 AM to 3:30 PM because of trees in the wires at Highland and St. Martins. Signal power was also out until after 5 PM, as shuttle buses were pressed into service.

A one-inch snowfall on Friday the 11th, followed by a round of freezing rain, made local travel difficult, but there was no repeat of Wednesday's widespread disruptions on the Railroad Division.

Vacant office space in center city Philadelphia reached a record 6.1 million square feet last year, enough to fill more than five Liberty Place towers, the Inquirer has reported. Record vacancy rates in office space in the suburbs, as well as in industrial buildings, were also found, reflecting the economic slowdown in the region and the nation. As a result, construction of new office buildings has virtually stopped, the Two Commerce Square development at 20th & Market Streets being an exception. In center city, only 85.2 percent of space was occupied, down three percent from the year before, while the Pennsylvania suburbs dropped to 79.9 percent occupancy and 75.2 in South Jersey, according to figures supplied by the Jackson-Cross real estate firm. The center city decline appears to run counter to a reported one-percent increase in ridership on SEPTA's Railroad Division in Fiscal Year 1990 versus the previous year. DVARP quotes SEPTA as saying that Regional Rail ridership rose from 24.1 million in FY 1989 to 24.4 million in FY 1990, the highest level since the 27.1 million recorded in 1981.

SEPTA's railroad car fleet is not suffering an unusually high failure rate in its new cab signal/speed control system, in spite of recent reports to the contrary. As an example, on a typical day in mid-January the shop count was 67 cars, with just two cars in for speed control work. The total MU fleet is 305 cars, plus 35 push-pull cars.....A 20-year-old Rose Valley man committed suicide by jumping off SEPTA's Crum Creek bridge in Swarthmore on January 3, six months after a boyhood friend had been killed in an accidental fall from the same bridge. The Inquirer reported that five young men have died in falls from this span over the past seven years. The double-track steel trestle was rebuilt by SEPTA in 1983 for \$1.2 million.....An independent group has submitted a plan to resume passenger operations on SEPTA's Newtown branch.

Hatboro station has been renovated at a cost of \$150,000, according to DVARP. Work included a new roof and repairs to plumbing, sidewalks and lighting at the 1935-vintage ex-Reading station. SEPTA plans to rehabilitate several other stations in the suburbs.....Silverliner IV married pair #384-385 has been equipped with experimental electronic destination signs (Wayne Bode).....A second edition of the NORAC operating rules manual became effective January 1, replacing the original edition issued in 1988. NORAC (for Northeast Operating Rules Advisory Committee) was formed to develop a uniform set of rules to govern operations on all participating railroads, which now include AMTRAK, SEPTA, CONRAIL, DELAWARE & HUDSON, NJ TRANSIT, GUILFORD TRANSPORTATION, SUSQUEHANNA, PROVIDENCE & WORCESTER, BAY COLONY and the new WHEELING & LAKE ERIE.

## PHILADELPHIA EXPRESS (Continued from Page 5)

The State's money crunch (see January Cinders) will soon affect SEPTA, though Harrisburg has continued to provide funding based on a three-for-one match for each dollar contributed by the City. Philadelphia, however, has thus far failed to provide any of the \$45 million budgeted by SEPTA during the current fiscal year. SEPTA has been forced to go into the money markets to fill the gap created by the City's failure to provide its support, which represents about six weeks of operating funds for SEPTA. The borrowing may cost the Authority up to \$2 million in interest charges. Adding to the problem is the sweeping cutback in State spending announced by Governor Casey on January 7, designed to head off a projected \$1-billion deficit by June 30. Under this austerity plan SEPTA would lose \$3.3 million as part of an overall cut of \$731 million in State spending.



SEPTA's new police chief is Ronald M. Sharpe, 50, who resigned his cabinet-level post as commissioner of the Pennsylvania State Police last month to take the new job. Sharpe, a Philadelphia native, now commands a 218-member force which has been without a chief since Howard F. Patton resigned last September in a dispute with SEPTA officials.....A SEPTA examiner has recommended approval of a plan to eliminate rail service on the Broad Street and Market-Frankford rail lines between 1 and 5 AM. Buses running at 15-minute intervals would be substituted.....KYW Newsradio reported on January 18 that SEPTA trolley operators will chip in to buy American flags for display on their cars. The idea is to show support for members of the Armed Forces engaged in the Persian Gulf war.

SEPTA last month restored express service to its Route 100 Norristown High Speed Line. Effective with the January 14 schedules, Norristown expresses operate on a 15-minute headway during rush hours with Bryn Mawr locals following two or three minutes behind. The express runs serve all stations Bryn Mawr-Norristown plus Ardmore Junction. Off-peak all-stops service is carded for a running time of 30 minutes between 69th Street and Norristown with the expresses just one minute faster end to end--the same timing as in 1989. Owl service, discontinued last May, has not been restored because two-man crews are required on all equipment. Currently, there are 62 northbound runs scheduled on weekdays to Norristown and 30 to Bryn Mawr for a total of 92 trains, versus 95 in late 1989 which included three owl runs. By contrast, the September 10, 1990 timetable showed 69 runs to Norristown and none to Bryn Mawr. (Additional Bryn Mawr trippers not shown in the timetables were and are operated in peak hours.)

All five ex-Market-Frankford Budd cars are in service on the NHSL: 601 "Columbia," 602 "Discovery," 605 "Enterprise," 609 "Atlantis" and 619 (no name). These single cars were thought to be intended primarily for Bryn Mawr service but on typical weekdays in January they were holding down all midday runs to and from Norristown. The seven sets of ex-Chicago cars (#476-489) usually emerged during peak hours on both Norristown and Bryn Mawr assignments. (Cars 484-485 still retain their Chicago Bicentennial paint scheme.) Off-peak headways remain at 20 minutes, Saturdays 20 minutes and Sundays 30 minutes. There is still no definite word as to when the first of the new ABB/AMTRAK cars is expected on the property to begin testing.

SEPTA has drafted a plan showing the projected retirement dates for all 112 PCC cars which went through the general overhaul (GOH) program in the mid-1980's. Their eight-year "life extension" shows that they are to be retired between 1988 and 1995. There are now 108 cars on the roster (not including two work cars) and it is understood that SEPTA and the City have agreed that at least 89 cars should be retained for use on existing North Philadelphia surface lines. About 90 cars are operable. This indicates that the proposal to sell 20 cars to SAN FRANCISCO MUNICIPAL RAILWAY may not be fully implemented.....SEPTA is acquiring several sets of broad-gauge freight car trucks from a supplier in Portugal for use on new Market-Frankford work cars.

SEPTA is looking for 250,000 square feet of office space, according to an Inquirer report. SEPTA now pays about \$3.9 million per year to lease space at 714 Market Street, 1515 Market and 841 Chestnut. Other employees are headquartered in the SEPTA-owned building at 2nd Street & Wyoming Avenue, in the Suburban Station concourse and elsewhere around the system.....After four years of construction, Philadelphia's new Vine Expressway was officially opened to traffic on January 10. The \$202.6-million depressed highway, designated Interstate 676, links the Schuylkill Expressway with I-95 and the Benjamin Franklin bridge.

SEPTA's rail transit routes took a beating during the ice storm of January 9. Serious delays occurred on the Market-Frankford el and on the Norristown High Speed Line, both using third-rail power, and the Routes 101-102 Media and Sharon Hill trolley routes were out of service in the morning because of iced wires. Surface trolley routes in Philadelphia also suffered delays because of wire problems and congested street traffic.....Those computerized destination signs at the 69th Street bus and trolley platforms now seem to be working--at least partially--after many months of tinkering.....A SEPTA police officer and two former officers have been held for trial on charges of aggravated assault and conspiracy after they allegedly beat and kicked a man in Suburban Station last April 29.

AMTRAK closed "Bell" tower north of Wilmington effective December 5, two days after control of "Bell" and "Hook" interlockings was transferred to the CETC Section 4 train dispatcher in Philadelphia. The control center at 30th Street Station was already handling the 100 miles of Northeast Corridor mainline between Wilmington and Washington, and this extension to "Hook" at Marcus Hook has been in the works for more than two years. Today, the only open block stations on the Corridor south of Philadelphia are "Baldwin" tower at Eddystone (part time), "Bay" tower at Baltimore and "K" tower at Washington Union Station.....Two CONRAIL trains sideswiped at milepost 55 on the



tions on the Corridor south of Philadelphia are "Baldwin" tower at Eddystone (part time), "Bay" tower at Baltimore and "K" tower at Washington Union Station.....Two CONRAIL trains sideswiped at milepost 55 on the

## PHILADELPHIA EXPRESS (Continued from Page 6)

Northeast Corridor near Charlestown, MD on January 4. An empty hopper train was found to have one car leaning off center, which struck the cab of the lead engine (SD40-2 #6472) of train ENES4 enroute from Enola, PA to Harrington, DE. No one was injured and nothing derailed. Though the accident happened at 1:30 AM, two AMTRAK trains were delayed before the two main tracks were cleared about 7:30.

AMTRAK ran its last trains between Philadelphia International Airport and Atlantic City on January 8, the same day that marketing partner Midway Airlines cut back the number of flights to Philadelphia. On January 27 Amtrak revised its Atlantic City timetable, extending train 691 to leave Harrisburg at 6:35 AM and arrive A.C. at 10:09 AM weekdays. Returning, train 696 leaves A.C. at 6:20 PM, arriving Harrisburg 10:01 PM except Saturdays. Trains 693 and 698 cover the run on other days, all trains operating via 30th Street. Friday-only trains 660 and 667 between the shore resort and Washington are increased to daily except Saturday effective January 27, supplementing the existing A.C.-Richmond (VA) trains.....New Jersey Senator Frank Lautenberg succeeded in pushing through legislation last fall to extend until May 1992 the deadline for AMTRAK to reach an 80-percent cost recovery level on its Atlantic City service, and to break even by May 1993. Previously, Amtrak had been given only two years, until May 1991, to meet the 80-percent threshold or shut down the service. Present cost recovery is over 60 percent (Rail Travel News).

American European Express is reported to be planning a Tuesday and Friday departure from Chicago for its new service to White Sulphur Springs, WV and Washington, and westbound Sunday and Thursday. The ten-car luxury train, to begin operating this spring over a mostly-CSX route, is geared to bringing passengers to the elegant CSX-owned Greenbrier resort at White Sulphur, and will only offer views of the scenic New River Gorge of West Virginia on the eastbound run. It is understood that the train will be hauled by leased head-end-equipped GP40 locomotives rather than the E9's originally considered.....Bull Sheet reports that AMTRAK has returned to using table menus in most of its dining cars. Previously, menus had been printed on meal checks and patrons would indicate their choices.

AMTRAK has signed an agreement with the Transportation Communications Union to establish part-time sales agent positions in its reservations offices. Until now only full-time agents could be hired. The new part-time employees will receive limited employee benefits such as health care (Newsbreak).....AMTRAK has reached agreement with the union representing its on-board service employees, providing for an 18-percent wage increase over the four-year life of the contract (NARP).....Operating employees, however, are still working under terms of an expired contract and have set up "informational" picket lines at 30th Street and elsewhere demanding more progress in negotiations.....David F. Girard-diCarlo, a Philadelphia attorney and former SEPTA chairman, has been named to a post on the AMTRAK board of directors. He was appointed by President Bush to replace Samuel Hellenbrand of New York.....Eastern Air Lines shut down all of its operations on January 18, after nearly two years in bankruptcy. Eastern had been one of the nation's pioneering airlines, in business since 1928.



Delivery of CONRAIL's 50 new General Electric C40-8W locomotives is expected to begin within weeks. The first 50 of this order for 100 wideopen units were received last year and are seen frequently in the Philadelphia area. All are equipped with a Canadian-inspired "comfort cab" and the Lake Shore Timetable reports that five new C40's will get a recently-developed Integrated Display Unit (IDU). This electronic "tube" provides a single display of information for the engineer. ....One of the two GP40FH-2 diesels recently rebuilt for METRO-NORTH was spotted as the third unit in CONRAIL train PGAL3 (South Philadelphia to Allentown) on January 3. Numbered 4189, the HEP-equipped locomotive was enroute from Morrison Knudsen's Mountain Top (PA) plant to the NJ TRANSIT shop at Kearny, NJ. It will be used in joint MN-NJT service between Hoboken, NJ and Port Jervis, NY.

On January 18 CANADIAN PACIFIC formally completed its purchase of the bankrupt DELAWARE & HUDSON (see January Cinders), bringing American's oldest transportation company under Canadian ownership. Rival CANADIAN NATIONAL last month asked the Interstate Commerce Commission to begin an investigation into the terms of the trackage rights agreement which CP and CONRAIL announced in December. CN also wants the ICC to look into the impact that CP's takeover of the D&H will have on railroads in the Northeast. "If reports about CP obtaining from Conrail improved access to the Ports of Philadelphia and New York are correct," CN said, "what enticement could CP have provided Conrail to encourage it to yield its virtual monopoly to these facilities?" CN appeared to be concerned about the effect of the D&H purchase on north-south traffic now moving via CN's subsidiary CENTRAL VERMONT, and on possible diversion of container traffic from the Port of Halifax (Traffic World).

CONRAIL has begun moving some personnel into a new building in Mount Laurel, NJ that will also house its Philadelphia Division offices. The combined dispatching center is expected to relocate there in April from present quarters at 32nd Street in Philadelphia and in Elizabethport, NJ.....DVARP reports that residents in the Southampton area are protesting plans by Philadelphia Electric to string new high-voltage transmission lines along CONRAIL's right-of-way between Norristown and Morrisville (see January Cinders). The residents cite growing concern over possible health risks created by the electromagnetic fields surrounding power lines. ....CONRAIL is furnishing quantities of used wood crossties for burning at a new electric cogeneration plant operated by the Koppers Company near Montgomery, PA, near Williamsport. Conrail, which in recent years replaced over one million worn-out crossties annually, has been hard-pressed to find an environmentally-safe method of disposing of old ties impregnated with creosote. The plant does the job with virtually no smoke, producing only small amounts of ash (Railway Track & Structures).

PHILADELPHIA EXPRESS (Continued from Page 7)

NJ TRANSIT's new ALP-44 electric locomotives continue to be plagued with problems. Seven of the 14 units were delivered by ABB in 1990 and are assigned both to the Morris & Essex Line and the North Jersey Coast Line. Road failures have been frequent enough that some knowledgeable commuters avoid those trains normally hauled by the ALP-44's (Baltimore Chapter Interchange).....NJT has awarded CONRAIL a contract to remanufacture its 13 aging GP40PH locomotives. NJT also will overhaul all 17 F40PH-2 units by 1993, #4115 and 4116 having been completed last year and six more to be done in 1991. NJT's 20-year-old fleet of GE U34CH units is to be replaced in 1994, the same year that NJT plans to retire its eight remaining E60 electric locomotives (Jersey Central Chapter News).....NJT E8A #835 (ex-4248) returned in December from Rome Locomotive Works at Rome, NY, where it received the same two-tone-green Erie paint scheme as sister 834. The repaint was financed by United Railroad Historical Society (News).

CSX's longtime Chairman Hays T. Watkins will retire on February 1, to be replaced by CSX President and CEO John W. Snow. Watkins, who reached the mandatory retirement age of 65 last month, has headed CSX since its formation ten years ago. He began his career with the Chesapeake & Ohio in 1949, becoming president of that road and in 1973 chairman of the Chessie System, a predecessor of CSX. Snow, a former Federal official, joined Chessie in 1977, was named president in 1985 and later president and CEO of CSX TRANSPORTATION before moving up to the holding company (Traffic World).....Those 150 new C40-8 locomotives which GE will deliver to CSX over the next three years (see November Cinders) will be equipped with the widenose configuration similar to CONRAIL's recent order (Bull Sheet).....CSX operated a 12-car special last month from Baltimore to White Sulphur Springs, WV, Richmond, VA and Jacksonville, FL, using both American European Express cars and CSX equipment. The train departed Baltimore January 9 behind CSX A-B-B F units #118-119-117 and MARC #85 for head-end power.

AMTRAK ATLANTIC CITY LINE SCHEDULES (Effective January 27, 1991)

MAIN LINE—SHORE TO ATLANTIC CITY						
Interlocking	Interlocking Station	Block Station and Form D Office	STATIONS	Mile Post	Siding Length in Feet	Note
X	X	X-★	SHORE (NEC Main Line) .....	80.0*	.....	.....
.....	.....	.....	PA-NEW JERSEY STATE LINE	82.1	.....	.....
X	.....	.....	JERSEY (Delair Movable Br.) (Jersey-Hatch connecting track) .....	R-Section E TD 82.3	.....	.....
X	.....	.....	JERSEY (Delair Movable Br.) (Jersey-Hatch connecting track) .....	R-Section E TD 0.0**	.....	.....
X	.....	.....	NORTH RACE .....	R-Section E TD 4.3	.....	.....
X	.....	.....	RACE .....	R-Section E TD 4.7	1500	.....
X	.....	.....	SOUTH RACE .....	R-Section E TD 5.5	.....	.....
X	.....	.....	LINDENWOLD .....	R-Section E TD 11.7	.....	.....
X	.....	.....	NORTH LUCAS .....	R-Section E TD 13.2	7920	.....
X	.....	.....	SOUTH LUCAS .....	R-Section E TD 14.7	.....	.....
.....	.....	.....	ATCO .....	R-Section E TD 17.8	.....	.....
X	.....	.....	NORTH FISH .....	R-Section E TD 19.9	4752	.....
X	.....	.....	SOUTH FISH .....	R-Section E TD 20.8	.....	.....
X	.....	.....	NORTH WINS .....	R-Section E TD 25.7	6864	.....
X	.....	.....	SOUTH WINS .....	R-Section E TD 27.1	.....	.....
X	.....	.....	HAMMONTON .....	R-Section E TD 30.7	.....	.....
X	.....	.....	NORTH LICA .....	R-Section E TD 36.7	4752	.....
X	.....	.....	SOUTH LICA .....	R-Section E TD 37.6	.....	.....
X	.....	.....	EGG HARBOR .....	R-Section E TD 41.8	.....	.....
X	.....	.....	NORTH POMO .....	R-Section E TD 46.7	4752	.....
X	.....	.....	SOUTH POMO .....	R-Section E TD 47.5	.....	.....
.....	.....	.....	ABSECON .....	R-Section E TD 52.1	.....	.....
X	.....	.....	GRIFF .....	R-Section E TD 55.9	.....	.....
X	.....	.....	BEACH (Movable Br.) .....	R-Section E TD 57.5	.....	.....
.....	.....	.....	ATLANTIC .....	R-Section E TD 57.8	.....	.....
.....	.....	.....	ATLANTIC CITY .....	R-Section E TD 58.0	.....	.....

The Direction from Shore to Atlantic City is Southward  
 \* Distance from Shore  
 \*\* Distance from Jersey

PHILADELPHIA TO ATLANTIC CITY SOUTHWARD

STATIONS	691	693	663	653	661	663	685	667
	Daily Ex. Sat. & Sun.	Sat. & Sun. Only	Daily	Daily	Saturday Only	Daily Ex. Saturday	Daily	Daily Ex. Saturday
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
30th St. ....	Ar. Lv. 8:36	10:00	10:50	.....	11:43	.....	.....	8:05
ZOO .....	8:50	10:15	CP10:53	.....	C11:45	\$ 2:55	\$ 5:28	C 8:07
NO. PHIL. ....	8:53	10:18	10:56	From NY	11:48	2:58	5:31	8:10
.....	8:57	10:22	11:00	.....	11:52	3:02	5:35	8:14
"G" STREET .....	.....	.....	.....	11:37	.....	.....	.....	.....
SHORE .....	9:03	10:28	11:06	11:46	11:58	3:07	5:41	8:21
NO. RACE .....	9:12	10:37	11:15	11:55	12:07	3:16	5:50	8:30
SO. RACE .....	9:13	10:38	11:17	11:57	12:09	3:18	5:52	8:33
LINDENWOLD .....	DR 9:21	DR10:46	DR11:26	.....	DR12:18	DR 3:28	DR 6:01	DR8:43
NO. LUCAS .....	9:23	10:48	11:28	12:07	12:20	3:30	6:03	8:45
SO. LUCAS .....	.....	.....	.....	.....	.....	.....	.....	8:48
NO. FISH .....	9:28	10:53	11:33	12:12	12:25	3:35	6:08	8:52
SO. FISH .....	.....	.....	.....	.....	.....	3:39	.....	.....
NO. WINS .....	9:33	10:58	11:38	12:16	12:30	3:43	6:13	8:57
SO. WINS .....	.....	.....	.....	.....	.....	3:45	6:18	.....
NO. LICA .....	9:41	11:06	11:46	12:25	12:38	3:52	6:25	9:05
SO. LICA .....	.....	.....	.....	.....	.....	3:56	6:29	9:11
NO. POMO .....	9:48	11:13	11:53	12:33	12:45	4:02	6:32	9:17
SO. POMO .....	.....	.....	.....	.....	.....	.....	.....	.....
GRIFF .....	9:59	11:24	12:04	12:43	12:56	4:11	6:41	9:24
BEACH .....	10:03	11:28	12:07	12:45	1:00	4:13	6:45	9:29
ATLANTIC CITY .....	\$10:09	\$11:34	\$12:14	\$12:48	\$ 1:05	\$ 4:18	\$ 6:50	\$ 9:34
.....	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	Rev. 1-27-91	Rev. 1-27-91	Rev. 1-27-91	.....	Rev. 1-27-91	Rev. 1-27-91	Rev. 1-27-91	Rev. 1-27-91

ATLANTIC CITY TO PHILADELPHIA NORTHWARD

STATIONS	680	660	684	662	696	664	654	698	666
	Daily	Daily Ex. Saturday	Daily Ex. Friday	Friday Only	Daily Ex. Saturday	Daily	Daily	Saturday Only	Saturday Only
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
ATLANTIC CITY .....	\$ 6:25	\$12:20	\$ 3:03	\$ 3:03	\$ 6:20	\$ 7:15	\$ 7:40	\$ 9:20	\$10:00
BEACH .....	6:26	12:21	3:04	3:04	6:21	7:16	7:41	9:21	10:01
GRIFF .....	6:29	12:24	3:07	3:07	6:24	7:19	7:44	9:24	10:04
SO. POMO .....	6:36	12:31	3:14	3:14	6:31	7:26	7:51	9:31	10:11
NO. POMO .....	.....	12:34	.....	.....	6:35	.....	.....	.....	.....
SO. LICA .....	6:45	12:42	3:23	3:23	6:42	7:34	8:00	9:39	10:19
NO. LICA .....	6:47	.....	.....	.....	6:45	.....	.....	.....	.....
SO. WINS .....	6:56	12:51	3:32	3:32	6:53	7:42	8:08	9:48	10:27
NO. WINS .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
SO. FISH .....	7:00	12:55	3:36	3:36	6:57	7:46	8:12	9:52	10:31
NO. FISH .....	.....	.....	.....	.....	.....	.....	.....	.....	10:34
SO. LUCAS .....	7:05	1:00	3:41	3:41	7:02	7:51	8:17	9:57	10:38
NO. LUCAS .....	.....	.....	.....	.....	.....	.....	8:21	9:59	.....
LINDENWOLD .....	DR7:08	DR1:03	DR3:44	DR3:44	DR7:05	DR7:54	.....	DR10:01	DR10:41
SO. RACE .....	7:16	1:11	3:52	3:52	7:13	8:02	8:29	10:09	10:49
NO. RACE .....	7:18	1:13	3:54	3:54	7:15	8:04	8:33	10:11	10:51
SHORE .....	7:30	1:25	4:06	4:06	7:26	8:19	8:47	10:25	11:04
"G" STREET .....	.....	.....	.....	.....	.....	.....	8:51	.....	.....
NO. PHILA. ....	7:35	1:29	4:11	4:11	7:31	8:23	To NY	10:30	11:08
ZOO .....	7:40	1:33	4:16	4:16	7:36	8:28	.....	10:35	11:13
30th St. ....	Ar. Lv. \$ 7:45	\$ 1:38	\$ 4:21	\$ 4:21	\$ 7:41	DP8:33	.....	10:40	D11:18
.....	# 1:40	.....	# 4:23	# 4:23	\$*7:56	8:35	.....	\$10:55	11:20
.....	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	Rev. 1-27-91	Rev. 1-27-91	Rev. 1-27-91	Rev. 1-27-91	Rev. 1-27-91	.....	Rev. 1-27-91	Rev. 1-27-91	Rev. 1-27-91

SOURCE: Amtrak Northeast Corridor Timetable #3



# Conrail Business Car Roster

(Corrected to January 1, 1991)

CAR NO.	TYPE	BUILDER/YEAR	PRIOR OWNER/NAME/NUMBER
1	Office car (HW)*	Pullman 1920	Pullman Shannon, 1816; SOU 3102, 10, 3 (to CR 1982)
2	Office car (HW)*	Pullman 1930	NYC 5; PC 5, 6, 5
3	Office car (HW)*	Pullman 1928	MC 1; NYC 10; PC 2
4	Office car (HW)*	Pullman 1927	Pullman; SOU <u>Tennessean</u> , 4 (to CR 1983)
8	8-bedroom sleeper (HW)	Pullman 1917	Pullman <u>Penvir, Windsor Castle</u> ; SOU 2458, 1041; CR 24 (to CR 1983)
9	Theater car (LW)	P-S 1954	CN 428; VIA 428; CR 23
10	Inspection car (HW)*	Pullman 1925	Pullman <u>Queen Elizabeth, Hudson River</u> ; NYC <u>Kalamazoo River, Victoria Park</u> , 30; PC 30, 76; CR 76
11	10-5 sleeper (LW)	P-S 1954	<u>Erie Spirit of Youngstown</u> ; EL same
12	Conference car (LW)	Budd 1952	PRR <u>Baron de Kalb</u> ; PC 7138
20	Test car (LW)	P-S 1940	Pullman <u>Chicopee Falls</u> ; NYC 10597, 10648, X-23417; PC 23417
21	Track geometry car (HW)*	Pullman 1924	ATSF 32, 55 (to CR 1983)
22	Rail analyzer car (LW)	P-S 1939	Pullman <u>American Milemaster</u> ; SP 400, 9500; EMD ET-800 (to CR 1985)
23	Support car (HW)	?	NYC; PC; CR (baggage car)
27	Coach (LW)	Budd 1947	NYC 2949; PC 2949; AMTK 5667
55	Dome coach (LW)	Budd 1954	ATSF 552; Auto-Train 514; CSS 552 (to CR 1988)
100	Office car (HW)* <u>Boston</u>	Pullman 1911	N&W <u>Pocahontas</u> , NS 100 <u>Pocahontas</u> (to CR 1988)
2530	16-duplex-roomette-4-bedroom sleeper	Budd 1954	B&O 7100- <u>Bobolink</u> , SCL 6700, AMTK 2010, 2530 (to CR 1988)
2537	16-duplex-roomette-4-bedroom sleeper	Budd 1954	B&O 7110- <u>Wren</u> , SCL 6707, AMTK 2017, 2537 (to CR 1988)
5197	Coach (LW)	Canadian 1937	CN 5197 (to CR 1983)
5306	Coach (LW)	Canadian 1941	CN 5306 (to CR 1983)
5653	Coach (LW)	Budd 1947	NYC 2922; PC 2922; AMTK 5653
5655	Coach (LW)	Budd 1947	NYC 2926; PC 2926; AMTK 5655

#### CARRIER ABBREVIATIONS

AMTK - Amtrak  
 ATSF - Atchison, Topeka & Santa Fe Ry.  
 B&O - Baltimore & Ohio RR  
 CN - Canadian National Rys.  
 CSS - Chicago, South Shore & South Bend RR  
 CR - Consolidated Rail Corp.  
 EL - Erie Lackawanna Ry.  
 EMD - Electro-Motive Division  
 MC - Michigan Central RR  
 N&W - Norfolk & Western Ry.  
 NS - Norfolk Southern Corp.  
 NYC - New York Central System  
 PC - Penn Central Transportation Co.  
 PRR - Pennsylvania RR  
 SCL - Seaboard Coast Line RR  
 SOU - Southern Ry. System  
 SP - Southern Pacific Co.  
 VIA - VIA Rail Canada

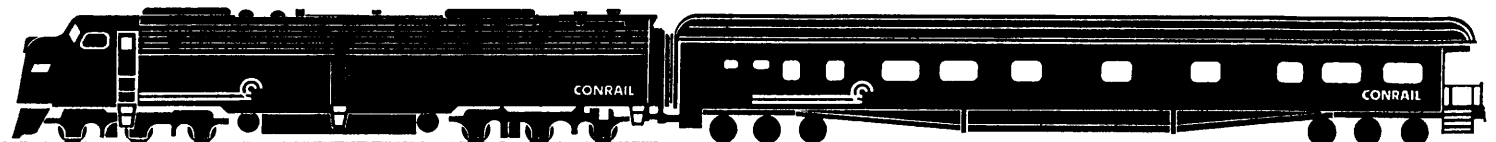
#### BUILDER ABBREVIATIONS

Budd - Budd Co.  
 Canadian - Canadian Car & Foundry Co.  
 Pullman - Pullman Car Works/Pullman Car & Mfg. Co.  
 P-S - Pullman-Standard Car Mfg. Co.

#### SOURCES

Conrail  
 El Simon

\* - Open-platform car  
 HW - Heavyweight car  
 LW - Lightweight car



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