



CINDERS

July 1991



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Volume 52 Newsletter of the Number 7
PHILADELPHIA CHAPTER
 National Railway Historical Society Inc.
 Post Office Box 7302
 Philadelphia, Pa. 19101

NATIONAL APTA CONFERENCE HOSTED BY SEPTA, PATCO, NJT

Between June 9 and 12, more than 1,400 delegates from transit systems, consulting firms and suppliers around the U.S. and Canada converged on Philadelphia for the annual rapid transit conference of the American Public Transit Association. Official hosts were SEPTA, PATCO and NJ Transit.

While the business sessions, seminars and banquet were based at the Wyndham Franklin Plaza Hotel, numerous field trips and social events were staged for the visitors around the Delaware Valley. On the evening of Monday, June 10, an NJT special train with two GP40FH-2's and eight cars was operated from 30th Street to Atlantic City and return, with time for delegates and their spouses to visit the casinos.



On Tuesday the 11th the following events occurred:

- An afternoon tour of SEPTA's Fern Rock shop and carhouse, with visitors transported in historic Broad Street subway cars 1, 166 and 1025 (restored especially for the occasion)
- New N5 car #451 on display at 69th Street Terminal
- Tours of Amtrak's Centralized Electrification & Traffic Control (CETC) Center at 30th Street Station
- A behind-the-scenes tour of SEPTA's "crumbling infrastructure," highlighting the need for massive capital investment
- A ride on the Kawasaki subway-surface trolleys to SEPTA's Woodland heavy repair shop
- An ABB-sponsored dinner train for high-level guests, run via Amtrak from 30th Street to Harrisburg and return with AEM-7 #937, a freshly-shopped Amtrak diner, American European Express club car St. Moritz and open-platform private car Ohio River
- Tours of PATCO's Broadway station at the new Camden Transportation Center, the Center tower control facility, Lindenwold shop and Woodcrest station with its recently-installed facilities for handicapped passengers
- A reception at the Philadelphia Museum of Art in the early evening, hosted by all three agencies

SEPTA offered shuttle bus service to and from the hotel for most of these events, and provided delegates with "Anywhere TrailPasses" good for free transportation throughout the system. Everything appeared to go as planned in spite of exceptionally high temperatures that week.

Among several displays at the hotel was the well-known Fallon Street Elevated Railway, an operating model originated by Chapter Member Jim Sparkman. A technical & historical display of third rail hardware and related items, presented by SEPTA Signal Maintainer Warren Speegle, was open for the four days in a room at Suburban Station, three blocks from the hotel. In addition, the Broad Street historic train was operated Sunday afternoon the 9th on a private charter for several APTA delegates. A special feature at the Wednesday banquet was a demonstration of the train calling abilities of SEPTA's champion conductors.

Speakers at Monday's opening session included Congressman Robert Borski, Mayor W. Wilson Goode, SEPTA Chairman J. Clayton Undercofler, Delaware River Port Authority Chairman Rev. Nicholas R. Rashford, Urban Mass Transportation Administrator Brian W. Clymer and the top operations officials of SEPTA, PATCO and NJT. Music was provided by the Camden High School band with the U.S. and Canadian national anthems sung by SEPTA's employee choral group, the Junctionaires.

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

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

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

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

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

JULY 19 IS DATE FOR ANNUAL SUMMER DINNER

The annual summer dinner of Philadelphia Chapter is scheduled for Friday, July 19, at the Milepost Inn, Lancaster Avenue west of Old Eagle School Road in Strafford. Dinner will be served in the second floor banquet room at 6:15 PM, but members and friends may gather at the bar when they arrive.

Choice of entree will be roast top round of beef or baked flounder. Included on the menu will be fruit cup, salad, vegetables, beverage and chocolate mousse dessert. The complete price per person is \$20.

A postcard notice was sent to all area members, giving details for making reservations with Dinner Chairman Bill Wagner. These should be received by Bill no later than July 15 in order that he can give the restaurant a final count.

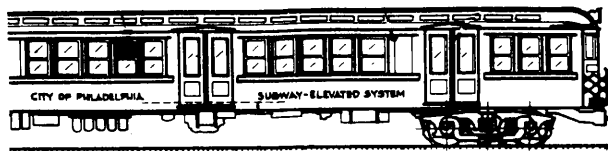
It is a three-block walk from SEPTA's Strafford station to the Milepost Inn. Route R5 trains leave Suburban Station at 4:50, 5:09 and 5:15 PM, arriving Strafford at 5:17, 5:38 and 5:45 PM respectively. After dinner, R5 trains leave Strafford at 8:12 and 9:12 PM, arriving Suburban Station at 8:50 and 9:50 PM, then continuing on to Lansdale.

There will be no business meeting conducted at this mid-summer get-together. A good turnout is anticipated for this enjoyable event.

HISTORIC SUBWAY CARS TO RUN AGAIN SEPTEMBER 8

The Broad Street subway historic train will run again! SEPTA has brought its three historic cars out of dead storage, repaired them and offered them for charter this summer.

BROAD STREET SUBWAY



Buckingham Valley Trolley Association has responded by announcing an excursion for Sunday, September 8. The three-hour trip, covering the entire Broad Street-Ridge Avenue system, will leave Fern Rock station at 1 PM, according to George Metz who is in charge of arrangements for BVTA.

The fare is \$30 per person in advance (\$20 for BVTA members who order before August 31), but tickets sold on the day of the trip will cost \$35.

The cars are 1927-vintage #1, restored to its original exterior and interior appearance, "South Philadelphia" car #166 built in 1938 and "bridge" car #1025 dating from 1936. The entire fleet of old cars was replaced by 125 Kawasaki-built air-conditioned cars delivered in 1982-1983. But at the urging of the City, which owned them, SEPTA agreed to retain a small number of the old cars representing each of the three types used in the Broad Street subway. The three remaining cars had been out of service since 1988, when the last fantrip was operated, until SEPTA decided to reactivate them for use during the June meeting of the American Public Transit Association in Philadelphia (see page 1).

SEPTA forces at Fern Rock shop cleaned the cars, removed extensive graffiti, performed mechanical inspections and brake work, and test-ran the train before its use on the two APTA-related excursions June 9 and 11. SEPTA has now offered to provide the train for charter groups without additional inspection or preparation charges through September 20.

Traction enthusiasts and rail historians are urged to take advantage of the opportunity on September 8 to ride these heavy standard cars with their traditional "subway sound," because high costs may make future excursions unaffordable.

Tickets may be ordered from: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "BVTA" and enclosing a stamped, self-addressed envelope.

COPIES OF 1990 FINANCIAL STATEMENT: Any member wishing a copy of Philadelphia Chapter's financial statement for the year 1990 should send a stamped, self-addressed envelope to: David Kopena, Vice President & Treasurer, 422-B Avenue A, Horsham, PA 19044-2061.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA last month formally announced its long-planned reconstruction of the four miles of Mainline between Wayne Junction and Brown (near the portal of the center city tunnel). Dubbed "RailWorks," the \$354-million project will force the complete shutdown of that heavily-traveled route from April 5 to October 3, 1992 (182 days) and from May 2 to September 4, 1993 (126 days).



Scope of the work includes replacement of 20 bridges, rebuilding of five others, laying of continuous welded rail on all four tracks between "16th Street Junction" and Brown, installation of new ties and ballast, specialwork renewal at "16th Street" and "Wayne" interlockings, new signals at "16th Street" and "Wayne," renewal of all signal power cables and the retirement of troublesome "Diamond" interlocking near North Broad station. Also planned is complete replacement of all in-span catenary wire and hardware, repairs to catenary supports, installation of new communications cable and a fiber optic cable system between Wayne Junction and Market East, partial replacement of right-of-way fencing and construction of a new Temple station at 10th & Berks Streets with two high-level island platforms.

During the shutdown periods all R5 Lansdale-Doylestown, R2 Warminster and R3 West Trenton passengers must transfer to and from the Broad Street subway at the new Fern Rock Transportation Center (just south of the present Fern Rock station), which is targeted for completion next month. Riders of the R6 Norristown, R7 Chestnut Hill East and R8 Fox Chase Lines will be bused to alternative stations--unless they make other arrangements themselves. Indeed, one of SEPTA's many headaches in this massive effort is the fear of permanently alienating some of these passengers, which could worsen ridership levels on a system already mired in a no-growth pattern. SEPTA is so concerned, in fact, that it has launched a \$2.5-million public-relations effort to minimize disruptions among its customers and residents of neighborhoods to be impacted by the construction. Another problem is that the massive RailWorks project is not yet fully funded, with some \$150 million in Federal and State funds still to come, according to press reports.

Full seven-day-a-week service will resume on the Chestnut Hill West Line with the new crew picks effective July 21. This line will be vital to many passengers displaced from the Chestnut Hill East and Norristown Lines next year.....A project related to RailWorks is construction of a small maintenance-of-way facility at the former CONRAIL Port Liberty yard just south of Wayne Junction. Geometry car TC80, purchased last year from METRO-NORTH and now housed at the Lenni training base, will be moved there.....SPAX 2000, a former CONRAIL caboose, has been painted red and is in service on SEPTA work trains.....SEPTA this month begins its new policy of allowing bikers to bring their fully-assembled bicycles onto suburban trains during weekday off-peak periods, and all day on weekends. Bike-by-rail permits are available for \$5 (good through December) at SEPTA's customer relations office, 841 Chestnut Street. Bikers must be 18 or over.

The first of four retired Blueliners sold to the Reading Company Technical & Historical Society was pulled off the Fern Rock subway interchange on June 20 by diesel #51 and moved to Wayne electric shop. Minus its pantograph, #9111 will soon be joined by its three sisters stored at Fern Rock and turned over to CONRAIL for special train movement to Reading. Ultimate destination is RCT&HS's yard at Leesport, PA.....SEPTA operated another special to Harrisburg and return on June 18, transporting some 150 members of the Area Coalition for Transportation (ACT) to lobby legislators for predictable SEPTA funding. The train, consisting of three Bombardier coaches and two cab cars with working lavatories, was hauled by AEM-7 #2301.....Some of those out-of-service ticket vending machines are again working at various suburban stations, Haverford and Croydon among them.....SEPTA has extended its monthly TrailPasses to make them valid for travel until 10 AM on the first workday of the following month.

A group of Lancaster County Amish have urged SEPTA to establish a passenger station at Leaman Place, even offering to build the station at no cost to SEPTA. The Amish say this would allow residents of the area to take advantage of the six weekday trains which now deadhead past that location, as well as serving tourists bound for the nearby STRASBURG RAIL ROAD. A June 8 Inquirer report indicated that SEPTA had agreed to meet with representatives of AMTRAK, Lancaster County and the Amish community. But Ronald DeGraw, SEPTA's acting assistant general manager for planning & development, warned that SEPTA wants to turn these trains back at Parkersburg as soon as "Park" interlocking is reactivated (see April Cinders).....Bucks County Commissioner Andrew Warren told this writer at a Clean Air Council seminar last month that he is determined to restore rail commuter service on the Newtown branch through Montgomery County to Newtown.

SEPTA has three dispatchers at its Regional Rail Operations Center (RROC) located at Suburban Station. Desk A controls the following lines: Doylestown, Fox Chase, Main ("Newtown Junction" inclusive to Lansdale), Neshaminy, Warminster; also the Bethlehem running track and CONRAIL's Trenton Line "Newtown Junction" to West Trenton. Desk B is in charge of these lines: Chestnut Hill East, Main (Suburban Station not inclusive to "Newtown Junction" not inclusive), Norristown. Desk C is in charge of the balance of the lines: Airport,

(Continued on Page 4)

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Chestnut Hill West, Ivy Ridge, Main ("Zoo" not inclusive to Suburban Station inclusive), West Chester. All other SEPTA routes are controlled by AMTRAK dispatchers. Next issue we'll discuss the responsibilities of SEPTA's eight active towers.....SEPTA rebuilt the Easton & Susquehanna Roads grade crossing last month near Roslyn station, allowing the maximum speed to be raised from 30 to 40 mph on this segment of the Warminster Line.



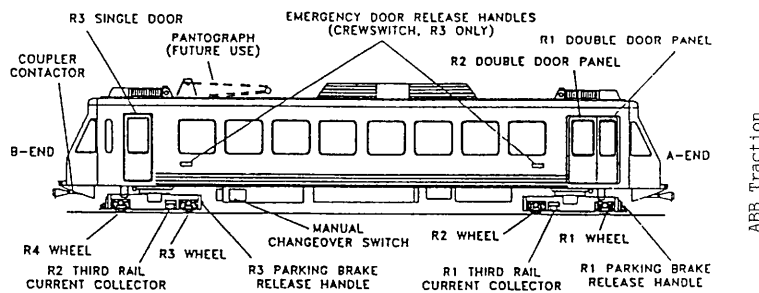
SEPTA's board on June 26 unanimously approved a \$717-million operating budget for Fiscal Year 1992 which began July 1. This budget, which represents a 7.4-percent increase over the prior fiscal year, calls for no fare increases but is dependent on more than \$50 million in State subsidies not yet approved in Harrisburg. Such action--by no means certain--is in the form of a bill introduced in May which would dedicate two-thirds of the sales tax on automobiles and aircraft to mass transit, netting the State's 38 public transit agencies an estimated \$400 million a year. If the money is not forthcoming, said General Manager Louis J. Gambaccini, SEPTA will be forced into "major surgery--indeed significant amputations" on its route structure. At least four commuter rail routes would be cut and numerous City Transit lines would feel the ax--with surface trolleys seen as the most vulnerable. The budget as approved maintains the current levels of service, beefs up maintenance, includes a 5.5-percent wage increase for SEPTA's 9,800 employees, assumes a ten-percent increase in fuel costs and no increase in the \$50 million paid out in injury claims last year, the Inquirer reported.

Meanwhile, transit funding is an issue on two other fronts. The near-bankrupt City of Philadelphia was rescued from the brink by a new State-created agency known as the Pennsylvania Intergovernmental Cooperation Authority, which will sell bonds to raise money for Philadelphia and force the City to balance its budget. One of five members appointed to PICA's board is Center City Attorney and SEPTA Board Member Judith E. Harris, but there is no indication that the City will increase its \$45-million annual contribution to SEPTA.

In Washington, the Senate overwhelmingly approved a \$123-billion surface transportation reauthorization bill, highlighted by a \$45-billion grant to the states over the next five years to spend on highways or transit. In addition to this unprecedented degree of flexibility, the measure allocates \$21 billion for mass transit and about \$22 billion for a newly-designated 185,000-mile national highway system, which includes the present Interstate routes. Both highways and transit would qualify for an 80-percent Federal match, while an Administration proposal sought to reduce most transit programs to a 60-percent match. Overall, the President's transportation package totals \$105 billion. The Senate action also restricts the use of longer combination tractor-trailers to the 20 western states that now permit them.

Meanwhile, a House subcommittee drafting a companion bill appears to be leaning toward a more highway-oriented approach in its proposed \$153.5-billion measure. It is also considering a five-cents-per-gallon increase in the gasoline tax for pay for part of this five-year program. Agreement must be reached in Congress and signed into law by President Bush before October 1 or Federal spending on highways and transit will cease.

A potential blow to Philadelphia's influence in the halls of Congress came last month when Representative William H. Gray III, the third-ranking member of the House leadership, announced his resignation. Gray, the black North Philadelphia Democrat who rose swiftly to the post of majority whip, said he was quitting Congress to become head of the United Negro College Fund. After saying publicly that he was interested in running for Gray's seat, lame-duck Mayor Goode withdrew from the contest, leaving as declared candidates State Welfare Secretary John F. White Jr. and former City Councilman Lucien Blackwell.....SEPTA is following up on the business-sponsored television and print ads which seek public support for dedicated State transit funding (see June Cinders). Instead of picturing the woes of Los Angeles, which destroyed its rail transit system in favor of freeways, the SEPTA ads carry a straightforward pitch: "We need public transportation--and public transportation needs dependable funding."



NHSL N-5 Car, Right Side

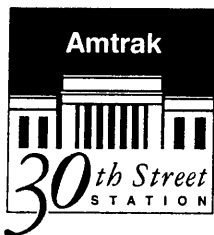
SEPTA ran its new N5 car #451 on a pre-dawn clearance run June 6 to Bryn Mawr, and the big slope-ended car later ventured as far as Norristown with no serious problems. It was placed on public display at 69th Street Terminal on June 11 (see page 1) and was scheduled to begin daylight testing July 8 between Wynnewood Road and Bryn Mawr. On that date one track was to be removed from service in that section for replacement of the Landover Road bridge in Bryn Mawr, with regular trains confined to the other track. After viewing the new car with its boxy appearance, Traction Expert Ed Blossom was quoted in Lehigh Lines as saying, "A Bullet it ain't!"

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PCC #2730 has received SEPTA's "bus" paint scheme with narrow red-blue stripe and gray window area, the first PCC to display this scheme. Car #2186 has the narrow band but no gray. Both operate on Route 56.... SEPTA ended early-morning rail service on the Broad Street and Market-Frankford Lines effective June 16, substituting "NiteOwl" buses at 15-minute intervals.....SEPTA last month quietly introduced its DayPass one-day ticket, good for unlimited riding on the City Transit Division and a one-way trip on the Airport rail line. The \$4 pass, which SEPTA touts to visitors as "Your key to the City," is available at sales locations.... SEPTA has converted Broad Street subway local trains to one-person operation, which the Transport Workers Union says will save SEPTA \$700,000 per year but slow down service. Express trains have been one-person since 1983.....SEPTA is preparing to award a contract for the complete rebuilding of its 1907-era 72nd Street shop to accommodate the needs of the new N5 cars.....The last detours around City Hall resulting from the February fire in One Meridian Plaza were ended on June 19. All SEPTA bus routes are now back on their regular routes.

"TransitChek" vouchers are for sale to area employers under a program begun last month by the Delaware Valley Regional Planning Commission. Participating firms can give these vouchers to employees as a tax-free subsidy of up to \$15 per month toward their transit fares. The program arises from a law passed in 1986 which allows certain tax-free benefits, and the Internal Revenue Service is expected to increase the monthly transit allowance to \$21.....PennDOT is seeking a transportation consultant to begin a rail transit safety oversight program at SEPTA (Bill Wagner).....SEPTA has proposed establishing a new bus Route 131 to operate between West Chester and Wilmington. The service would be put out for bid for operation by a private carrier.....Media has installed new signs at the town's entrances reading "Media Welcome Everybody's Hometown," with the drawing of an antique trolley in the center.

Under a new Federal law all truck and bus drivers must pass a commercial driver's license examination by next April 1. SEPTA has geared up a program to complete the testing and the Transport Workers Union has instituted training classes for the CDL tests. Because they operate on public streets, trolley operators also must obtain CDL's or be disqualified from their jobs.....A westbound Market-Frankford train struck and seriously injured a man sitting on the track near the 13th Street subway station on July 2. The 4:45 PM accident snarled rush-hour service on the busy line.....The Association of Railway Museums will be in Philadelphia September 30 for trips on SEPTA and the PENN'S LANDING TROLLEY.....Those four ex-P&W 160 cars which SEPTA earlier this year sold to the KEOKUK JUNCTION RAILWAY in Iowa were intended for use on a tourist line in the Keokuk area. But car 161 (Brill 1927) is to be used to transport employees across a 4,800-foot power dam on the Mississippi River (Iowa Chapter Marker Lamp).....One of the last wooden platforms on SEPTA's Norristown High Speed Line, at County Line station in Radnor, has been replanked and repainted.



AMTRAK celebrated the near-completion of its 30th Street Station project with a Historic Restoration Weekend celebration June 14-16. A rededication ceremony on Friday the 14th featured remarks by Amtrak President W. Graham Claytor, Jr. and Mayor Goode, among others, and there was a flag-raising ceremony on the east plaza. A train display on track 1 was open to the public on Saturday and Sunday afternoons, with this equipment (south to north): Bennett Levin's office car Pennsylvania 120, Amfleet coach 44974, Amfleet dinette 48932, display car Silver Crest 10090, Heritage diner 8553, Viewliner sleeper 2300, conference-club 9800 and AEM-7 locomotive 922. All cars except 120 were open for walk-through inspection, and 120 had the shades on its room windows raised so passersby could see the beds fully made up. In the south concourse a number of vendors and travel-oriented organizations attracted large crowds to their tables. The U. S. Postal Service was offering

special cancellations to mark the occasion. There was a lack of publicity for this event until the media picked it up a few days beforehand, but the turnout appeared to be good. Amtrak, according to press reports, has revised upward the total cost of the 30th Street project from \$75 million to \$100 million. Some 400,000 passengers--both Amtrak and SEPTA--use the station each month, making it Amtrak's second busiest.

AMTRAK plans to bring one of its two experimental F69PH-AC diesel locomotives to the Philadelphia area this month for revenue service on the Northeast Corridor, and most likely to Atlantic City. The rakish-looking unit, #451, was released from Electro-Motive's LaGrange (IL) shop in late June after several months of retrofitting work, and sister #450 may be out later this summer.....Freshly-painted E60 #601 was spotted in service on Harrisburg-bound train 617 June 25, just over two months after the big electric was involved in a collision with a CONRAIL coal train near Chase, MD on April 12 (see May Cinders).....AMTRAK's rebuilt conference-club-cab car #9800--eye-catching with its white front end--made a push-pull test run to Harrisburg on June 25, and later was seen operating on trains 609-616. Amtrak wants to run the car (closed to passengers) on lower-priority trains to work out its bugs, rather than risking failure on the Metroliners for which it is intended.....Nine-lives AC locomotive #202 has returned to service after another stay in Wilmington shop. On June 12 #202 was sent from Philadelphia to Downingtown to rescue train 43, which was stalled because of the failure of F40 #309.....AEM-7 #921 caught fire leaving Washington on July 5 with train 170, delaying Corridor traffic for hours. The unit may be a write-off.

AMTRAK labor and safety issues were the focus of a May 22 hearing before the House Government Activities & Transportation Subcommittee, chaired by Congresswoman Barbara Boxer of California. Following testimony by Amtrak and union officials, principally about conditions in Boston, Boxer said "I think these issues are about to explode and I'm worried about safety on the railroad." Other members grilled Amtrak Executive Vice President Dennis F. Sullivan, urging him to resolve the problems quickly. Sullivan said he hoped new labor agreements could be reached this year which will provide wage increases in return for work rule reforms (Narragansett Newsletter

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and Amtrak Newsbreak).....By June 1 AMTRAK had attained its stated goal of reducing management ranks by ten percent. The 265 positions were eliminated through a combination of early retirements, voluntary and involuntary separations (Newsbreak).....A feature article in the June issue of Railway Age entitled "New directions for AMTRAK" provides a detailed look at the improvements accomplished by Amtrak in its first 20 years.

Sometime this month AMTRAK may begin late-night testing of its new 48 and 53-foot RoadRailer Mark V trailers, which fit on top of wheel bogies for movement at the rear of passenger trains (see June Cinders). After the successful completion of these tests on the Northeast Corridor, revenue loads of U.S. Mail will be carried west on train #29 Capitol Limited and on other trains (Newsbreak).....In September AMTRAK will place in service 36 Railfone public telephones located in food service cars on conventional Corridor trains. Railfone service is already available on New York-Washington Metroliners and the New York-Boston New England Express, and generated nearly \$1 million in revenue for Amtrak last year. Passengers now place about 5,500 calls per week on these trains (Newsbreak).....AMTRAK has finally reissued those timetable cards which carried reverse directional labels (see June Cinders).....AMTRAK has captured the 1990 E.H. Harriman Memorial bronze medal for employee safety among large railroads, with an injury rate of 5.14 per 200,000 employee hours worked. NORFOLK SOUTHERN again won the first-place gold medal with a 3.97 rate and CSX won the second-place silver with 4.98 (Newsbreak),

A heavily-loaded truck crashed into the Interstate 95 bridge which crosses above AMTRAK's mainline in Northeast Philadelphia on June 18, showering debris onto the tracks and knocking out electric power. Several AMTRAK trains were delayed and two SEPTA trains were turned back following the 2:20 PM accident. Tracks #2, 3 and 4 were reopened in about 90 minutes.....Viewing Ted Xaras' pictures of the 30th Street area at last month's Chapter meeting, it occurred to us that 30th Street Station should have been called "26th Street Station" because that's where it lines up on the City's street grid. But a fluke in West Philadelphia street layout put 30th Street there instead.....The U.S. Supreme Court last month upheld the right of police to make mass searches of passengers on trains and buses in the pursuit of illegal drugs. Officers must receive the consent of travelers before inspecting their baggage.....Ice cream has once again become a regular menu item on some AMTRAK long-distance trains, now that newly-designed freezers have been installed (Horseshoe Curve Chapter Coal Bucket).



A groundbreaking ceremony was held July 3 for the Delaware River Port Authority's new international container terminal, to be built on 22 acres of CONRAIL property at the east end of Greenwich yard in South Philadelphia. The \$5-million terminal, which will be accessible to Conrail, CSX and DELAWARE & HUDSON, is the product of long negotiations with Conrail. It is intended to compete with larger container facilities in North Jersey, Baltimore and Norfolk.....The Wall Street Journal reports that CONRAIL should attain higher net income for the second quarter of 1991 than in the first quarter, because of aggressive cost reduction programs.....The three-member Special Board appointed by President Bush to settle the remaining disputes between major U. S. railroads and their unions will reach its final decision not later than July 28 (see May Cinders).

A military panel has cleared CONRAIL of well-publicized charges that it failed to properly inspect certain shipments of tanks, ammunition and other hardware while they were stopped in various yards around the system. Regulations require that such shipments held in yards or delayed must be checked every hour by an authorized representative of the carrier.....A contractor is removing all tracks from CONRAIL's abandoned Woodlane yard, along the ex-Reading Harrisburg Line near West Conshohocken.....Philadelphia Electric has begun installing new insulators for high-voltage transmission wires along CONRAIL's Morrisville Line (the former Trenton Cut-Off). In most cases the original catenary poles are used but near Southampton new poles have been erected. Local residents have complained about the alleged danger of electromagnetic forces created by such a line.

The first of ten rebuilt diesel locomotives to be turned out by Morrison Knudsen's Mountain Top (PA) plant for the proposed Virginia Railway Express was spotted at CONRAIL's Allentown yard on June 15, enroute to Virginia. RP39-2 #V01 is painted in a blue-red-platinum mist scheme, but the former CSX GP40 won't have much to do until VRE begins service next March (Bob McAnally).....CONRAIL brought its office cars out for a Selkirk (NY)-to-Altoona special which passed through Philadelphia on June 15 via the Trenton Line, 30th Street Station and AMTRAK's mainline to Harrisburg. The five-car train was headed by E8's #4021 and 4020.....Have you noticed the "Drexel 1891-1991" blue-and-gold signs painted on CONRAIL's High Line bridge above Market Street in West Philadelphia? It's part of the University's 100th anniversary celebration.....Reading Company Technical & Historical Society has purchased ex-Reading U30C #6300 from CONRAIL. It is enroute to Leesport, PA, where the big General Electric unit will join RCT&HS's EMD GP30 #5513 and Alco C630 #5308.

CONRAIL has opened a new automobile distribution facility for Honda at Wilmington Marine Terminal, replacing the former Honda terminal at Earnest yard near Norristown.....CONRAIL still rosters three locomotives with four identical numbers: MT6 slug #1111, GP40-2 #3333 and SD45-2 #6666.....CONRAIL now uses electronic telemetry devices on the rear of all cabooseless trains, replacing the last of the old "Star" flashers. The telemetry units transmit air pressure and other information to the headend crew by radio, and trains so equipped are permitted to operate on AMTRAK's mainline.

USX Corp. announced last month that it will permanently close two major parts of its Fairless Works in August. The obsolete open hearth method of steelmaking--already suspended for several months--will become history at Fairless, as will the pipe operations, with the loss of more than 2,000 jobs. Also shut down will be

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the Delaware River docks where ore carriers once were unloaded. Tinsplate and steel sheet will continue to be manufactured at the huge plant near Morrisville, and CONRAIL hopes to keep on bringing in semi-finished steel from other USX plants in Pittsburgh and Gary, IN.

NJ TRANSIT

All 15 of NJ TRANSIT's Swedish-built ALP-44 electric locomotives are on the property and most are in regular service on the Morris & Essex, North Jersey Coast and Northeast Corridor routes (Carl Perelman).....NJT is still pushing to begin direct Philadelphia-Atlantic City service, maybe as soon as this fall... ..NJT's third and last Phillies baseball special will run from Atlantic City to Philadelphia on September 15.....The NJT board has adopted an operating budget for FY 1992 which maintains present service levels with no fare increase.

NJ TRANSIT has transferred title to most of its museum-bound equipment to the United Railroad Historical Society. However, NJT retains title to GGI #4877, "Erie" E8A's 834 and 835, E8A #4326, GP7's #5681 and 5902, GP9 #7000 and MU #3408. Among the locomotives now owned by URHS are F8A's #417 and 420, which are to be leased to METRO-NORTH for possible service (Jersey Central Chapter News).....NJT plans to operate the two Erie-painted E8's on its Monmouth Park race train Saturday, July 27, returning to Newark the next day (Carl Perelman).....The New Jersey Senate has approved the spending of \$100 million in bond revenues to acquire 11 abandoned rail segments in the State. Among them are the 28 miles of former Lackawanna Cutoff between Port Morris and the Delaware River, and rights-of-way between Mount Holly and Fort Dix and between Glassboro and Bridgeton (News).

Directors of the RICHMOND, FREDERICKSBURG & POTOMAC have approved the latest offer by CSX to purchase the key 100-mile railroad, this time with the blessing of the State of Virginia. RF&P would remain in existence as a real estate company, holding such choice real estate as the Potomac yard area in Alexandria. CSX is expected to take over the rail operation by the end of this year (Traffic World).....CSX has lifted the 40-mph speed restriction it imposed last February on all non-intermodal freight trains, as part of its "Operation Train Pacing" program to conserve fuel (Bull Sheet).....CSX's new widenose CW40-8 locomotives are now being delivered by GE, numbered 7650-7702 (Bull Sheet).....CSX has completed its final agreement to reduce crew sizes to three persons. On May 1 the second brakeman's position was eliminated in former Seaboard Coast Line territory (Railway Age).....The May 27 issue of Business Week carried an article on the luxurious Greenbrier Limited, operated by American European Express between New York and Chicago largely via CSX rails. AEE's tie-in with the CSX-owned Greenbrier resort at White Sulphur Springs, WV is highlighted.....The westbound AEE derailed on CSX near Monon, IN June 21 after colliding with a tractor-trailer at a grade crossing. Two GP40 locomotives and six cars derailed, but service is continuing with five other cars including the obs New York, and may still be seen passing through Philadelphia on AMTRAK each weekend.



SUSQUEHANNA's new Chinese-built steam locomotive #141 is on the high seas and is expected to be discharged at Camden late this month. The 2-8-2 (the number 141 derives from its axle arrangement) is prominently featured in parent DELAWARE OTSEGO's 1990 annual report, complete with logo (Carl Perelman).....PATCO has announced that it will upgrade five of its subway stations in Philadelphia and Camden.....On May 27 Tank Car Corp. of America at Oreland, PA released prototype articulated flatcar EPIX 91001, the first of a fleet of 200 such cars to be built at Berwick, PA for the Environmental Protection & Improvement Corp. (EPIC) to haul containerized sludge from North Jersey to dumpsites in Texas. TCCA has also repaired a number of Department of Defense heavy-duty flatcars used to carry Army tanks.D&H trains 555 and 556 operating into Philadelphia continue to provide colorful power lashups, with CP RAIL, CSX and NS units mixing with leased GATX SD40's in UNION PACIFIC yellow, plus PLM and MPI leasers.

Chapter Historian Larry DeYoung has authored a new book, Erie Lackawanna in Color--Volume 1: The West End, to be published this fall by Morning Sun Books.....Buckingham Valley Trolley Association is awaiting PennDOT approval of a lease on State-owned property beneath the I-95 viaduct at Front & Laurel Streets in Philadelphia. If this happens, BVRTA can move its large collection of stored cars from Pier 38 to the new site, which may also become the base for BVRTA's PENN'S LANDING TROLLEY operation.....The Schuylkill River Greenway Association has acquired two five-mile sections of abandoned Pennsylvania Railroad right-of-way between West Reading and Stowe for development of a hiking-biking trail (P&R Chapter Colebrookdale Local).... ..The former Baldwin Locomotive Works property in Eddystone will be the site of a 380,000-square-foot "megamart" shopping center, according to a recent Inquirer report. The long-vacant area is in a prime location at the junction of I-95 and the soon-to-be-completed Blue Route (I-476).....Trailer Train Company, the railroad-owned operator of a nationwide pool of 100,000 freight cars, changed its name to TTX Company on July 1 (Traffic World).....The Federal Railroad Administration has issued its long-awaited rules for the licensing of all railroad engineers, and for the installation of "black box" event recorders in all new and rebuilt locomotives.

The Railroaders Memorial Museum in Altoona has decided to turn over control of its famed K4s steam locomotive #1361 to an independent group, the Altoona Mirror reports. The Museum has become mired in costly repairs to the trouble-prone engine, which hasn't operated since 1988 (Vince Reynolds).....NEW HOPE & IVYLAND launched its reborn steam tourist train last month with gala festivities at the New Hope depot..... Ex-Jersey Central 0-6-0 #113 was moved in a special train last February from the WILMINGTON & WESTERN at Mar-



Baltimore Division
THROUGH FREIGHT TRAIN SERVICE

(All Trains Operate Daily Except as Noted)

(CORRECTED TO APRIL 1, 1991)

WESTBOUND

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	WILMINGTON (Wilsmere)	BALTIMORE (Bay View)	HALETHORPE (W. Baltimore)	ALEXANDRIA (VA)	BRUNSWICK (MD)	CUMBERLAND (MD)
R135	.....	Lv 0030	Lv 0200	Ps 0355	Ps 0440	.....	Ar 0650*	Ar 1000*
R137	.....	.....	.....	Ps 0345	Ps 0430	.....	Ar 0640*	Ar 0920*
R191 (from CR)	Ps 0745	Lv 0900*	Ps 0935	Ps 1105	Ps 1140	Ar 1330*	.....	.....
R341	.....	.....	.....	.....	Lv 0015(b)	.....	Ar 0300*	Ar 1330
R345	.....	.....	(via Old Main Line)	.....	Ps 0630	.....	Ar 0945*	Ar 1515
R347	.....	.....	.....	.....	.....	.....	Lv 1330	Ar 2330
R377	.....	.....	.....	Lv 1700	Ps 1745	.....	Ar 2100*	Ar 0015*
R381	.....	.....	.....	.....	Ps 2000(b)	.....	Ar 2345*	Ar 0345*
R397	.....	Lv 0130	Lv 0315	Lv 0600*	Ps 0655(b)	.....	Ar 1030*	Ar 1545*
R403 (from D&H)	Ps 0900	Lv 1215*	Lv 1630	Ps 1900	Lv 2130*	Ar 2345* (to NS)	.....	.....
R405	.....	Lv 1715	Lv 1945	Ps 2315	Lv 0115*	Ar 0315*	.....	.....
Z409 (SECS)	Ps 0130	Ps 0200	Ps 0300	Ps 0515	Ps 0615	Ar 0930*	.....	.....
Z413 (ALCS)	Ps 2100	Ps 2130	Ps 2230	Ps 0045	Ps 0145	Ar 0530*	.....	.....

EASTBOUND

TRAIN	CUMBERLAND (MD)	BRUNSWICK (MD)	ALEXANDRIA (VA)	HALETHORPE (W. Baltimore)	BALTIMORE (Bay View)	WILMINGTON (Wilsmere)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)
R136	Lv 2100*	Lv 0001*	.....	Ps 0150	Ps 0230	Ps 0415	Ar 0530	.....
R138	Lv 0145*	Lv 0430*	.....	Ps 0645	Ps 0745	.....	.....	.....
R192	.....	.....	Lv 1830*	Ps 1945	Ps 2020	Ps 2235	Ar 2315*	Ps 0001(toCR)
R216	Lv 1355*	Lv 1630*(b)	.....	Lv 2015	Lv 2115*	Ps 2315(b)	Ar 0300	.....
R340	Lv 2200	Lv 0900*	.....	Ar 1200	(via Old Main Line)	.....	.....	.....
R344	Lv 1300	Ar 2130	.....	.....	.....	.....	.....	.....
R346	.....	Lv 0100(b)	.....	Ar 0430	Ar 0615	.....	.....	.....
R376	Lv 1845*	Lv 2215*(b)	.....	Ps 0230	Ar 0700	(via Locust Point)	.....	.....
R396	Lv 1640*	Lv 2030*	.....	Ps 2315	Lv 0130	Ar 0315(a)	Ar 0630	.....
R402	.....	(from NS)	Lv 1300*	Lv 1600	Ps 1745	Ar 2030	Ar 0001*	Ps 0300(toD&H)
R406	.....	.....	Lv 1130*	Lv 1630*	Ps 1715	Ar 2115	Ar 2315	.....
Z410 (CSSE)	.....	.....	Lv 0300*	Ps 0530	Ps 0630	Ps 0930	Ps 1030	Ps 1100
Z412 (CSAL)	.....	.....	Lv 1400*	Ps 1630	Ps 1730	Ps 2030	Ps 2130	Ps 2200

KEY TO TRAIN SYMBOLS

- R135 - Philadelphia to Chicago (TT)
- R136 - Chicago to Philadelphia (TT)
- R137 - Baltimore(Seagirt) to Chicago (TT)
- R138 - Chicago to Baltimore(Seagirt) (TT)
- R191 - Kearny, NJ to Atlanta, GA (TT)
- R192 - Atlanta, GA to Kearny, NJ (TT)
- R216 - Willard, OH to Philadelphia
- R340 - Cumberland to Baltimore (Locust Point)
- R341 - Baltimore (Locust Point) to Cumberland
- R344 - Cumberland to Brunswick (except Sun.)
- R345 - Baltimore (Curtis Bay) to Cumberland
- R346 - Brunswick to Baltimore (Bay View)
- R347 - Brunswick to Cumberland
- R376 - Louisville, KY to Baltimore (Bay View)
- R377 - Baltimore (Bay View) to Willard, OH (exc. Mon.)
- R381 - Baltimore (Curtis Bay) to Chicago
- R396 - Saginaw, MI to Philadelphia
- R397 - Philadelphia to Saginaw, MI
- R402 - Linwood, NC to Montreal, Que.
- R403 - Montreal, Que. to Linwood, NC
- R405 - Philadelphia to Hamlet, NC
- R406 - Hamlet, NC to Philadelphia
- Z409 - Selkirk, NY to Alexandria, VA (Conrail train SECS)
- Z410 - Alexandria, VA to Selkirk, NY (Conrail train CSSE)
- Z412 - Alexandria, VA to Allentown, PA (CR train CSAL)
- Z413 - Allentown, PA to Alexandria, VA (CR train ALCS)

NOTES:

- Ar - Arrive
- Lv - Leave
- Ps - Pass
- * - Crew change
- TT - Trailer train
- (a) - Train works at Feltonville (Twin Oaks), PA auto terminal
- (b) - Train works at Jessup, MD auto terminal

PHILADELPHIA EXPRESS (Continued from Page 7)

shallton, DE to its new home in Minersville, PA, via CSX-CONRAIL-READING, BLUE MOUNTAIN & NORTHERN. Owner Robert Kimmel, a member of Philadelphia Chapter, plans to restore the 1923 Alco to operating condition on his Lycoming & Reading Railway (Lantern).....WILMINGTON & WESTERN has committed \$250,000 to rebuilding the last half-mile of its line in Hockessin, DE, and has now resumed service there (Lantern).

UPDATE OF CONRAIL "TALKING" DEFECT DETECTORS

Here is another change in the list of Conrail radio alarm defect detectors, as shown in previous issues of Cinders:

Trenton Line

"Belmont" dragging equipment detector at milepost 1.4 in Philadelphia, replaces detector at Park, milepost 0.8 (formerly milepost 3.2), which announced "Milepost 3".

BALDWIN STATUE DONATED TO STATE MUSEUM

The imposing bronze statue of Matthias W. Baldwin, which long stood before the Baldwin Locomotive Works office building in Eddystone, has been donated by successor Baldwin-Hamilton Corp. to the Railroad Museum of Pennsylvania at Strasburg. Through the efforts of Baldwin Executive Henry Rentschler, the statue was moved from Eddystone to the B-H office in Malvern. Then last month the donation to the Museum was arranged by Mr. Rentschler. Chapter Member John Kirkland was also instrumental in this important preservation effort.



The rerouted Pioneer started service on June 15, and was introduced by a special press trip from Salt Lake City to Denver, overnighiting enroute in Rawlins, WY. A Superliner trainset was forwarded from Los Angeles via the Desert Wind for the special train. Professional commitments precluded my attendance, unfortunately.

It will be interesting to see if Amtrak utilizes its new Empire Connection to schedule any trains through New York's Penn Station with the fall timetable change. Publications have suggested a Port Jefferson-Albany turbo, but it would also be possible to operate an Amfleet consist from Corridor points (such as Washington-Niagara Falls), although this would require passengers to ride backward on the Corridor. Amtrak did add a Sunday train each way between Albany and New York, equipped with Turbos, to provide additional capacity. Train 267 departs New York at 6:45 PM, arriving Albany 9:08 PM, while Train 270 departs Albany 8:10 PM and arrives in New York at 10:32 PM. The schedule became effective May 5.

As of mid-June, five of the 15 leased GP40's and GP40-2's (collectively called GP40-2's) were in service on Amtrak, including one unit on the Auto Train. Amtrak's trouble-prone P30CH's, meanwhile, seemed to be concentrated on the Sunset Limited, and all probably will be early candidates for retirement or trade-in.

Cab car #809, the "quickie" conversion, has been renumbered 9709 to clear the 800-series for the new GE diesels. The humpback car can usually be found around Penn Coach yard in Philadelphia, gracing an occasional Atlantic City train in place of a completely-rebuilt 9640-series sister.

The summer-only Cape Codder is operating again to Hyannis, MA, up on Friday evenings and back on Sundays, with a Saturday round-trip between Hyannis and Providence.

The morning Metroliner between Downingtown, Philadelphia and Washington has been carrying very light loads from the Main Line and may be a candidate to originate out of New York to provide an earlier service from the Big Apple to Washington, still stopping at Philadelphia.

I understand former Amtrak coach 7200 J. Pinckney Henderson, affectionately known at Amtrak as "the bus," is being refurbished for use by the Keystone Commuter Club. This 72-seat, 1954-vintage Pullman-Standard product built for the Missouri-Kansas-Texas, was an experiment by P-S in the use of complete stainless steel construction. Most "stainless" P-S cars were built with steel frames and fell victim to extensive corrosion in their later years. To the best of my knowledge, this car is privately-owned.

The 12 former Pennsy sleepers converted to coaches which later served on SEMTA out of Detroit and then were leased to Metro-North have been put up for sale, having been stored by Amtrak at Bear, DE.

The new Superliner II's on order from Bombardier will be laid out similar to their older sisters, with the lounge cars having a few less seats and the downstairs lounge being laid out with all-booth seating. The standard sleepers identify one economy room as the attendant's room, with the deluxe sleepers for the Auto Train blocking off a downstairs economy room for this purpose.

The new crew dormitory, meanwhile, will be set up with 18 economy rooms upstairs, one of which will be set up as the conductor's office. The opposite end of the car, by the stairs down to the conventional height buffer, will be devoted to an office for the train chief. On the lower level will be separate crew showers for men and women and a crew lounge with two booths and four chairs. My guess would be that these cars will go on the California Zephyr and Coast Starlight because they carry the heaviest crews.

Only five Budd RDC's remain active on VIA Rail Canada. Three cars protect the tri-weekly Sudbury-White River train (RDC-1 6121, RDC-2 6206 and RDC-4 [!] 6250). The other two cars run out of Victoria to Courtenay on Vancouver Island (RDC-1's 6133 and 6134).

Bytown Railway Society's Branch Line reports that the Canadian is running up to 12 cars during the summer, usually with an all-Budd consist. Forty-seven cars have been converted to head-end power, and this will mean that a third HEP-equipped Canadian set will enter service early this month, leaving two sets still equipped with steam-heated cars.

The Ocean and Atlantic, meanwhile, are almost as long as the Canadian, but operating with a mostly "blue" consist, except for Budd sleepers and the dome-observation. Only 22 "blue" sleepers, all "E" series cars, are still in service, and can be found on the Hudson Bay from Winnipeg to Churchill and the Skeena from Vancouver to Prince Rupert via Jasper.



AMTRAK MOTIVE POWER ROSTER



(Corrected to June 1, 1991)

ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS	NOTES
7	45-ton	GE	1941	300	B-B	1	
9	65-ton	GE	1942	470	B-B	1	
58-63	RTG Turbo*	ANF	1973-74	1140	B-2	6	
64-69	RTG II Turbo*	ANF/AMTK	1974-75	1140	B-2	6	1
104, 106, 107	RS3C	Alco/AMTK	1951	1200	B-B	3	2
150-163	RTL Turbo*	Rohr	1976	1140	B-2	14	
192-199	GP40TC*	GMD	1966	3000	B-B	8	3
200, 201	F40PH*	EMD	1976	3000	B-B	2	
202	F40AC*	EMD/AMTK	1976	3000	B-B	1	1,4
203-235, 237-245, 247-271, 273-365, 367-409	F40PH*	EMD	1976-88	3000	B-B	204	
410-415	F40PH*	GMD	1978	3000	B-B	6	5
450, 451	F69PH-AC*	EMD	1989	3000	B-B	2	6
485-489, 491	FL9*	EMD	1957	1750	B-ATA	6	7
500, 501, 503-507	E44/E44A	GE	1962-63	4400/5000	C-C	7	8
550-567	SSB1200	EMD/ATSF	1939-59	1200	B-B	18	9
575-599	CF7	EMD/ATSF	1949-56	1500	B-B	25	10
600-610	E60MA*	GE/AMTK	1974-76	6000	C-C	11	8
620, 621	E60CP	GE	1974	6000	C-C	2	8
650-664	GP40-2	EMD/CRS	1966-70	3000	B-B	15	11
700-712, 714, 716-724	P30CH*	GE	1975-76	3000	C-C	23	
732, 734, 736-738, 742, 743	SW1	EMD	1941-50	600	B-B	7	
747-750	SW8	EMD	1951-53	800	B-B	4	
760-762	GP7	EMD	1950-52	1500	B-B	3	12
764-765	GP9	EMD	1954	1750	B-B	2	
766-767	GP7	EMD	1954	1500	B-B	2	
768	GP9	EMD	1954	1750	B-B	1	
769	GP7	EMD	1952	1500	B-B	1	
770	GP9	EMD	1957	1750	B-B	1	
771-784	GP7	EMD/GMD	1950-53	1500	B-B	14	
901, 902, 904-953	AEM-7*	EMD	1980-88	7000	B-B	52	8
954	E60CP	GE	1975	6000	C-C	1	8

* - Equipped with head-end power

TOTAL AMTRAK UNITS = 434

BUILDER ABBREVIATIONS

Alco - American Locomotive Company/Alco Products, Inc.
 AMTK - Amtrak
 ANF - ANF/Frangeco (France)
 ATSF - Atchison, Topeka & Santa Fe Railway
 CRS - Cleburne Railway Shops
 EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Co.
 GMD - General Motors Diesel, Ltd. (Canada)
 Rohr - Rohr Industries, Inc.

SOURCES

Amtrak Mechanical Department
 Extra 2200 South Magazine
 El Simon

NOTES

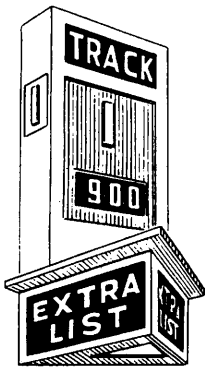
1 - Rebuilt at Amtrak Beech Grove (IN) shops
 2 - Repowered with EMD 645 engine
 3 - Purchased from GO Transit 1988
 4 - Equipped with Brown Boveri AC traction motors
 5 - Purchased from GO Transit 1990
 6 - Equipped with Siemens AC traction motors
 7 - Equipped for diesel/3rd rail DC electric operation
 8 - AC electric locomotive
 9 - Rebuilt by ATSF at Cleburne, TX from NW2's, SW9's, SW1200's
 10 - Rebuilt by ATSF at Cleburne, TX from F3A's, F7A's, F9A's
 11 - Rebuilt by CRS from former Conrail, Illinois Central and Milwaukee GP40's, to be delivered spring, summer 1991.
 Leased from Helm for two years
 12 - Certain units rebuilt to GP9 standards

ON THE SCENE (Continued from Page 9)

Branch Line also reports that Toronto Transit Commission has withdrawn its last unrebuilt PCC cars from service, with the 14 rebuilds still operating.

The Alaska Railroad received new cars from Korea a few years back, and these are operated with some former Union Pacific cars on the Anchorage-Fairbanks run. A baggage car, three coaches, a dome coach and diner cater to standard passengers, while Westours operates three or four ex-Santa Fe full domes and Princess Tours operates two gallery cars rebuilt as sightseeing cars on the rear of the train. The dining service is catered by Marriott, and a lounge and extra coaches are added during July and August. One trainset uses an F7B rebuilt as an HEP generator, while the other set uses a GP40 equipped to provide HEP. One Budd RDC, meanwhile, makes a tri-weekly local run between Anchorage and Hurricane, while three others protect the Anchorage-Seward train. The Whittier shuttle uses a cabin, carrying automobiles and buses on flatcars.

For a period after the arrival of Budd RDC's in 1963, Reading Company scheduled both the push-pull trainset as well as a conventional locomotive-hauled set, which basically became a "PTC-SEPTA Strike Protect Train." A typical consist would be Alco RS3's 465 and 463, coaches 1534, 2016, 2000, 1535, 2010 and 2013 filling out the consist. For those who were aware, the 1534 and 1535 were cars modernized in 1948-49 to augment the 2000's on the Schuylkill and King Coal to Pottsville and Shamokin respectively. Externally, they were easily spotted by their skirting, with no cutouts around the trucks. The 2000, meanwhile, was a Wall Street coach, differing from the 2010-series cars which had smoking lounges as part of the coach. The Wall Street, of course, carried lounge car 2060 on the end which served as the smoking lounge.



JULY 19, 1991: Annual summer dinner of Philadelphia Chapter at Milepost Restaurant, Strafford, PA. Dinner served at 6:15 PM. See notice on Page 2.

JULY 28: 6th annual New York Harbor and Jersey shoreline cruise, sponsored by Tri-State Chapter NRHS. Chartered Spirit of New Jersey yacht will depart from public dock north of NJ Transit terminal, Hoboken, NJ, at 9:30 AM for cruise past Lower Manhattan, Battery Park, Statue of Liberty, various New York Harbor rail facilities past and present, and Amtrak's new West Side Connection near George Washington bridge. Food, beverages and expert narration will be available on board. Fare: \$35 per person. Order tickets from: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962-1217, enclosing stamped, self-addressed envelope. For information, telephone 201-488-5429.

AUGUST 4: Steam excursion from Tamaqua to Reading and return using 4-8-4 #2102 via Reading & Northern Railroad. Fares: \$25 adults, \$5 children (12 and under). Order tickets from: Blue Mountain & Reading Railroad, P. O. Box 425, Hamburg, PA 19526 (telephone 215-562-4083).

AUGUST 7-10: NRHS national convention at Huntington, WV, sponsored by Collis P. Huntington Chapter, featuring excursions with Norfolk & Western 4-8-4 #611, ex-Nickel Plate 2-8-4 #765, ex-Pere Marquette 2-8-4 #1225 and CSX F-unit diesels. Complete brochure and order form has been mailed to all members. For information, contact: Collis P. Huntington Chapter NRHS, P. O. Box 148, Kenova, WV 25530 (telephone 304-522-6140).

AUGUST 11: Steam excursion from Port Clinton to Tamaqua, Reading and return via Reading & Northern Railroad. Fares: \$25 adults, \$5 children (12 and under). Order tickets as shown in August 4 item.

AUGUST 24-25: Rare mileage excursion over former New Haven lines of Bay Colony Railroad, sponsored by Massachusetts Bay Division RRE. Saturday morning trips will operate between Fall River (Watuppa) and Westport Factory, MA; Saturday afternoon trips between Taunton (Weir Junction) and Dean Street, MA. Sunday trips operate between Medfield Junction, MA and various points, plus one excursion over all the above routes. Various fares apply. For information, contact Mass Bay RRE, P. O. Box 1393, East Arlington, MA 02174-9991, enclosing stamped, self-addressed envelope.

SEPTEMBER 8: Broad Street subway excursion with historic car #1, "South Philadelphia" car #166 and "bridge" car #1025, sponsored by Buckingham Valley Trolley Association. This is rare opportunity to ride these old cars, taken from storage for this summer only. Special train leaves Fern Rock station 1 PM. Fare (by mail): \$30 per person. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "BVTA."

SEPTEMBER 8: "Chattanooga Choo Choo" Golden Anniversary special train will leave New York's Penn Station for Chattanooga Choo Choo Festival in Chattanooga, TN. Train of private cars will operate via Amtrak through Philadelphia and Washington.

SEPTEMBER 13-15: Photographers' Weekend at Steamtown National Historic Site, Scranton, PA. Details to be announced.

SEPTEMBER 14: Chartered bus trip to Gettysburg, PA to ride steam-powered excursion on Gettysburg Railroad from Gettysburg to Mt. Holly Springs, PA and return, sponsored by Delaware Valley Chapter NRHS. Bus leaves SEPTA lot, Yardley, PA, at 6 AM and Oreland, PA SEPTA Station at 6:50 AM. Fares: \$25 for members (\$20 for children under 12 with a member). Order tickets from: Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067, making checks payable to "Delaware Valley Chapter NRHS."

SEPTEMBER 15: 16th annual Train Meet at National Guard Armory, Lewisburg, PA, sponsored by Central Pennsylvania Chapter NRHS. Hours: 9 AM to 4 PM. Admission: \$2.50 per person (children under 12 free). Tables for vendors available at \$12 each (maximum seven per person). Contact: Jack Hazlinsky, 105 Pawling Lane, Lewisburg, PA 17837 (telephone 717-524-9154).

SEPTEMBER 20-22: 3rd annual National Railway Preservation Symposium sponsored by Railroad Museum of Pennsylvania, Strasburg. The theme will be "Preservation and the Small Museum: Professionalism on a Budget." Registration fee of \$150 per person will include all meals, tours, materials and a train ride. For information, write: Symposium, Railroad Museum of Pennsylvania, P. O. Box 15, Strasburg, PA 17579.

SEPTEMBER 21: "Railroad Festival '91" at Whippany Railroad Museum, Route 10 West & Whippany Road, Whippany, NJ, 11 AM to 4:30 PM. Conrail, Morristown & Erie and NJ Transit equipment displays, "Operation Life-saver" safety program, railroadiana sales, special exhibits and book signing session with Rail Author Bob Pennisi will be featured. Suggested donation: \$1 adults, 75 cents seniors, 50 cents children. For information, telephone 201-887-8177.

SEPTEMBER 22: 6th annual Railroad Show & Collectors Market at Zembo Temple, 3rd & Division Streets, Harrisburg, PA, sponsored by Harrisburg Chapter NRHS. More than 11,000 square feet of railroadiana and model railroad items will be available from 9 AM to 4 PM. Admission: \$3 per person (children under 12 free). For information, contact Harrisburg Chapter NRHS, P. O. Box 3423, Shiremanstown, PA 17011.

SEPTEMBER 28-29: New dates for NRHS Eastern Region mini-convention in Harrisburg, PA, hosted by Harrisburg Chapter. Seminars, banquet and rail tours are planned. Details to be announced.

SEPTEMBER 29: Railroadiana and Model Railroad Show & Sale at Dieruff Senior High School, Irving Street, Allentown, PA, sponsored by Lehigh Valley Chapter NRHS. Hours: 10 AM to 4 PM. Admission: \$3 per person, \$5 for entire family. Vendor tables are available at \$23 each. Contact: Paul A. Kuehner, P. O. Box 300, Laurys Station, PA 18059 (telephone 215-799-2530).

OCTOBER 5: New date for 11th annual Hoboken Terminal Festival at former Lackawanna terminal, Hoboken, NJ, 11 AM to 5 PM, sponsored by NJ Transit. Locomotives on display will include NJT E8's recently repainted in Erie colors. Shuttle trains will be operated between the Terminal and Rutherford, and railroadiana and food sales will be featured. Admission free.

MEMBERS ENJOY TED XARAS PROGRAMS ON ORIGINS OF PRR

How did the Pennsylvania Railroad come to dominate the Philadelphia region in the second half of the 19th Century? That was the subject of a two-part slide program presented by Chapter Member, Historian and Artist Ted Xaras at the May 17 and June 21 meetings of Philadelphia Chapter.



Ted's well-researched presentation focused on the numerous routes acquired by the PRR to enter the City from the east, west and south and the development of a vast infrastructure to handle its fast-growing volumes of passenger and freight traffic in Philadelphia. By means of dual projectors--one showing historic photos or maps and the other a corresponding scene in recent years--Ted effectively demonstrated how the mighty Pennsy expanded in its headquarters city. Among the great monuments to the power and influence of the PRR are Broad Street Station, 30th Street Station, the multi-track mainlines diverging in three directions and the vast electrification program begun in 1915. All were prominently featured in the program.

Ted used a large number of sources to put together this four-hour journey into history. Among them were the monumental History of the Pennsylvania Railroad Company 1846-1896 by J. Elfreth Watkins (1896), which exists only in 3,000 pages of bound galley proofs; a similarly-titled two-volume study by William B. Wilson (1899); and the Centennial History of the Pennsylvania Railroad Company 1846-1946 by George H. Burgess and Miles C. Kennedy published by the PRR (1949). The latter was an adaptation of a four-volume study entitled The Pennsylvania Railroad Company, Corporate, Financial & Construction History to December 31, 1945, issued by Burgess and Kennedy's employer Coverdale & Colpitts.

Other sources were: Canals & Railroads of the Middle Atlantic States 1800-1860, by Christopher Baer of the Regional Economic History Center at Hagley Museum (1981); On the Main Line: The Pennsylvania Railroad in the 19th Century, by Edwin P. Alexander (1971); Smedley's Atlas of 1862; and the Baist Atlas of Philadelphia (1888); as well as collections of photos at the Railroad Museum of Pennsylvania, the Historical Society of Pennsylvania, Ted's own collection and those of other individuals. Some of the publications mentioned are on file at the above-named museums.

In recognition of his work in preserving and reporting railroad history, Ted was presented with Philadelphia Chapter's Certificate of Appreciation.

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