



# CINDERS

## JANUARY 1991



### IN THIS ISSUE

Philadelphia Chapter News.....	1
CP Deal Clears Path for D&H Takeover.....	2
ON THE SCENE, by El Simon.....	3
Extra List.....	4
PHILADELPHIA EXPRESS, by Frank Tatnall.....	5
Conrail Operates Talking Defect Detectors.....	8

Volume 52      Newsletter of the      Number 1

**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.....	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.

## OUR MEETING:

FRIDAY, JANUARY 18, 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 January 18 program will feature a narrated slide lecture on THE RAILROADS OF NORTHEASTERN PENNSYLVANIA: THE DECADE BEFORE CONRAIL, presented by President Frank Tatnall. You'll want to see action which includes Erie Lackawanna, Lehigh Valley, Jersey Central, Delaware & Hudson, Lehigh & Hudson River, plus a few glimpses of the Reading. Relive the many colorful paint schemes which rode the rails in this part of our Commonwealth prior to the advent of Conrail.

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, JANUARY 15, 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 cash bar beginning at 5:30 PM.

Our February 15 meeting will feature the annual Ray Muller Slide Contest. G. Gerrish Williams' slide lecture on South Jersey rail operations has been postponed to Friday, March 15, 1991.

Come out on January 18, and make a New Year's resolution to attend Philadelphia Chapter meetings.

## NRHS CONVENTIONS SET FOR NEXT FIVE YEARS

The NRHS board of directors has settled on the sites for national conventions through 1995. The current lineup is as follows:

1991	Huntington, WV.....	August 7-10	..... sponsored by C. P. Huntington Chapter
1992	San Jose, CA .....	July 22-26	..... sponsored by Central Coast Chapter
1993	Chicago, IL .....	July 14-18	..... sponsored by Chicago Chapter
1994	Atlanta, GA .....		..... sponsored by Atlanta Chapter
1995	Lancaster, PA .....		..... sponsored by Lancaster Chapter

Pre-registration forms for this year's convention at Huntington, WV will be distributed with Issue No. 6 of the National Railway Bulletin to be mailed by mid-January. Deadline for pre-registration will be March 31, 1991.

## CP TRACKAGE DEAL CLEARS PATH FOR D&H TAKEOVER

Canadian Pacific and Conrail last month settled their long-running dispute over trackage rights at Buffalo, clearing the way for CP to complete its \$25-million purchase of the bankrupt Delaware & Hudson Railway. CP expects to formally assume control of the D&H this month, after final approval of the sale by D&H's trustee and the U.S. Bankruptcy Court in Wilmington, DE. The court has been overseeing the railroad's affairs since its former owner, Guilford Transportation, placed it under Chapter 11 bankruptcy protection in June 1988.

**CP Rail**



Announced on December 17, the agreement permits CP to operate over a 27-mile Conrail branch between Niagara Falls and Buffalo, linking CP's own system with existing D&H trackage rights at Buffalo. It also boosts the existing D&H trackage charges by ten to 15 percent over Conrail's ex-Erie Southern Tier Line between Buffalo and Binghamton, NY, making Conrail "a little more cheerful landlord than we have been in the past," Senior Vice President Charles N. Marshall told the Wall Street Journal. The Journal said that the deal will lead to "a major restructuring of Northeast railroading" and significantly boost competition.

Several months ago the two railroads locked horns over the issue of whether CP could exercise the Niagara Falls rights previously granted to D&H but not exercised. Conrail requested arbitration but that has been headed off by the new settlement. CP's interest in the D&H was sparked by the two-year-old U.S.-Canadian free trade agreement which it expects will substantially increase north-south traffic volume, and CP wanted its own route into the populous New York-New Jersey-Pennsylvania region. Marshall commented that the CP-Conrail accord will "take a lot of the fuss and feathers out of railroading in this part of the country (and) give us a sound relationship that will allow us to get on with business rather than sniping and carping at each other."

Another part of the agreement negotiated by Marshall gives CP a one-year option to buy the 200-mile Buffalo-Binghamton segment of the Southern Tier Line, though Conrail most likely would retain trackage rights for coal and other important freight movements. Conrail was known to be looking for a way to divest itself of the Southern Tier, which it considers redundant to its ex-New York Central Water Level Route. However, Conrail plans to hold on to that portion of the Tier between Binghamton and North Jersey, over which the New York, Susquehanna & Western currently holds trackage rights.

Still another section of the pact provides for CP access to the Port of Philadelphia, specifically that area adjacent to the Packer Avenue Marine Terminal in South Philadelphia where a new container terminal is planned. But in spite of local media hype, it is not at all certain that CP will be able to divert a great deal of container traffic from Canadian ports to Philadelphia. Governor Casey, an enthusiastic supporter of the CP entry, was quoted in the Inquirer as saying that "the presence of Canadian Pacific will be attractive to shippers because (Philadelphia) will have the competitive advantage of being the only East Coast port with direct service by three major rail lines." (The third is CSX.) Referring to D&H's existing service in Pennsylvania, one of Casey's advisors remarked that "it was David vs. Goliath. Now we will have two Goliaths." The State will put up \$5.5 million to help rebuild D&H's existing line from the New York border to Scranton and Sunbury.

In addition to the Southern Tier, the 1,700-mile D&H holds trackage rights over Conrail from a point near Scranton to Allentown and Philadelphia; from Allentown to Oak Island yard at Newark, NJ; and Sunbury to Harrisburg and on to Perryville, MD. A CP request to extend these rights to Hagerstown, MD was denied by Conrail last year, and this provision is not part of the present agreement.

It is expected that CP will maintain the D&H as a separate company to operate these routes, much as it has kept its wholly-owned subsidiary Soo Line as an operating entity in the U.S. Midwest. With the new Buffalo gateway to supplement D&H's original Canadian entry through Rouses Point, NY, additional traffic can be expected to flow to Philadelphia and into the South via D&H's existing runthrough route with CSX and Norfolk Southern. It is not known whether CP will attempt to exercise its D&H trackage rights over Amtrak's Northeast Corridor between Perryville and Washington, DC, thence to an RF&P-NS connection at Potomac yard in Alexandria, VA. Amtrak did attempt to have these rights declared void as part of its effort to discourage freight traffic on the Corridor.

At year's end, little had changed in the operation of D&H trains 555 and 556 through Philadelphia, with a mix of CP, NS, CSX and leased Susquehanna units normally seen. Recently added were ten Morrison Knudsen-rebuilt SD40-2's leased by CP from PLM (Professional Leasing Management). CP has been running the D&H since August 1, 1990 under an emergency order of the Interstate Commerce Commission.

---

## CONRAIL FREIGHT SCHEDULE CHANGES

Two additional changes have been made in the Conrail Philadelphia Division freight schedules shown in previous issues of Cinders. They are:

- o ENSE is withdrawn.
- o ENOI is established (Enola to Oak Island), departing Enola 0830, passing Allentown 1500 and arriving Oak Island 1830 daily.



Amtrak's Thanksgiving 1990 operation came off pretty well except, once again, for Chicago. Part of this problem was due to less available capacity this year than last year, when the then-new Horizon Fleet cars were unassigned and thus available for beefing up services where needed.

In the Corridor, Amtrak once again issued its "Special Thanksgiving Schedule" printed in brown ink in lieu of the usual blue. Amtrak stated that they had scheduled over 100 extra sections over the big holiday, but this in fact represented a gross figure and did not take into account a number of trains which were annulled on light travel days during the period. As in the past, it was noted that even schedules of "regular" trains were lengthened to account for longer dwell times needed to load and unload heavy travel at stations. The extra sections did not necessarily "mimic" the times of their parent trains, running to their own scheduled times as a result of adding and deleting certain stations.

While most extras operated only over a section of the Washington-Boston route, several trains did operate in sections over the whole route and Train 175, for example, operated two extra sections on Sunday over a portion of the line. I did note that all AEM-7's operated except for the retired 900 and 903, plus 938 and 941. E60's 600-610 operated, mostly on the longer trains, and even the formerly steam-equipped 621 ran with an HEP-equipped unit.

On Wednesday, November 21 and Sunday, November 25, an extra section of the Pennsylvanian operated between Philadelphia and Harrisburg, using Clocker coaches on Wednesday and SEPTA MU's on Sunday.

SEPTA Silverliners once again saw service for Amtrak, mostly between Philadelphia and New York, but they also operated to Harrisburg and to Washington (an unscheduled extra section of Train 85, with the equipment deadheading back to the Quaker City on the rear of Train 90). A maximum of 24 cars operated on the "big day". Maryland's MARC contributed six older coaches, 20 new cars and two AEM-7's on Sunday, and a third AEM-7 ran one other day. Boston's MBTA was supposed to provide four six-car push-pull trainsets between Boston and New Haven, but the actual equipment provided was somewhat different.

Empire Service operations borrowed 14 Horizon Fleet cars from Chicago, in turn freeing up some Amfleet cars for the Northeast Corridor. As was the case in previous years, extra sections operated Sunday on the two Niagara Falls trains, 287 and 69, and Train 284 operated in two sections between Albany and New York. For the record, trains Advance 69 and 262 were operated with Metro-North's only "steam" trainset (The only set in the U.S., for that matter). The consist was MN FL9's 2033 and 2011, and coaches 4814, 4817, 4809, 4810, 4815, 4811, 4813 and 4812. Cars 4808 and 4816 are the backup coaches to this trainset, which normally protects a rush-hour Stamford-Grand Central roundtrip.

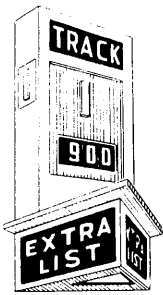
In Chicago, Superliners were assigned to the Hoosier State, the Chicago-Grand Rapids train, trains 303-304 to St. Louis and Kansas City. In addition, the Illinois Zephyr was made up of three Horizon, five Amfleet, one hi-level, three Superliner and five Heritage cars -- 17 cars with something for everyone! The Eagle, a Superliner train, was augmented by three Amdinettes between Chicago and St. Louis and a four-car METRA push-pull set ran between Chicago and Milwaukee. The trains out of Chicago were augmented by buses. As I understand it, passengers were given the option of riding buses direct to specific points (faster than the train) or riding the train. Not a bad choice so long as the weather held up. In a blizzard, not many would opt for the bus, I suspect.

In California, the San Joaquin Trains 708-709 were formed of eight Superliner and hi-level cars and the Horizon cars normally assigned were used to lengthen other trains, up to eight Horizon cars in length. The San Diegans were operated to impressive lengths, up to 12 cars. The outstanding train from this operation was the 4:45 PM from San Diego, with 11 cars, including two of the Caltrans gallery cars, and the whole consist operated through to Santa Barbara. Normally, some cars and a locomotive come off at Los Angeles.

Other major news was the collision between Amtrak Train 66, the Night Owl and MBTA train 906 at Back Bay station, Boston, on December 12. As #66 approached the station stop at a high rate of speed, it derailed on the sharp curve west of the station, and struck the rear-facing F40 of MBTA Train #906 out of Stoughton on the adjacent track.

When the dust settled, over 260 people had been injured, most only slightly, and the cause of the accident is under investigation. The accident could have been much worse had the F40 not been on the rear of the T train pushing. The unit absorbed most of the impact of the collision. The parallel retaining wall held the equipment in the Amtrak area so that the adjacent Orange Line tracks on MBTA were relatively unscathed.

(Continued on Page 4)



JANUARY 17, 1991: "The Bethlehem Plant as Recorded by Film Makers," a showing of historic Bethlehem Steel films presented by Lance E. Metz, 8 PM at Canal Museum, Route 611, Easton, PA. Admission free. For information, telephone 215-250-6700.

JANUARY 25: Railroad night featuring three hours of steam railroad films presented by NRHS Member Mitchell Dakelman, 7:30 PM at Lafayette College, Easton, PA. Donation to Hugh Moore Historical Park requested. For information, telephone 215-250-6700.

FEBRUARY 16: EastRAIL '91 multi-projector slide presentations, 10 AM to 5 PM at Chatham, NJ, sponsored by Railfan & Railroad Magazine, Railpace Newsmagazine and Jersey Central Chapter NRHS. Tickets: \$12 adults, \$8 children by advance reservation only. Order from EastRAIL, c/o JCRHS, P. O. Box 700, Clark, NJ 07066-0700, making checks payable to "Jersey Central Railway Historical Society."

MARCH 2-3: Greenberg's Great Train, Dollhouse & Toy show, Philadelphia Park, Street Road, Bensalem, PA, 11 AM to 5 PM. Admission: \$5 per person. Philadelphia Chapter will have a table at this show.

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.

#### ON THE SCENE (Continued from Page 3)

Structural damage to the street and station area above resulted, with damage estimates running as high as \$10 million. Amtrak F40's 272 and 366, Material Handling Car 1551 and baggage car 1217 were destroyed, as were MBTA F40 #1073 and push-pull coach 315. It's interesting to note that the Guilford wreck train out of East Deerfield was called, with its 250-ton crane. These machines were once the Cadillacs of wreck/service trains (Reading Company had two, one diesel-powered and one steam-powered), but today off-track equipment from contractors has largely taken their place.

In equipment items, an Amtrak locomotive order was announced in late December and is detailed in Frank Tatnall's column elsewhere, and five trainlined half-Amclubs are being converted to club-dinettes 48155-48159. The first car, 48158, was converted in November from 48144.

Three former Princess Tours Super Domes, 482, 481 and 485, will become Amtrak 9310-9312, being used in Auto Train service.

In commuter rail news, Metro-North has two additional GP40FH-2 locomotives (rebuilt GP40's from Morrison Knudsen) on order for 1991 delivery, along with two additional control coaches (5179-5180). These are intended to replace the last Budd RDC's in service between Suffern and Port Jervis, NY. The three refurbished RDC's on this route (18, 43 and 65 -- rebuilt by Chrome Locomotive at Silvis, IL with parts supplied by Philadelphia Chapter!) have been joined by former Amtrak RDC-1 #11. Nevertheless, reliability is not their strong point and the decision has been made to replace the venerable veterans with push-pull equipment. The 20 new Bombardier cars on order by Connecticut will be used to replace the "steam" car set operating out of Stamford as well as the Shore Line East trainsets acquired from Pittsburgh operating east of New Haven.

In a transit item, the startup target for Chicago's Southwest rapid transit line to Midway Airport is less than two years off (October 1992). Work has begun on the new Roosevelt Road "L" station which will serve as the connection between the South Side, Dan Ryan and Southwest lines.

The Branch Line (Bytown Railway Society, Ottawa, Ontario) reports that almost 40 VIA cars have either entered the shops for conversion to HEP or actually have been released for service. One of the four sets required to operate the Canadian has been re-equipped with the new cars. The Skeena uses its own steam generator car while attached to the HEP cars between Vancouver and Jasper.

The first run of the American European Express cars to the Greenbrier via the ex-C&O was set for Friday, December 21. Head-end power was to have been provided by a MARC F unit. Two of the eight AEE cars, Bay Point and Istanbul, were operating in late December for Trancisco on its new Reno Fun Train, with the remaining cars receiving some attention at Milwaukee, WI.

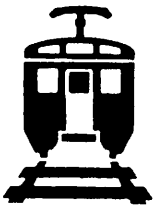
On a personal note, increased workload professionally and a need to study for examinations has dictated that I temporarily discontinue my columns in Passenger Train Journal. In June, we'll re-examine the situation to determine the feasibility of resuming the articles, which started as a favor to former Editor Mike Schafer.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

SEPTA last month completed its 1990 welded rail project on the Mainline between Fort Washington and just north of Gwynedd Valley station. About five miles of new rail were laid in the #1 southbound track, after the rail was delivered last spring on two special DELAWARE & HUDSON trains from D&H's Oneonta (NY) rail welding plant. More welded rail is planned for this year, funds permitting.....The old stone viaduct leading into Reading Terminal is becoming history. Demolition is well underway north of Arch Street, clearing land for the proposed \$500-million center city convention center.



SEPTA restored Sunday rail service on its R8 Fox Chase Line, effective December 9. Service had been suspended since July for track construction, and SEPTA proposed the permanent removal of Sunday trains as part of a cost-cutting plan. Weekend service is also suspended on the Chestnut Hill West end of Route R8 while replacement of the 70-year-old electric catenary is carried out.....SEPTA is constructing two new storage tracks at Doylestown station, using space in the former Reading freight yard. Currently, SEPTA stores 12 or more cars overnight at Doylestown, and residents reportedly have complained about the noise from MU's parked on the so-called long siding west of the station (Everett Edwards).

A seat handout was distributed to Regional Rail riders last month giving the results of SEPTA's "report card" survey taken in June. About six percent of regular riders responded, giving the Railroad Division an overall "C-plus" grade and targeting on-time performance, service frequency and delay announcements as their three top concerns. Seat availability, security, parking and stop announcements were also cited. SEPTA responded with a progress report on these items, adding the caveat that everything is subject to its "precarious financial condition".....The Railroad Division has amended its rules for the personal appearance of employees as follows: "Due to safety considerations, earrings, if worn, are restricted to solid, circular, non-hanging, post-type earrings with diameters of less than one-quarter inch." The rule is not restricted to female employees.....Which reminds us that back in World War II days and thereafter, when the Pennsy and other roads hired many women for on-board service, few seemed to object to wearing the traditional cap badge which read TRAINMAN.

"A rail line with some real possibilities" was the title of an extensive article in the "Neighbors" section of the December 9 Inquirer. The line discussed was SEPTA's proposed Cross-County Metro to be built on some 50 miles of CONRAIL right-of-way between Downingtown and Morrisville, which passes a dozen employment centers. Ironically, Conrail is preparing to remove most of the second track on this Trenton Cut-Off freight route.....The December 20 edition of the Inquirer carried an article detailing the current dispute between interests in Bucks and Montgomery Counties on the future of SEPTA's idle Newtown rail line. Certain Montgomery politicians have joined the Newtown Greenway Coalition in urging conversion of the line to a bicycle path under provisions of the State's newly-passed Rails-to-Trails Act. This law is supposed to "land-bank" unused rights-of-way in the event future demand dictates restoration of rail service but, said Newtown Mayor Harold Smith, "If a bike path is put in, once those rails are out you'll never get a train back on."

Station news: The new southbound platform has been completed at Bethayres, the main station building has been nicely restored and a new plastic shelter installed on the northbound side.....SEPTA's Airport trains are now making two separate stops at the Airport's platform C-D.....Those entrances to Market East Station through Reading Terminal are still closed, with no public explanation from SEPTA.....A borough councilman in Quakertown has asked SEPTA to "either repair or demolish" the town's derelict ex-Reading passenger station, which was damaged in a May 1989 fire (P&R Chapter Colebrookdale Local).....Woodbourne on the West Trenton line may be SEPTA's only station without a platform, as trains load and discharge passengers in the middle of the Woodbourne Road grade crossing.

In spite of the fact that Congress voted \$3.27 billion for mass transit in Fiscal Year 1991, transit funding is in trouble at the Federal level. That was the message at a meeting of officials from 14 states who convened last month in Philadelphia to plot strategy for the upcoming battle in Congress to reauthorize the highway and mass transit trust funds. It was pointed out that Federal spending on transit has declined from a high of \$3.9 billion in 1982 to this year's \$3.3 billion, of which SEPTA expects to get less than half as much as a decade ago. Adding to the problem are reports that the Office of Management & Budget is pressing for cuts in transit funding even though Congress, in raising the gasoline tax on December 1, increased the amount to be set aside for transit from one to one-and-a-half cent per gallon. About two-thirds of transit funding comes from the gas tax and the balance from general revenues, the latter to be eliminated under the OMB plan. According to a New York Times report, the Transportation Department is appealing OMB's recommendation directly to the White House, but it is likely that Congress once again will have to ride to the rescue.

## PHILADELPHIA EXPRESS (Continued from Page 5)

SEPTA's prospects in Harrisburg do not appear much better. The State is facing a deficit which could approach \$1 billion this year and many rural lawmakers are unconvinced of the need to give more money to SEPTA. Others are openly hostile to new taxes or anything else associated with Philadelphia, while the City--faced with its own projected deficit of \$220 million--has not come up with its annual \$45 million subsidy for SEPTA. "I'm not at war with the automobile," said SEPTA General Manager Louis Gambaccini, "but the auto's future is in jeopardy because of congestion...We have to convince people in the suburbs that it's in their self-interest" to have better public transportation. Gambaccini repeated SEPTA's urgent warning: "Either we get new capital funding...by July or we start to dismantle the system. The string has run out. We can't delay a commitment to reinvest in the infrastructure."

Meanwhile, the executive director of the Los Angeles County Transportation Commission wrote an "op-ed" article in the Inquirer of December 10, pointing out that the L.A. area destroyed its vast rail transit system during the freeway boom, and now will need to spend an estimated \$96 billion over the next 30 years to replace just part of it. Already, L.A. has voted a one-percent local sales tax to help pay for this and two State bond issues for transit have been approved. The California executive said that the \$4.5 billion needed to rebuild and expand SEPTA's system during the next ten years "is an investment that will repay itself over and over." Asserting that "SEPTA is the envy of transit managers around the country," his advice to Philadelphia is to "learn from Los Angeles."

SEPTA has restored the neglected "Orange Line" designation to the Broad Street subway, and the "Blue Line" name to the Market-Frankford Line. At least that's what the current public timetables show.....SEPTA has completed the Erie Transitway, a reserved concrete median for Route 56 trolleys in Erie Avenue between Broad and 11th Streets. Rail service still had not been restored in late December because of ongoing work to replace the broken water mains beneath Erie Avenue east of Kensington.....SEPTA has changed 2nd Street station in the Market Street subway from an A-only to an A-B rush-hour stop.....Final rules for handicapped accessibility on U.S. transit systems are due by July, as mandated by the Americans with Disabilities Act of 1990. Already, DOT has adopted rules covering buses and vans (Railway Age).....A clerk for Blue Ribbon Services and her reputed boyfriend were arrested last month, charged with the 1989 theft of \$92,000 in cash and SEPTA TrailPasses from the Suburban Station ticket office.

In late November SEPTA's board acted on the initial Service Economy proposal by voting to shut down only bus routes 69 and 81, while allowing three other lightly-used buslines to survive. Sunday service on the R8 Fox Chase rail line was also spared the axe. But SEPTA intends to begin a new process for dumping lines with poor cost recovery ratios, starting with the general manager notifying the board of those routes which fall below an established cost-revenue level. Then an effort would be made to improve the financial performance of the routes and public hearings would be scheduled. If after 12 months the routes are still substandard, SEPTA would move to abandon them.....SEPTA held hearings last month on its proposal to eliminate owl service on the Broad Street and Market-Frankford Lines (but not the subway-surface routes), and received a negative reaction from many riders who testified. An examiner will prepare a recommendation for the SEPTA board.



AMTRAK closed out 1990 by placing a \$100-million order with General Electric for 52 new locomotives. The first 20, to be delivered next year, will be 3,200-hp diesel-electric units of conventional design, but the next group of 22 4,000-hp units due in 1993 will boast European-style streamlined bodies. The third group of ten 3,200-hp units will be dual-powered to replace the aging FL9's in Empire Corridor service. All of the locomotives will be built at GE's Erie (PA) plant but how many will have AC drive? (NARP)

AMTRAK will end its seven-month-old service between Philadelphia International Airport and Atlantic City effective January 8. The service was a joint promotion with Midway Airlines which has announced its intention to close down its Philadelphia hub because of escalating jet fuel costs. (USAir will purchase Midway's 11 gates for \$67.5 million but said it would not build a new terminal here as originally planned.) Amtrak currently operates three daily round-trips between the Airport and the shore resort, and one of these will be converted to a through Harrisburg-Atlantic City run.....AMTRAK now has promotional deals with two A.C. casinos: Trump Plaza and the Sands. These include free shuttle service between the rail station and casinos, special meal packages and coin bonuses.....With the discontinuance of its Airport service, AMTRAK will no longer need to pay SEPTA for two daily employees who open and close the hand-operated switch at Elmwood Avenue. This allows Amtrak trains access to the Northeast Corridor via SEPTA's escape track.

AMTRAK ran two special trains to the Army-Navy football game at Veterans Stadium on Saturday, December 8. The private "VIP" special operated into 30th Street Station with AEM-7 locomotives #923-947 and 12 cars including office car 10000. The public special behind F40 #405, made up of six Amfleet cars, ran directly to South Philadelphia yard. Under an agreement with the service academies, the annual football game will be played in Philadelphia for at least nine of the next 12 years.....AMTRAK reportedly will terminate its lease on office car 10000 (built in 1954 for Anheuser-Busch) and acquire its own car.

American European Express ran its first train December 21 over a new route from Chicago to White Sulphur Springs, WV and on to Washington. AEE plans to inaugurate regular twice-weekly service in March or April over this mostly-CSX route, and reportedly has acquired three E9's to power the train between Chicago and Washington (Bull Sheet).....A "Chattanooga Choo Choo Special" will be operated from New York to Atlanta, GA and Chattanooga, TN September 8-10, 1991, to commemorate the 50th anniversary of the famed popular song. About 18 private cars will be hauled by AMTRAK locomotives on the two-day trip to Chattanooga, which will also be the site of the annual convention of the American Association of Private Railroad Car Owners. (Continued on Page 7)

## PHILADELPHIA EXPRESS (Continued from Page 6)

AMTRAK has completed its 1991 business plan which charts a course toward the railroad's stated goal of break-even operations by the year 2000. Among the highlights of the plan are the purchase of 179 new Superliners to expand train consists, the re-equipping of all eastern long-distance trains with at least 200 single-level Viewliner cars, reducing running times on the Northeast Corridor, completing the centralized control (CETC) system throughout the Corridor, expanding mail traffic and contract commuter services, and speeding the turnaround of overhauled cars (Amtrak News).....An Australian firm, Rockla Concrete Tie, Inc., has opened an \$8-million plant at Glasgow, DE to fabricate concrete ties under a \$20-million contract with AMTRAK. Rockla intends to make about 350,000 ties over the next 18 months (Wilmington News Journal).....AMTRAK this year plans to introduce a new three-part ticket which will be easier to read and will include a seat check coupon.....AMTRAK suffered few serious delays on the Northeast Corridor during the season's first East Coast snowstorm December 27-28. Philadelphia received more than six inches.....AMTRAK and United Airlines are offering a joint "Air-Rail Travel Plan" that permits one-way travel by rail and return by air, or vice versa. Savings are about 30 percent under the regular one-way coach fare for each leg. (Example: \$419 round-trip between the East and West Coasts during the off-peak months and \$499 during the summer.)



"We're not looking for a strong 1991," CONRAIL Chairman and CEO James A. Hagen told a group of journalists last month. While the U.S. economy continues its downward spiral into recession, Hagen said that Conrail had performed "pretty well" thus far with carloadings reaching 1.4 million through late 1990, up 2.7 percent over the previous year's period. However, he expects the gross national product to decline by one percent during 1991. Hagen said that the railroad would continue to control costs to offset competitive pressures, rising fuel prices and the weaker economy, and refused to rule out further layoffs in Conrail's 28,000-person workforce (Traffic World).....Construction has begun on Two Commerce Square, the 41-story office building at 20th & Market Streets in Philadelphia which will become CONRAIL's new corporate headquarters next year.

CONRAIL has sold eight ex-AMTRAK, ex-New York Central stainless steel coaches to VIA RAIL CANADA for rebuilding and conversion to head-end power. Built by Budd in 1947, the cars were among 12 received from Amtrak in 1988 in trade for various items of electrical equipment.....During last year's third quarter CONRAIL's Pier 122 in South Philadelphia handled more than a million tons of imported bulk materials, the first time since 1982 that the pier offloaded more than a million import tons in a three-month period. Iron ore, fertilizer and clay were the major commodities, moving out in 130 unit trains. The pier was upgraded in 1988-89 to handle non-ferrous materials as well as the iron ore it was designed for 35 years ago (Conrail Inside Track).

CONRAIL converted its double-track Morrisville Line to a single-track railroad between Morrisville ("CP MA") and Norristown ("CP King"), effective December 16. The #1 eastbound track of the former Trenton Cut-Off is now designated a single track, with two-mile controlled sidings at each end. The #2 westbound track has been cut between the newly-established interlockings known as "CP Lang" (milepost 6.3) at Langhorne and "CP Plymouth" (milepost 28.2) at Plymouth Meeting, both controlled by the Philadelphia Division Delaware dispatcher at the 32nd Street office in Philadelphia. Pending completion of two-way signaling, the single track between "Lang" and "Plymouth" is being operated under Manual Block System rules, with Form D movement permits being issued by radio to all trains and a 30-mph speed limit in force. A block limit station has been established midway at "Heaton" near Willow Grove. Eight scheduled trains per day use this segment of line, including four piggyback trains.....Philadelphia Electric is removing the old high-voltage transmission wires atop the catenary towers along the Morrisville Line, preparatory to erecting a new transmission on the CONRAIL right-of-way. (The catenary itself was removed by Conrail in 1986.) This is the route of SEPTA's proposed Cross-County Metro commuter rail line (see above).

CONRAIL has ordered an additional 50 C40-8W widenose locomotives from General Electric for delivery by mid-1991, supplementing the 50 units delivered last spring. (Originally, all 100 were to be delivered in 1990.) Presumably the new units will be numbered 6100-6149.....A crane at the construction site of a new Marriott hotel in West Conshohocken collapsed across both tracks of CONRAIL's Harrisburg Line about 8 AM December 26. It took most of the day to remove the boom from the ex-Reading mainline, but freight traffic was light on the day after Christmas.....CSX and CONRAIL operated several special piggyback trains during the pre-Christmas rush period between Jacksonville, FL and Kearny, NJ via Park Junction, Philadelphia. The trains were symbolized TV-231 and TV-232 on Conrail.....CONRAIL's test train with B23-7 #1933, track geometry car #21 and rail analyzer car #22 was seen working the ex-Reading Trenton Line through West Trenton on November 30.

A new building four miles east of Greater Pittsburgh Airport will be the location of CONRAIL's national customer service center (see December Cinders). The center will employ about 800 people when transfers from existing facilities around the system are completed in 1993.....A CONRAIL yard job with GP15-1 #1629 and nine cars derailed on a crossover switch at Midvale yard on SEPTA's Chestnut Hill West Line early December 4. The line was reopened about 1 PM with passengers being bused to and from Wayne Junction during the interim.....A major part of the huge Potomac yard at Alexandria, VA is being removed, after owner RF&P closed most of the facility last year. First to go is the southbound classification yard, clearing the way for planned commercial development (Bull Sheet).....CONRAIL is offering free computer software and training to its 151 connecting shortline, regional and switching carriers. This will help the smaller lines establish Electronic Data Interchange (EDI) for exchanging shipping instructions, waybills and train consists with Conrail and other railroads. WINCHESTER & WESTERN and EASTERN SHORE RAILROAD were the first two shortlines to join Conrail in EDI processing (Delaware Valley Chapter Observation Car).

## CONRAIL OPERATES NUMEROUS "TALKING" DEFECT DETECTORS IN AREA

A relatively recent development in railroad technology is the radio alarm detector, often called the "talking" detector because the device sends a pre-recorded radio message to the passing train crew. For years there have been trackside hotbox detectors supplied by Servo Corp., as well as dragging equipment, high car and other types of detectors, which generally were equipped with readouts at nearby towers or in the central dispatching office. Sometimes these devices were linked to nearby signals which displayed stop indications if a defect were discovered, but otherwise the operator or dispatcher was forced to relay second-hand advice to the train crew.



The radio alarm detector, however, provides instantaneous information to the crew, a synthesized voice advising the location of the defect by axle number and side of train or specifying "no defects" if none are found. Needless to say, if a hotbox or other defect is present, the sooner the train can be stopped the better the chance of avoiding a possibly serious accident. Such electronic equipment is an indispensable replacement for the block operators formerly located at intervals along the major rail lines, whose duties included "looking over" passing trains for signs of trouble such as smoke or fire issuing from journal boxes. While hotbox problems have decreased in number as friction bearings have largely been replaced with roller bearings, there are other defects such as dragging equipment which might not be obvious to a lineside observer. These are readily detected by today's electronic devices.

In the Delaware Valley area, Conrail is a major user of defect detectors, but has replaced most of its remote readout devices with talking detectors in recent years. Amtrak, on the other hand, employs a series of detectors on the Northeast Corridor which either provide a remote readout or trigger special lineside indicators directing the crew to stop and physically inspect the train.

The normal transmission range of a Conrail defect detector varies from three to six miles or more, depending upon conditions. For scanner-equipped railfans, these announcements can provide a useful warning of approaching trains. A typical transmission sounds like this: "CONRAIL - WOODLANE PENNSYLVANIA - MILEPOST TWELVE - TRACK TWO - NO DRAGGING EQUIPMENT." Conrail is almost alone among U.S. railroads in requiring its crews to acknowledge radio detector messages, the exchanges being tape recorded in the event of a later investigation. A typical response to the above transmission would sound like this: "CONRAIL ENGINE SIXTY-FOUR-FORTY-TWO - WOODLANE - TRACK TWO - NO DRAGGING EQUIPMENT - OUT."

Amtrak has recently installed two radio alarm detectors on its Atlantic City mainline, transmitting on road frequency 160.92. These are combined hotbox and dragging equipment detectors, located on the single track at Waterford Works (milepost 23.1) and south of Egg Harbor City (milepost 42.3). Each device also transmits a prefatory message "detector working" if it is functioning properly, or "integrity failure" if it is not. The train crew must acknowledge the transmission by radio. Similar devices have been installed by Amtrak on the Shore Line east of New Haven and on the Springfield mainline.

Following is a list of all radio alarm detectors in service on Conrail lines within 100 miles of Philadelphia (as of December 31):

LOCATION	MILEPOST	TRACK #	TYPE	ANNOUNCED POINT	RADIO CHANNEL
<u>Harrisburg Line</u>					
Gladwyne	12.0	1-2	DED	"Woodlane"	2
Perkiomen Junction	24.5	1-2	HBD-DED	"Forge"	2
Monocacy	46.9	1-2	HBD	"Mona"	1
Sinking Spring	64.6	1-2	HBD-DED	"Sinking Spring"	1
Myerstown	80.0	1-2	HBD-DED	"Myerstown"	1
<u>Trenton Line</u>					
Philadelphia (Park)	3.2	Single	DED	"Milepost 3"	2
Philadelphia (Byberry)	13.8	Single	DED	"Milepost 14"	2
Langhorne	24.0	Single	HBD	"Langhorne"	2
Belle Mead (NJ)	50.0	Single	HBD-DED	"Belle Mead"	2
<u>Morrisville Line</u>					
Morrisville	0.7	Single	DED	"Morrisville"	1
Langhorne	8.2	Single	DED	"Langhorne"	1
Southampton	16.0	Single	HBD-DED	"Plymouth Meeting"	1
Whitemarsh	26.0	Single	DED	"Fort Hill" *	1
<u>Reading Line</u>					
Bethlehem	91.3	Single	DED	"Bethlehem"	2
Emmaus	29.9	1-2	HBD-DED	"Emmaus"	2
Blandon	0.8	Single	HBD	"Blandon"	1

(Continued on Page 9)



## CONRAIL OPERATES NUMEROUS "TALKING" DEFECT DETECTORS IN AREA (Continued from Page 8)

LOCATION	MILEPOST	TRACK #	TYPE	ANNOUNCED POINT	RADIO CHANNEL
<u>Lehigh Line</u>					
New Market (NJ)	28.0	Single	HBD-DED	"New Market"	2
Neshanic (NJ)	45.5	Single	HBD-DED	"Neshanic"	2
Jutland (NJ)	60.8	Single	DED	"Jutland"	2
Bloomsbury (NJ)	68.8	Single	HBD-DED	"Bloomsbury"	2
Easton	82.8	1-2	HBD-DED	"South Richards"	2
Northampton	94.5	Single	DED	"Northampton"	1
Weissport	112.7	Single	HBD-DED	"Weissport"	1
Jim Thorpe	123.9	1-2	DED	"Jim Thorpe"	1
White Haven	145.9	Single	DED	"White Haven"	1
Crestwood	152.1	Single	DED	"Crestwood"	1
Laurel Run	159.0	Single	DED	"Laurel Run"	1
Oliver Mills	165.3	2(EB)	DED	"Oliver Mills"	1
Jenkins	169.2	1(WB)	DED	"Hendlers"	1
Jenkins	169.8	2(EB)	DED	"Jenkins"	1
Dupont	175.0	2(EB)	DED	"Avoca"	1
<u>Pittsburgh Line</u>					
Harrisburg	107.4	Single	DED	"Harrisburg"	1
Harrisburg	108.6	CS	DED	"Harrisburg"	1
<u>Enola Branch</u>					
Marietta	44.1	1-2	HBD-DED	"Marietta"	2
<u>Port Road Branch</u>					
Conowingo (MD)	9.6	Single	HBD-DED	"Conowingo"	2
Safe Harbor	33.6	Single	HBD-DED	"Safe Harbor"	2
<u>Delmarva Secondary Track</u>					
Porter (DE)	14.8	Single	DED	"Porter"	1
Mt. Pleasant (DE)	22.6	Single	DED	"Canal"	1
Townsend (DE)	28.7	Single	HBD-DED	"Townsend"	1
Cannon (DE)	80.1	Single	DED	"Seaford"	1
<u>Dale Secondary Track (former Morrisville Line)</u>					
Paoli	41.9	Single	DED	"Knickerbocker"	1
<u>Penns Grove Secondary Track</u>					
Thorofare (NJ)	11.2	Single	DED	"Thorofare"	4
ABBREVIATIONS		RADIO CHANNELS		SOURCE: Conrail	
DED - Dragging equipment detector		1 - 160.80		operating timetables	
HBD - Hotbox detector		2 - 161.07			
CS - Controlled siding		4 - 160.98			
EB - Eastbound direction					
WB - Westbound direction					
		*Temporarily out of service			

## MISSING: SEPTA'S NEW NORRISTOWN HIGH SPEED CARS

Already more than a year late, ABB and Amtrak still do not know when they will deliver the first of 26 new cars for SEPTA's Norristown High Speed Line. Extended production delays at Amtrak's Beech Grove (IN) shops have led SEPTA officials to seriously question the efficiency of this facility.

Bodies for the cars are being fabricated by SOREFAME of Portugal, with all assembly and wiring to be performed at Beech Grove. The order is valued at \$44 million.

Failure to delivery at least 15 cars by the end of this month will subject ABB/Amtrak to substantial contract penalties. Now it appears unlikely that even prototype car #451 will be delivered before the deadline. A half-dozen other body shells have been delivered to Beech Grove but assembly has begun on only one car other than the prototype.

These "N5" cars feature AC-powered traction motors and many other items of sophisticated hardware. They are intended to replace all present equipment--seven sets of 1950's-vintage Chicago cars and four ex-Market-Frankford el cars--on the 13-mile Philadelphia & Western route. The onetime P&W 72nd Street shop in Upper Darby, which dates from 1907, will be rebuilt as the service base for the new cars.

It is now certain that completion of the entire order will stretch well into 1992 and possibly beyond that. The prototype car is to be tested extensively before the balance of the order will be delivered.

## PHILADELPHIA EXPRESS (Continued from Page 7)

NEW HOPE & IVYLAND has gained a lot of attention since a California investor bought the line for a half-million dollars last fall (see October Cinders). The previous owner, Bucks County Industrial Development Corp., had never been able to do much in developing freight on the 17-mile line, and passenger operations were contracted out to the all-volunteer NEW HOPE STEAM RAILWAY. New Owner Robert Buzzard, who is moving back to Bucks County, has vowed to restore long-idle 2-8-0 #40 and 0-6-0 #9 to operation and at least cosmetically refurbish ex-CANADIAN NATIONAL 4-6-0 #1533. He says that steam will haul the tourist runs between New Hope and Lahaska during the 1991 season, which marks the 100th anniversary of the ex-Reading branch. Station buildings at New Hope will be renovated, tracks upgraded and coaches rebuilt in a \$1-million effort to restore the line's profitability by capitalizing on its location at the tourist mecca of New Hope. A group of steam specialists from the STRASBURG RAIL ROAD has been hired and is already working on #40 in the New Hope enginehouse, while MORRISTOWN & ERIE is expected to continue its contract freight service. A large article in the Inquirer of December 29 should boost public awareness of NH&I's rebirth.

READING, BLUE MOUNTAIN & NORTHERN formally took over 124 miles of CONRAIL's ex-Reading trackage north of Reading on December 15. Owner Andrew Muller conducted a tour of the anthracite-producing territory that weekend, using a train of BLUE MOUNTAIN & READING RDC's 9166 and 9168. Freight interchange with Conrail will take place at Reading yard, and Muller has secured trackage rights over 1.6 miles of CR mainline between "CP Belt" and "CP West Laurel" to connect with his ex-Pennsy BM&R. Reportedly, the new railroad is using two ex-Conrail U33B's and BM&R's two remaining ex-SANTA FE CF7's, and Muller is acquiring three more of the U33B units from Alfred Luedtke, formerly associated with the LACKAWANNA VALLEY and Panther Valley Railroads. Base of operations will be Port Clinton, where a new yard and engine facility will be built. Muller also plans to apply for a \$6-million State grant to invest in the property, which has suffered deferred maintenance in recent years. (John Petko, Harrisburg Chapter Rail Review, Colebrookdale Local).

UPPER MERION & PLYMOUTH SW1 #9007 (ex-#19) moved to Lester, PA November 3 on lease to a firm in Tinicum Industrial Park.....The most visible structure on UM&P, the towering red building that housed the basic oxygen furnace at the old Alan Wood Steel complex near Conshohocken, was dynamited into oblivion last month. Shock waves from the explosion were felt more than ten miles away.....Ex-Pennsy business car #90, for years a dining room at the Coach Inn in Fort Washington, was scrapped on site in December.....PENN'S LANDING TROLLEY gave the riders of its traditional "Santa Claus Specials" a treat last month, operating a two-car train made up of red ex-Philadelphia & Western interurban #46 and yellow line car #401, recently purchased from SEPTA.....Hawk Mountain Chapter's ex-Jersey Central RS3 #1554 and Anthracite Railroads Historical Society's ex-BOSTON & MAINE F7B #4268 were moved from New Hope to Jim Thorpe in November. More work is still required to restore both units to operating condition. Also at Jim Thorpe is ex-Reading RS3 #467, recently donated to ARHS by Peabody Coal Company.

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**

