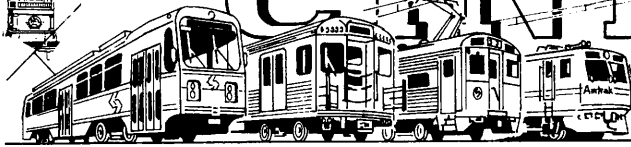




CINDERS



MARCH 1991

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Volume 52 Newsletter of the Number 3

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

FRIDAY, MARCH 15, 1991

Eakins Lounge, Alumni Hall, Thomas Jefferson University,
Locust Street between 10th & 11th, Philadelphia, PA
(three blocks south of Market East station)

Dinner at 6:15 PM (\$18 per person); Meeting at 7:30 PM

Parking in Wills Eye Hospital garage, 9th Street above
Locust (\$3.50 after 6 PM), or Parkway Garage, also 9th
above Locust (\$5.75 after 6 PM), Downtown Garage,
Walnut Street east of 10th (\$4.00 after 5 PM).

Our March 15, 1991 program will feature a narrated slide lecture, A PRSL PERSPECTIVE, presented by Chapter Member G. Gerrish Williams. This program, with emphasis on the Atlantic City line, covers South Jersey rail operations from 1960 to 1990, and should bring back many memories to Chapter members.

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, MARCH 12, 1991 to President Tatnall at 215-828-0706. Please adhere to this strict reservation deadline. We ask that you specify when ordering if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM.

Members are reminded that the Chapter bookstore will be on hand at this meeting, offering publications of interest to our members. Please see the publications notices on Page 10 of this issue.

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

FURNESS DISPLAY FEATURES CHAPTER MEMBER CONTRIBUTIONS

"Frank Furness: The Flowering of American Architecture" opened last month in the Arthur Ross Gallery of the University of Pennsylvania at 220 South 34th Street, West Philadelphia. The exhibition includes many paintings, photographs, drawings and other items from the life of famed Philadelphia Architect Frank Furness (1839-1912).

Among the major displays is a five-foot-long scale model of the Pennsylvania's Railroad's Broad Street Station, crafted in wood by Chapter Member Charles R. Denlinger. Chuck executed the model over a five-year period from 1984 to 1989, highlighting the major addition to the structure designed by Furness. Other items in the exhibit are on loan from the private collections of Members Richard Reuss and Theodore Xaras, as well as from the collection of the Railroad Museum of Pennsylvania at Strasburg.

The Ross Gallery is housed in the Furness Building, the University's first library, which was designed by Frank Furness in 1888 and opened in 1891. The building has been reopened on its 100th anniversary after a five-year, \$16.5-million restoration. That achievement was the inspiration for assembling this array of Furness-related material, which includes photos and drawings of several of the Victorian-era railroad stations designed by Furness.

The exhibition is open Tuesday through Friday from 10 AM to 5 PM and Saturday-Sunday from 12 Noon to 5 PM through March 24. Admission is free. For information, telephone 215-898-4401.

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.

ANNUAL RAY MULLER SLIDE CONTEST WINNERS

A total of 14 members entered Philadelphia Chapter's annual Ray Muller Slide Contest, held at the February 15 meeting in the Jefferson Alumni Hall. Eleven of those entering shared a total of 20 film prizes in the contest, which is named in honor of the late Chapter member known for his expert photography.

Prize winners and their subjects in the six categories were:

- STEAM 1 - Doug Rowland (Union Pacific 844 at NRHS Convention)
2 - Rob Mandeville (Strasburg steam special at Downingtown)
3 - George Wiedersum (Swiss rack steam locomotive)
- DIESEL 1 - Doug Watts (Southern Pacific freight at Boca, CA)
2(tie) - Dave Kopena (New Hope & Ivyland excursion)
2(tie) - Doug Rowland (Conrail meet at "Phoenix")
- HEAVY ELECTRIC 1 - Larry DeYoung (Amtrak Capitoliners in snow)
2 - Doug Watts (Amtrak AEM-7 at dusk)
3 - Dave Kopena (SEPTA Blues at Cheyney)
- LIGHT ELECTRIC 1 - Rob Mandeville (Illinois Terminal car at museum)
2 - Andy Skotnicki (SEPTA 160 car at Villanova)
3(tie) - Dave Kopena (SEPTA lineup of PCC's)
3(tie) - Gerry Williams (SEPTA Bullet cars at Bryn Mawr)
- GENERAL 1 - Gerry Williams (P&W mosaic at Norristown)
2 - Doug Watts (Conrail TOFC train on Horse Shoe Curve)
3(tie) - Larry DeYoung (Oiling around steam locomotive)
3(tie) - Rich Short (Model el car derailment)
- OLDIES 1 - Rodger Fredrick (Liberty Bell Limited at Perkasio)
2 - Rich Short (Baltimore PCC at Catonsville)
3 - Phil Mueller (Piedmont & Northern electric locomotive)

Thanks go to Phil Mulligan, who ably organized the contest and led the five-person panel of judges. Other judges were Marie Eastwood, Elliot Engels, Frank Tatnall and Doug Volk. Prizes will be awarded at the March Chapter meeting.

HERBERT HARWOOD'S "ROYAL BLUE LINE" COVERS B&O ROUTE

Royal Blue Line, by Historian Herbert H. Harwood, Jr., is a 216-page book covering the history of the Baltimore & Ohio's passenger route between New York, Philadelphia and Washington. Recently published by Greenberg, Royal Blue Line is the most comprehensive book yet seen on this once grand service. With a list price of \$40.00 postpaid, it is available directly from Greenberg Publishing Co., 7566 Main St., Sykesville, MD 21784.

UPDATE OF CONRAIL "TALKING" DEFECT DETECTORS

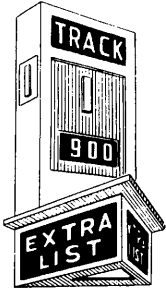
The following changes should be made in the list of radio alarm defect detectors in operation on near-by Conrail lines, as published in the January issue of Cinders:

Morrisville Line

Dragging equipment detectors at Langhorne (milepost 8.2) and Whitmarsh (milepost 26.0) are removed.

Lehigh Line

Westbound high car detectors are in service on #1 and #2 tracks at Newark, NJ (milepost 10.5) near "CP Valley," announcing "Newark" on road radio channel 2 (161.07 MHz).



MARCH 10, 1991: Railroadiana Show & Sale at Mother Seton Regional High School, Parkway Exit 135, Clark, NJ, sponsored by Jersey Central Chapter NRHS. Hours 9 AM to 3:30 PM. Admission \$4 adults, children (under 12) free, maximum per family \$7. For information, contact: Train Show, c/o JCRHS, P. O. Box 700, Clark, NJ 07066-0700.

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

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

APRIL 13: "Erie Limited" excursion behind newly-restored E8's #834 and 835 in Erie paint scheme via NJ Transit from Newark and Hoboken, NJ to Port Jervis, NY and return, sponsored by United Railroad Historical Society. Trip leaves Newark 8:05 AM, Hoboken 9 AM, returns about 6 PM. Fares: \$45 per person, children under 12 \$20. Optional bus to photo stop at Moodna Viaduct \$3 extra. Order tickets from: URHS/Friends Train Tickets, W-11 Avon Drive, East Windsor, NJ 08520, making checks payable to "United Railroad Historical Society" and enclosing stamped, self-addressed envelope (telephone 609-443-4746).

APRIL 13: Amtrak excursion from Harrisburg, Lancaster and Paoli to Washington, DC and return, sponsored by Lancaster Chapter NRHS. Train leaves Paoli 7:45 AM, returns 8:25 PM. Fare: \$65 per person, plus optional tour package in Washington for \$7. For tickets and information, contact: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566 (telephone 717-786-4932).

APRIL 27: Steam excursion on Providence & Worcester Railroad from Groton to Putnam, CT and return, using Valley Railroad's Chinese-built 2-8-2 #1647. Train will leave Groton 9 AM, returning about 4 PM, with runbys scheduled along the 45-mile ex-New Haven branch. Fares: coach \$49.95, first-class \$124.95. This is a repeat of the sold-out trips last November, and may be run also on April 28 if demand warrants. Order tickets from: Valley Railroad, P.O. Box 452, Essex, CT 06426 (telephone 203-767-0103).

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

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

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

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

MAY 11: SEPTA PCC excursion covering entire Route 23, sponsored by Wilmington Chapter NRHS. Trip leaves Chestnut Hill Loop at 11 AM, ends about 4 PM. Side trip will be made to Luzerne depot. Fare: \$20 per person. Order tickets from: Wilmington Chapter NRHS, c/o E. Steven Barry, RD #3, Box 414, Elmer, NJ 08318 (telephone 609-358-8351).

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

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA's Railroad Division experienced one of the most chaotic rush hours in memory on Thursday, January 24, after a steady span in the catenary just east of 30th Street Station failed at 2:45 PM. The steady span, which helped support the trolley wires over all six main tracks at "Schuylkill" interlocking, broke loose from its stone pylon, allowing the entire overhead wire structure to sag. Power was immediately shut down on all but the #1 track, stranding three trains in the dead section between 30th Street and Suburban Station.

After determining the scope of the problem, supervisors at the Rail Operations Control Center (ROCC) in Suburban Station quickly made plans to cope with the fast-approaching rush hour. Because no trains could pass the area while repair work was underway, all "Reading side" trains were turned back at Suburban Station during the peak-hour period. (This is now easier to do because the four tracks through the center city tunnel to Wayne Junction are signaled for operation in both directions, with cab signal and automatic train control systems in service.) Virtually every train was delayed. R2 Wilmington and R5 Paoli-Parkesburg trains were rerouted over Amtrak rails to and from the Lower Level of 30th Street Station, while R7 Trenton trains were turned at North Philadelphia. Service on the R3 Media-Elwyn, R6 Cynwyd and R8 Chestnut Hill West lines was suspended.



Reportedly, SEPTA commuters survived the inconvenience as well as could be expected, many of them warned in advance by radio and television alerts. SEPTA also fielded its red-jacketed "emergency response teams," made up of office employees, stationing them in major stations to assist harried passengers in finding their trains or alternate transportation. Full service was restored at 10:44 PM.

In seat handouts the next morning, SEPTA management again hammered home its message about the condition of the system's aging infrastructure. It pointed out that the failed steel brace which anchored the steady span was installed 60 years ago at the time that the Pennsylvania Railroad was building 30th Street and Suburban Stations. "What happened on Thursday testifies to the need for massive and immediate reinvestment in the railroad," the handout concluded. Otherwise, "sudden service problems like yesterday's can and will continue to occur."

CONRAIL last month delivered two trainloads of welded rail to Woodbourne, PA for replacement of the bolted rail between Neshaminy Falls and Woodbourne. The rail, originating at Conrail's Lucknow welded rail plant near Harrisburg, will be installed on the five miles of SEPTA-operated line which was surfaced and retied by Conrail last fall.....SEPTA is applying silver/gray paint to the pillars in Suburban Station, covering over the traditional green. Several years ago, at the time SEPTA was trying to equate the commuter rail system with a transit operation, it proposed calling the system the "Silver Lines" (Wayne Bode).

SEPTA last month took most of its Autelca ticket machines out of service, except for those in center city stations. While no public explanation has been given, it is understood that new security devices will be installed to reduce the number of thefts from the machines.....SEPTA issued a new R2 timetable effective February 3, in which one additional round-trip to Wilmington is included. On February 10 Chestnut Hill West schedules were again adjusted as the catenary renewal project proceeds. The new R8 timetable is labeled "Construction Schedule Edition 4," the last before completion of the project this spring. The type size is also increased, making the timetable easier to read.....Redevelopment of the Reading Terminal trainshed as part of Philadelphia's proposed \$500-million convention center was described in a length Inquirer article on February 18. A local architectural firm is assisting the Atlanta-based design consultants in an effort to maintain a "railroad" atmosphere within the huge shed, while constructing a two-story ballroom inside of it.

SEPTA has awarded a \$3.5-million contract to Michael Baker, Jr., Inc. of Pittsburgh to manage the rebuilding of the ex-Reading Mainline through North Philadelphia. The \$350-million project will begin in the spring of 1992 (Railway Age).....SEPTA has purchased bay-window caboose #21035 from CONRAIL. It will be repainted red and numbered SPAX 2000 for wire train service.....SEPTA is still negotiating with OCTORARO RAILWAY for the sale of the ex-PRR Octoraro branch to OCTR.....SEPTA has opened a 200-car parking lot at Bridesburg station in Northeast Philadelphia. R7 express trains now stop there.

SEPTA will purchase 40 acres of CONRAIL's Enola branch right-of-way near Atglen, PA for use in building a station and parking lot at the western edge of Chester County (see November Cinders). Conrail has abandoned 31 miles of this former PRR low-grade branch and removed the rails west of Atglen. SEPTA's plan, when funding becomes available, is to extend its R5 Parkesburg trains three miles west to Atglen to take advantage of the new parking area. It's not clear whether these trains will be run on AMTRAK's Harrisburg mainline or on the remaining ex-Conrail track which parallels Amtrak from a connection at Parkesburg. At its meeting on February 27, SEPTA's board approved spending \$12,000 to purchase the Conrail property, apparently under a previously-negotiated agreement.

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)



SEPTA's management last month was confronted by two separate but related problems which overshadowed all else. They were money and safety. On the fiscal side, the news was bad and getting worse. The City of Philadelphia still had not kicked in any of its promised \$45 million in operating subsidies for the current fiscal year, which ends June 30, leading top SEPTA officials to warn of a total shutdown as early as May. At the State level, Governor Casey's \$13.1-billion general fund budget for FY 1992 contains only \$164.5 million for SEPTA operations, about the same as in 1991. The budget did not address SEPTA's pressing need for a dedicated funding source, not was there any indication that the State would boost its support for the \$4.5-billion "Action Plan" which SEPTA contends is needed to rebuild its deteriorating system.

The Federal government, meanwhile, released its proposed FY 1992 budget which increases mass transit funding by about two percent over the current year, but would eliminate operating subsidies to concentrate on capital grants. (SEPTA received about \$27 million in Federal operating funds this year.) President Bush, in fact, did not mention mass transit in his State of the Union speech to Congress in January. In mid-February he announced a five-year, \$105-billion program of Federal aid to highways, including \$16 billion for transit over the period. But transit advocates said that energy-saving public transportation will be shortchanged, with highway spending to rise from \$14.6 billion this year to about \$20 billion in 1996 while transit spending increases only slightly from \$3.2 billion to \$3.3 billion a year. An official of the American Public Transit Association called the proposal "a recipe for more traffic jams, air pollution and wasted energy." State and local officials, however, would be given more flexibility to transfer highway money to transit projects.

In his introduction to SEPTA's 1990 Annual Report, Chairman J. Clayton Undercofler cited the year's major accomplishment as "our continuing progress toward the day when public transportation will have dedicated sources of funding that are adequate and predictable." In the light of recent developments, however, some observers may have difficulty in measuring that progress. Nonetheless, a group of business, community and labor leaders who make up SEPTA's advocacy group, the Area Coalition for Transportation, met on February 27 to pressure Governor Casey and the Legislature for permanent funding.....Adding to SEPTA's woes is a possible loss of \$20 million in State subsidies for senior-citizen free-fare programs.....One possible hero in the struggle for adequate transit funding is the new chairman of the House Public Works & Transportation Committee, Congressman Robert Roe of New Jersey. Roe is known as an ardent supporter of mass transportation systems.

Even more traumatic for SEPTA is the safety issue. Last month the National Transportation Safety Board filed its report on the March 1990 subway derailment in which four persons were killed and more than 150 injured. NTSB placed the blame for the accident on SEPTA's allegedly inadequate inspections, which failed to detect a faulty motor mount before the motor fell to the track and caused the derailment. The report also contended that SEPTA has one of the highest accident records among U.S. transit systems. General Manager Louis Gambaccini reacted angrily to the NTSB charges, asserting that they were "full of gross inaccuracies" and "analogous to shouting 'fire' in a crowded theater." NTSB Member James Burnett countered that the Board's report contained evidence of "a very troubled system." SEPTA's own investigation, Gambaccini said, was far more thorough, and inspection and training procedures for maintenance employees have been significantly improved.

Reinforcing the perception that SEPTA is running an unsafe system, a union official last month went public with an internal SEPTA memo pointing out that sections of the Frankford elevated are being operated with "safety factors well below industry standards." Harry Lombardo, president of Transport Workers Union Local 234, said that SEPTA engineers had identified three platforms at el stations which could collapse under an unusually heavy load of passengers. SEPTA, which has long complained of inadequate funding for repairs, insisted that the el is safe, but would be shut down as soon as it was deemed unsafe. Gambaccini, in fact, said last fall that barring a massive infusion of capital money SEPTA may be forced to close major segments of the rail system by mid-year. "We are not crying wolf," he vowed.

SEPTA last month sold six of its retired Philadelphia & Western cars, in a further cleanout of its historic fleet. Bullets #203 and 207 will go to Seashore Trolley Museum of Kennebunkport, ME, and in a surprise action Strafford cars #161, 163, 165 and 168 were purchased by the Keokuk Junction Railway of Keokuk, IA. Keokuk is working on a plan for a tourist line in that Mississippi River community. Bullets 202, 206, 208 and 209, Strafford 164 and ex-pickle car 406 remain on the property.....SEPTA plans to retire 16 Market-Frankford subway-el cars because they are "beyond economic repair." Fourteen are owned by SEPTA and the other two by the City. None was involved in the derailment last March.....The January-February issue of Locomotive & Railway Preservation carries an article entitled "Farewell to the Bullets," with two photos by Member George Metz who organized the Chapter's two-car Bullet excursion last August.

Trolleys returned to Route 56-Erie and Torresdale Avenues on February 24, after more than a year of bus operation due to a street cave-in. The Erie Transitway near Broad Street is getting its first use..... The City has asked SEPTA to begin a new general overhaul program on its remaining PCC fleet, to extend the life of the cars beyond their presently-programmed retirement dates.....Virtually all SEPTA trolleys are now flying small American flags as a mark of respect for troops serving in the Persian Gulf area. The idea came from rank-and-file employees who donated the flags and applied flagholder brackets to the Kawasaki cars which were not so equipped.....Former Route 53 tracks in Wayne Avenue have been completely paved over by PennDOT for the two miles between Clarissa Street and Lincoln Drive.....Member G. Gerrish Williams authored the nine-page article on Philadelphia's PCC routes--complete with color photos--which appears in the April issue of Railfan & Railroad.

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

March 16 will be the 50th anniversary of PCC operation on Route 56, Member Bob Abrams recalls. This is the longest continuous PCC assignment in Philadelphia history. The 56 is also unique in that its present route is identical to that of a half-century ago. It was in 1928 that the line was built eastward from Frankford Avenue to Cottman Avenue--the last major trolley extension in the City. The final group of 8000-series "Peter Witt" cars were assigned to Route 56 in 1926--the last conventional cars built for the Philadelphia system.

Eugene K. Skoropowski resigned last month from his post as SEPTA's assistant general manager--planning, development & real estate to join a private consulting firm in Los Angeles. Skoropowski, who came to SEPTA from Boston's MBTA a decade ago, was known to be unhappy with SEPTA's inability to introduce new services because of funding shortfalls.....Former SEPTA General Manager David L. Gunn is the new general manager of WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY, effective March 18. Gunn, 53, turned around SEPTA operations during his 1979-1984 tenure, then spent six years as president of NEW YORK CITY TRANSIT AUTHORITY, where he accomplished such remarkable feats as removing the graffiti from the TA's vast fleet of subway cars.....J. Clayton Undercofler has been elected to a fourth one-year term as chairman of SEPTA.....J. Wilbur Boorse, who worked as an electrical engineer for Philadelphia transit systems for more than 70 years, died last month at 87. He had retired from SEPTA in 1990, where his last job was consulting engineer on electrical power.SEPTA has honored a former chief automotive officer by naming its Wyoming bus shop the "Charles I. Berridge Shop." Berridge, a Montgomery County resident died last year at the age of 42. General Manager Gambaccini presented Berridge's wife and daughter with a commemorative plaque at SEPTA's January board meeting.

There is still no word on when ABB and AMTRAK will deliver the first new car to SEPTA for testing on the Norristown High Speed Line. Numerous reports are circulating that ABB, the prime contractor for the 26-car order, has given up on Amtrak's capability to assemble the cars at its Beech Grove (IN) shop, and will transfer production elsewhere.....SEPTA's board last month approved a proposal to eliminate owl service on the Broad Street and Market-Frankford Lines (see January Cinders), with substitute bus service to operate every 15 minutes. The change will likely take effect in June.....The 12-alarm fire in the One Meridian Plaza building in center city on February 23 continues to disrupt traffic in the area as 15th Street and South Penn Square remain closed. A total of 17 bus routes had to be detoured for several days, though that number was reduced when Chestnut Street reopened in early March.

SEPTA last month issued its annual report for Fiscal Year 1990 (which ended June 30, 1990). Entitled "A Window on the Future," the report includes a wraparound full-color cover of the new Norristown Transportation Center. Inside, much is said about progress in rebuilding the system and about the "Action Plan for the 90s," a ten-year, \$4.5-billion blueprint for SEPTA's survival which is still largely unfunded.....New welded rail is being installed in the Market Street subway between 31st and 44th Streets (DVARP).....A man who jumped or fell in front of an eastbound Market-Frankford train at 30th Street station on February 19 succeeded in disrupting the morning rush period for more than an hour. The man was hospitalized in serious condition.....Under a new Federal requirement, all SEPTA employees who operate surface vehicles must obtain commercial driver's licenses.....A recent SEPTA flyer notes that 24 City transit bus routes are now wholly or partly equipped with wheelchair-lift buses.....The Inquirer reported in late January that SEPTA and City police have stepped up their campaign to eject homeless people who loiter or set up housekeeping in center city SEPTA stations.



It was good news and bad news on AMTRAK's financial front last month. The good news was that the Administration, for the first time in seven years, requested money for Amtrak in its FY 1992 budget. The bad news is that President Bush's planners propose \$330 million while Amtrak is asking for \$563 million. (Both scenarios suggest an additional \$150 million for Amtrak's payments into the Railroad Retirement and Unemployment funds covering freight railroad employees.) The Bush plan calls for \$180 million in operating funds and \$150 million in capital grants, while Amtrak is seeking \$321 million for operations and \$242 million for capital projects. The Administration will try to cut \$81 million of Amtrak's costs next year by repealing the Federal Employers' Liability Act (a move strongly supported by the freight railroads), by asking commuter agencies such as SEPTA to pay more to Amtrak for using the Northeast Corridor and by recovering the costs of the so-called 403(b) and 403(d) services from the states. Congressional hearings begin March 6 (Amtrak Newsbreak).

Federal Railroad Administrator Gilbert Carmichael, an avowed AMTRAK supporter, said in a Philadelphia appearance on February 12 that, "after years in the proverbial wilderness," rail passenger transportation is finally becoming recognized for its energy-saving importance. This recognition comes a year after Budget Director Richard Darman was quoted as saying that "the Federal government's responsibility is not to run the railroads.".....Time Magazine reports that the world's airlines lost a record \$3.5 billion in 1990 because of war jitters and recession, but "this year is shaping up as an even worse disaster".....AMTRAK has announced that it will cut ten percent of its non-union workforce by June 1, through a voluntary early retirement program and other incentives (Newsbreak).

The \$78-million restoration of AMTRAK's 30th Street Station is nearing completion. On February 1 Amtrak officials gave a guided tour of the building to Philadelphia Congressman William H. Gray III who helped push the project forward. Much of the exterior landscaping and lighting has been done. Even the bronze "Winged Victory" statue, erected by the PRR at the east end of the concourse to honor its 1,307 employees who died in World War II, is being cleaned and waxed. Amtrak continues to move its offices from the 2000 Market Street building to 30th Street, with the transfers to be completed by late April.

PHILADELPHIA EXPRESS (Continued from Page 6)

The possibility of terrorist activities in the U.S., spurred by the Persian Gulf war, has led not only to increased security at U.S. airports but also on the railroads. AMTRAK has issued a notice to all employees to "remain vigilant for persons in stations, aboard trains and on or about tracks, tunnels and bridges who conduct themselves in a suspicious manner or appear to be bearing firearms." Amtrak police should be notified via a toll-free hotline (1-800-331-0008).....AMTRAK has been chosen to train U.S. Air Force personnel in the rail movement of the "Peacekeeper" mobile missile system, which eventually may be mounted on railcars for rapid deployment around the country. Amtrak is designing courses in railroad operations, locomotive handling and train commanding (Newsbreak).

What will be the model designation of the first 20 locomotives ordered by AMTRAK late last year from General Electric (see January Cinders)? Railpace and Narragansett Newsletter say "B32-8WH," while Railfan & Railroad suggests that they will follow the external design of the "Dash 8-40BW" and Modern Railroads contends the designation will be "B30-CW." One thing is certain, however: the units will not be equipped with AC traction systems because of their high cost, leaving only experimental AC units 202, 450 and 451 on Amtrak's roster.AC-powered F40AC #202 has again been repaired by Wilmington shop and in early February was about ready to return to revenue service--probably close to Philadelphia.

AMTRAK has issued its annual report for FY 1990, which ended last September 30. The 36-page document contains a report from President W. Graham Clayton, Jr., who concludes by saying "If Amtrak is to meet the challenge of growing demand and expanding service at the same time it is taking steps to become operationally self-sufficient, it must find a secure, reliable source of capital funds to support investment in new equipment and facilities. We have the managerial skills, the trained employees, the desire and the dedication to play a dominant role in the American transportation system. With sufficient capital to back us, Amtrak's third decade will be its most dynamic, important and successful yet".....Speaking of AMTRAK's third decade, no announcements have yet been made on the railroad's plans for its 20th birthday on May 1.

AMTRAK's America, an 88-page full-color travel planner for 1991, is now available at Amtrak stations and sales offices. Each route has its own description with map and photos, along with prices of various vacation packages. It also describes the air-rail travel plan recently announced in connection with United Airlines.AMTRAK's revenue in January was \$103 million, an eight-percent increase over January 1990, and its revenue-to-cost ratio was 70 percent, up from last January's 62 percent. The goal for FY 1991 is to cover 80 percent of operating costs (Newsbreak).....Like the airlines, AMTRAK has felt the effect of higher fuel prices since the Mideast crisis began last August. During the October-December quarter Amtrak spent \$20.5 million on diesel fuel, a 78-percent increase over the same period in 1989 (Newsbreak).....In the full year of 1990 oil consumption in the U.S. declined by 2.1 percent from 1989, the first drop since 1983. Rising prices and the recession are believed responsible (Rail Travel News).

AMTRAK has discontinued club service on its Atlantic City trains because of light patronage (NARP).For the second year in a row fewer people visited Atlantic City in 1990 than the previous year. About 31.8 million people came to the gaming resort, an 0.5-percent decline, with a drop in bus ridership from 13.1 million to 11.7 million responsible. AMTRAK handled 230,000 passengers and air travelers numbered 573,000 for 1990, according to an Inquirer report.....AMTRAK is trying to determine why its New York-Washington Metroliner service has not captured a larger slice of this travel market from the airlines, especially in view of a \$50-plus fare advantage versus the air shuttles. Even the government awarded its 1991 contract to Trump Shuttle for travel by Federal employees, in spite of an Amtrak bid \$11 lower than Trump. One explanation may lie in Amtrak's refusal to offer corporate discounts to major business customers (NARP).

A Railway Age survey indicates that AMTRAK, commuter railroads and transit agencies in the U.S. and Canada will order more than 1,100 new passenger cars in 1991, which coupled with passenger locomotive orders will mean close to \$2 billion in new business for builders and suppliers. This is in addition to the 763-car backlog that the builders carried over from last year.....AMTRAK's Metroliner made the news last month when Cable News Network Talk Show Host Larry King was served at his seat--served, that is, with legal papers from his estranged wife who is seeking financial support.....When F40 #262 on the eastbound Pennsylvanian shut down at Thorndale, PA on February 8, it was found that the unit was low on water. The resourceful conductor walked over to a local industry and borrowed a hose long enough to reach from the Thorndale yard office.....Three bandits held up a Brink's armored car outside 30th Street Station on January 22, exchanging gunfire with a guard and escaping with \$43,000 in cash and checks from AMTRAK offices inside the station.....Be Federal decree, smoking is now banned on all interstate common carrier buses (not including tour buses), RTN reports.

CONRAIL has reported net income of \$247 million, or \$4.78 per share, in 1990, versus \$148 million or \$2.17 per share during 1989. The year was capped by a strong fourth-quarter performance in which earnings were \$76 million (\$1.61 per share). While income was up, total revenues were down slightly, from \$3.41 billion in 1989 to \$3.37 billion in 1990, which Chairman James A. Hagen attributed to the national economic slide and the "unfavorable traffic mix we are currently experiencing".....CONRAIL common stock closed at 48-3/4 on the Big Board at the end of February, compared with a high of 51-3/8 and a low of 32-3/8 in 1990 (Bull Sheet).....CONRAIL has adopted a policy for employees called to military duty in Operation Desert Storm, to pay the

difference between their active duty pay and what they would have earned at Conrail, for 180 days from their call-up (Conrail In Brief).....FRA Chief Gilbert Carmichael reported last month that U.S. railroads had moved more than 15,000 carloads of military supplies for Operation Desert Storm, some of it on DODX flatcars owned by the Defense Department. CONRAIL handled 1,500 military carloads during 1990, a large portion moving to the port facilities at Bayonne, NJ (In Brief).

(Continued on Page 8)



PHILADELPHIA EXPRESS (Continued from Page 7)

Those eight former AMTRAK and New York Central coaches sold by CONRAIL to VIA RAIL CANADA are #5649, 5652, 5657, 5666, 5670, 5671, 5676 and 5678. Built by Budd in 1947, they will be converted by VIA to head-end power and rebuilt for long-haul service.....Sperry rail detector car #125 was seen working CONRAIL's Harrisburg Line west of Philadelphia in late February. This ex-Lehigh Valley doodlebug was built in 1925 by Electro-Motive.....Ex-CENTRAL VERMONT Alco RS11 #3606, rebuilt by WINCHESTER & WESTERN at Bridgeton, NJ and renumbered 360, moved via CONRAIL last month to its new owner, Wimpey Minerals at Anville, PA (John Petko)..... On January 31 CONRAIL E8 #4020 hauled coach 27 and observation car 10 from 30th Street to South Philadelphia to show guests the rail access to the port. However, car 10 derailed on the curve at the CSX-Belt Line connection near Delaware Avenue & Moore Street. There was no damage and the group was bused on.

WINCHESTER & WESTERN operated a colorful passenger special called the "Cedarville Limited" on Saturday, February 9, for customers and officials. It ran from Vineland to Dividing Creek, NJ and return over former Jersey Central trackage, with a dedication and luncheon held inside the new Redpack Foods distribution center at Cedarville. Leaving Vineland, the train consisted of freshly-painted W&W GP9's #459 and 517, CONRAIL observation car 10 and crew sleeper 8, 12-section drawing room sleeper Cumberland Club (ex-Pullman Ellendale recently restored by Owner and Chapter Member Fred Winkler who also serves as general agent for the W&W), private lounge car Leonard J. Buxton, MORRISTOWN & ERIE parlor car Morris County, private heavyweight business car Blue Ridge and NJ TRANSIT theater inspection car NJT-1 (ex-Blue Comet open-platform car DeVico). Conrail ferried all cars but the Cumberland Club from 30th Street to Vineland the previous day behind SD40-2 #6428, and returned with the same cars to 30th Street following the excursion. NJT handled the non-Conrail cars to and from North Jersey (except for the Buxton which arrived from Baltimore in a CSX freight).

The nation's railroads, locked in a long-running dispute over a new labor contract, agreed with the rail unions to postpone the deadline for a settlement from February 14 to April 17. Both sides have criticized a proposal by the Presidential Emergency Board created to deal with the disputed issues, including management's insistence that workers pay a share of their health-care costs. The Board also recommended wage increases of between three and four percent spread over four years. Because of the ongoing war, the unions agreed not to strike before April 17 and the railroads promised to take no hostile actions.....Just ten years ago, on March 31, 1981, CONRAIL permanently discontinued all electrified freight operations.....The derailment of 12 cars of DELAWARE & HUDSON train 689 in the Lehigh Gorge west of Jim Thorpe, PA on January 21 blocked CONRAIL's ex-Lehigh Valley mainline for more than a day. D&H was forced to detour three trains between Scranton and Philadelphia via Sunbury, Harrisburg and Reading (L&WV Chapter Laurel Lines, Harrisburg Chapter Rail Review).Bethlehem Steel has announced a plan to discontinue steelmaking operations at its Bethlehem mill, with the loss of 2,000 jobs, while expanding capacity at the Steelton mill near Harrisburg.....USX Corp. and its unions reached a tentative agreement on a new three-year contract last month, averting a strike at Pennsylvania's Fairless Works and at plants in six other states.

New Jersey's Governor Florio said last month that a proposed \$35-million cut in Federal operating aid to NJ TRANSIT would make it "difficult" for him to keep his promise not to raise fares in 1991.....NJT unveiled the first of 50 Bombardier-built Comet III coaches at Trenton station on February 6, in a ceremony attended by Governor Florio. The cars will cost \$41.5 million (Jersey Central Chapter News).....NJT's ex-Jersey Central GP40PH locomotives 4101, 4110 and 4111 have gone to CONRAIL's Juniata shop in Altoona for rebuilding (News).....NJT reissued its Atlantic City rail timetable on January 27.....NJT will operate a Newark-Port Jervis excursion with Erie-painted E8's 834 and 835 on April 13, sponsored by United Railroad Historical Society (see "Extra List").

NJ TRANSIT plans to upgrade Trenton station beginning this spring, in a \$10-million project which will include the reconstruction of platforms, shelters and canopies. Already, portions of both platforms have been closed. AMTRAK also will perform track modifications and signal improvements in the station area (Jersey Central Chapter News).....The New Jersey Senate has passed a bill which would appropriate \$ 10 million for the acquisition of several abandoned or out-of-service railroad lines in the State. Included are the 28-mile Lackawanna Cut-Off through Morris and Warren Counties and the Jersey Central Southern branch from Winslow Junction to Woodmansie (News).....NJT Comet push-pull cars operating on the Atlantic City line have small "AC" lettering below the numbers on the sides of each car. These markings indicate that the cars are dedicated to Atlantic City service, with their head-end power systems rewired to match AMTRAK's configuration. This system is somewhat different than other NJT Comet equipment, even though all use 480-volt power. The change would permit an Amtrak locomotive to rescue a failed NJT train on the Atlantic City route while supplying power to it for lights, heating and air-conditioning (SEPTA and MARC already use the Amtrak trainline configuration entirely).....At least 12 of the 15 Swedish-built ALP-44 electric locomotives have arrived on NJT property, but not all are in service as yet.

American European Express has announced its 1991 private train schedule via CSX between Washington and Chicago, effective March 1. Westbound, trains will leave Washington at 2:45 PM on Thursdays, arriving White Sulphur Springs, WV 8:10 PM and Chicago 10:59 AM the next day; then Sundays from Washington at 11:47 AM, White Sulphur at 5:25 PM and Chicago at 8:30 AM. Eastbound, trains leave Chicago 6:10 PM Tuesdays, arrive White Sulphur 10:40 AM the next day and Washington 4:20 PM; then Fridays from Chicago 3:50 PM, White Sulphur 8:30 AM the next day and Washington 2:30 PM. Stops are also scheduled at Indianapolis Union Station. To be introduced is the recently-rebuilt parlor observation lounge car New York, the ex-20th Century Limited Sandy Creek. The best trip for viewing the scenic New River Gorge in West Virginia is the Tuesday eastbound run from Chicago. For information call AEE at 1-800-677-4233 (Bull Sheet).

CONRAIL FREIGHT SCHEDULE CHANGES

Numerous changes have been made during the past month in Conrail's Philadelphia Division through freight schedules, as additional trains were diverted off Amtrak's Northeast Corridor. This year Amtrak has increased its freight trackage charge to more than 70 cents per car-mile. Recent Conrail service changes:

- o ALCG is withdrawn.
- o ALOI is changed to operate as required.
- o CGAL is withdrawn.
- o CGOI is established (Corning, NY to Oak Island), departing Corning 1800 daily, Elmira 2000, arriving Pittston *0430, leaving Pittston 0830, arriving Allentown 1330, leaving Allentown 1500, arriving Oak Island 1900.
- o MAIL-4 changed to operate via Allentown instead of Morrisville, departing Harrisburg *2325 Monday through Friday, passing Alburtis 0230, Port Reading Junction 0515, arriving Kearny 0630. (Other two days train operates via Morrisville on former schedule.)
- o MAIL-9 changed to originate at Morrisville instead of Kearny Tuesday through Saturday, departing Morrisville 0630, passing "Phoenix" 0755, arriving Harrisburg *1045. (Sunday and Monday runs from Kearny via Allentown same as previous schedule.)
- o MTEN which had been reinstated is again withdrawn.
- o OIAL changed to operate as required.
- o OICG is established (Oak Island to Corning, NY), departing Oak Island 0930 daily, passing Port Reading Junction 1130, arriving Allentown 1330, leaving Allentown 1500, arriving Pittston *2030, leaving Pittston 2130, arriving Elmira 0600, Corning 0800.
- o OIEL changed to operate Oak Island to Elkhart, IN via Allentown instead of Southern Tier, departing Oak Island 2100 Tuesday through Saturday, passing Port Reading Junction 2230, arriving Allentown 0045, leaving Allentown 0215, arriving Harrisburg *0700.
- o OIPI-B changed to depart Oak Island 2330 Tuesday through Saturday, passing Port Reading Junction 0045, arriving Allentown 0415, leaving Allentown 0545, arriving Harrisburg *0840.
- o PIML which had been reinstated is again withdrawn.
- o PIMO is established (Conway to Morrisville), departing Harrisburg *1600, passing "Phoenix" 1930, arriving Morrisville 2215.

*--Crew change

NOTE: A complete schedule update for Philadelphia Division through freight trains will be published in future issues of Cinders.

PHILADELPHIA EXPRESS (Continued from Page 8)

CSX Corp. has reported 1990 net income of \$416 million or \$4.15 per share, compared with \$452 million (\$4.34 per share) for 1989. Operating revenues for 1990 were \$7.9 billion for transportation and \$258 million for other activities, for a total of \$8.2 billion, an increase over 1989's \$7.7 billion. Earnings in 1989 included an after-tax gain of \$34 million from the sale of CSX's Rockresorts subsidiary and \$39 million from the sale of CSX's share in the LIGHTNET communications network. The 1990 figures reflect an after-tax gain of \$75 million from the sale of CSX Energy and Texas Gas Transmission Corp. CSX TRANSPORTATION will build a consolidated customer service center in Jacksonville, FL, replacing separate centers now located in CSX's nine divisions (Mohawk & Hudson Chapter Call Board) CSX has changed the name of its intermodal unit from CSL Intermodal to CSX Intermodal. The "CSL" originally signified the union between CSX and Sea-Land, its ocean carrier subsidiary.



"ERIE LIMITED" SPECIAL TO DEBUT PAIR OF "ERIE" E8'S



Two NJ Transit E8A locomotives, recently repainted to an Erie Railroad-style two-tone green, will head the "Erie Limited," a Newark-Hoboken-Port Jervis excursion on Saturday, April 13.

Sponsored by the United Railroad Historical Society of New Jersey, of which NRHS is a component, the special is intended to raise funds for the proposed New Jersey Transportation Museum. The train is due to leave Amtrak's Newark station at 8:05 AM and Hoboken at 9 AM, returning by 6 PM.

The adult fare is \$45 to Port Jervis or \$35 to Harriman, NY for a visit to the Woodbury Commons Factory Outlets. Children under 12 will be charged \$20 to either location. For an extra \$3 per person a bus sidetrip will be offered to the spectacular Moodna Viaduct for a photo run by the train.

Tickets should be ordered in advance from: URHS/Friends Train Tickets, W-11 Avon Drive, East Windsor, NJ 08520, making checks payable to "URHS" and enclosing stamped, self-addressed envelope.

CHAPTER SETS BOOK/VIDEO SALE AS FUND-RAISER

Philadelphia Chapter will be conducting a special book and video sale for its members as part of its efforts to raise funds for the completion of the restoration of former Reading FP7A diesel locomotive #903.

Available to members at the March 15 Chapter meeting will be the latest book and video catalog from Interurban Press, which contains its own publications as well as those of others. Interurban Press also offers the complete line of Pentrex videotapes. A special order form will be provided to members to order books and/or videotapes at 10% off the normal list price. The order forms should be returned to the Chapter before March 31, and the tapes and books will be ordered for delivery at the April 20 meeting. (Chapter members unable to attend the meetings may secure a copy of the order form and catalog by sending 98¢ in postage to the Chapter's Philadelphia post office box.) Payment should be made at the time of ordering.

One of the newest publications from Interurban Press is THE SHAKER HEIGHTS RAPID TRANSIT, a 144-page history of the Cleveland electric operation by James Toman. This book is in stock in the Chapter store, which will be on hand at the March 15 meeting, and is priced at \$33.00 per copy (normal retail is \$36.95).

A complete line of the popular full-color books from Morning Sun Books is also available through the Chapter. These colorful books, which retail for \$45 each, are available to Chapter members at a special price of \$38 each. Two new titles are expected to be available on April 1, and members may reserve their copies through the Chapter. A description of PENNSY ELECTRIC YEARS, by Chapter Member William D. Volkmer, and PENNSY DIESEL YEARS, VOLUME 4, is shown at the bottom of this page, together with Morning Sun's other titles, all of which are in stock and will be available at the March meeting.

Warm weather gear is available too, with NRHS baseball caps priced at \$6.00 each, and a few of the nice tee-shirts from our September, 1985 Amtrak West Point Special are available for \$3.00 each. Most sizes of the shirts are available.

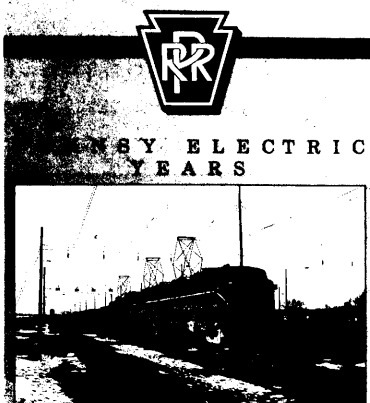
Many of the other titles stocked by the bookstore will be available for members at the meeting. We urge your support of your Chapter through this program.

MORNING SUN ANNOUNCES TWO NEW PRR TITLES

Morning Sun Books, Inc. has announced two new Pennsylvania Railroad all-color book titles sure to be of interest to Chapter members.

PENNSY ELECTRIC YEARS, by Chapter Member William D. Volkmer, and PENNSY DIESEL YEARS, VOLUME 4 will both be issued April 1, 1991. The two publications are described below, and at right is a listing of other Morning Sun books. All are in full color except TIDEWATER TRIANGLE and PENN CENTRAL POWER, and normally list for \$45, but are available from the Chapter for \$38 each. Members are urged to reserve their copy by calling Editor Larry Eastwood at 215-947-5769.

Pennsy Electric Years by William D. Volkmer
Pennsy Diesel Years Volume 4 by Robert J. Yanosey
JERSEY CENTRAL LINES In Color
LACKAWANNA RAILROAD In Color
Pennsy Diesel Years Volume 3
NEW YORK CENTRAL Lightning Stripes
LEHIGH VALLEY In Color
New England Rails 1948-1968
Pennsy Diesel Years Volume 1
Pennsy Diesel Years Volume 2
Tidewater Triangle
Penn Central Power



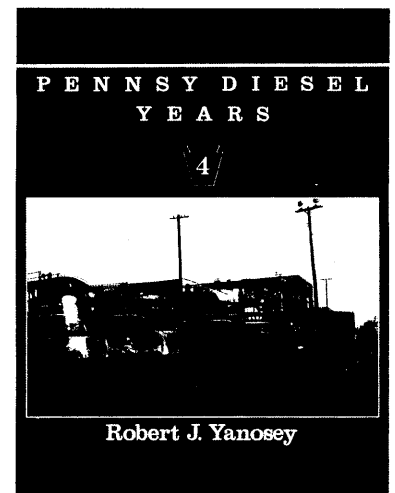
William D. Volkmer

Pennsy Electric Years by William D. Volkmer

Readers of the *Pennsy Diesel Years* series will recognize the name of Bill Volkmer, former PRR Mechanical Department Official and diesel photographer. In this all-color, 128 page hardcover, Bill gives a delightful rendering of the story of the Pennsy electric locomotives. His first-hand experiences make the book read like a novel and the 190 color photos cover the gamut from FF2 to DD1, in action and at work, throughout all points in the PRR electrified territory.

Pennsy Diesel Years Volume 4

128 pages of superb, all-color photography! Travel aboard a Centipede-drawn excursion that starts out at Harrisburg station and manages to visit these and other spots: Conewago, "The Main Line," the Bordentown Branch, PRSL main, Atlantic City, Williamsport, the Elmira Branch, Sodus Bay, Altoona, Cresson Branches, Irwin, Edgewood, Conway, Bucyrus, Toledo Branch, Lincoln Yard, and Detroit. Demos, ABBA PA's and Erie-builts, a unique PB1, more!



Robert J. Yanosey



Amtrak's spring schedule change will take effect on Sunday, April 7 with the advent of Daylight Saving Time. There will be a number of changes, highlighted by the following affecting our area:

- The Carolinian will operate separately from the Palmetto, and will be carded as Train 79 southbound and 80 northbound. Trains 79 and 80 will replace Trains 181 and 188 between New York and Washington. Schedules of both trains will be speeded up as a result of the elimination of the split-up at Rocky Mount, NC. Tray meals will be eliminated on the Palmetto, as well as the Colonial.
- The Silver Meteor's Miami section will now operate via the old Seaboard route through Ocala, FL, while the Silver Star will run via Orlando, a reversal of present practice. In addition, the northbound Star will be ticketed to arrive at 30th Street 77 minutes earlier.
- The southbound Crescent will operate approximately 30 minutes later, and adds a stop at Bay Minette, AL. The southbound Cardinal will depart 30th Street 44 minutes later than at present.
- Empire Service trains will operate to and from Penn Station in New York. Notable changes will find the Adirondack running 10 minutes later northbound and 80 minutes later southbound. Some reserved seat restrictions will be placed on Empire Service trains operating west of Albany.
- In the Corridor, numerous changes will take place. Train 169 is discontinued, leaving no southbound departure out of New York at 11:20 AM except Sundays. The 7:00 PM Metroliner from New York will be cut back to Philadelphia Monday-Thursday, but will run through to Washington on Sundays. Train #189, the Chesapeake, will be added, departing New York 7:30 PM to Washington. The 8:00 PM Metroliner has been changed from Sundays to except Saturday operation.
- Club service is added to all Boston-New York trains except weekend Train 167 and mail trains 12, 13 and 15. Train 168 is discontinued to Boston, but, Monday-Friday, Train 162, the Beacon Hill, has been added at 6:40 AM on a 4-hour, 30-minute schedule to Boston, and Train 180, the Independence, will replace 168 between Washington and New York. Trains 160 and 460 will be renumbered to 460 and 466.
- Also in New England, the Cape Codder returns for another summer on June 28, running New York to Hyannis Fridays and returning Sunday evenings.
- Northbound service from Washington will be recast, with Train 188 being replaced by 80, as indicated above. Train 138 northbound will be replaced by 188, the Minute Man. Train 96 from Newport News on Sunday nights runs an hour earlier, and the northbound Palmetto runs 40 minutes later. Passengers will be carried on the Corridor on Fridays and Sundays once again on Train 90.

Amtrak's 1990 annual report stated that 402 new cars would be purchased over the next five years to largely replace the Heritage cars and expand sleeping capacity on western trains. Reports indicate that 179 Superliners and 223 Viewliners will be ordered. The latter, in conjunction with the 149 existing Amfleet II cars, will equip the Eastern "tunnel" trains (Broadway Limited, Crescent, Lake Shore Limited, Silver Meteor and Silver Star), plus providing some cars for the Cardinal, Montrealer and Night Owl.

Reports seem to indicate that 372 older cars will be replaced. While not clearly identified, my guess is that all Heritage cars except the former El Capitan coaches and the Clocker cars would be replaced. No head-end cars would be included in the new orders. It is anticipated that an order may be placed in March for as many as 130 Superliners.

At the January board meeting, the disposition of 36 pieces of equipment was approved. Included were 26 1350-series "shorty" baggage cars (excluding only the four trainlined cars on the San Diegans), two MW cars, three GP7 locomotives and a fuel tender rebuilt from an E8 plus the two F40's and two cars from the Back Bay accident.

In addition to the four 1350-series baggage cars assigned to the San Diegans, Amtrak has four stainless steel baggage cars equipped with trainlines for push-pull service: 1204, 1221, 1223 and 1228.

VIA Rail Canada still operates seven steam-heated trainsets between Montreal, Toronto and Windsor. Power has been replaced by new F40's pulling former CN steam generator cars. The remaining corridor trains are equipped with LRC cars, pulled by F40's or one of the eight surviving LRC cab units (I spotted seven of the eight on a recent visit to Toronto). The longest VIA train observed was #73, the 1:00 PM Sunday train to Windsor. Behind two F40's and a steam generator came club car Mount Royal Club, six coaches and three snack-bar coaches (in general, any train over six cars gets two units).

ON THE SCENE (Continued from Page 11)

VIA's few F units are based in Montreal and Winnipeg, although Ontario Northland still operates FP7's and I noted one on the unique three-car Northlander. ON operates its own dining car service in part of one car on these trains. Prices are a bit steep, but there's a good selection and up to three full dinner choices. The three cars in each Northlander set consist of a compartment coach, diner-coach and control coach. The equipment was built in Switzerland in 1957 and was among the first of the "new" Trans-Europ Express consists.

GO Transit has announced plans to extend trackage along the CN and CP lines into the old TH&B Hamilton, Ontario station, more centrally located than CN's stop presently used by GO's rush-hour service and VIA and Amtrak's Niagara Falls service. This will also permit all-day service on GO Transit. In addition, the CP line to Milton is to receive a third track, again to accommodate expanded service. Presumably, over the next several years, even more of the distinctive bi-level coaches will be ordered. On the east side of town, the line will be extended east from Whitby to downtown Oshawa, as GO continues to expand in a big way.

GO has received its full complement of 42 cab cars and 42 F59PH locomotives, but I did not see any of the last 18 coaches on order. So, out of the 316 double-deck coaches available, they used about 290 in a typical rush hour, a very impressive performance. One F59PH can pull up to 10 cars, but three 12-car sets draw a unit at each end of the train, with some of these being former Rock Island GP40's running with power cars 801 and 802 (former F7B's).

On Montreal commuter service, meanwhile, we note that VIA has leased ten lightweight coaches to replace some of the worst of the old heavyweight coaches. Five more cars will follow, but the vintage electric locomotives continue to soldier on.

In commuter rail news, NJ Transit's 50-car order of Comet III coaches from Bombardier should be complete by the time you read this. The cars will be deployed on five trainsets out of Long Branch and one out of Bay Head, totaling 42 cars. They will free up Arrow III MU cars for the current rebuilding program. NJT's last three ALP-44 electric locomotives have been delayed awaiting availability of a U.S. flag ship, all of which have been tied up by Desert Storm tonnage. When they arrive, there will be four units assigned to Hoboken and eleven on the Corridor.

Two of the 20 new cars on order for Metro-North will be equipped with center doors to match the new Comet III's. As 5179-5180, these will join the rebuilt GP40FH units 4188-4189, replacing the last Budd RDC's on the Suffern-Port Jervis shuttles.

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