

# CINDERS

## NOVEMBER 1991



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PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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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, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$18.00 per person), cash bar 5:30 PM, Meeting 7:45 PM.

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

**ADDRESS CHANGES** should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE NEW PHONE NUMBER.

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

FRIDAY, NOVEMBER 15, 1991

Eakins Lounge, Alumni Hall, Thomas Jefferson University, 1020 Locust Street, Philadelphia, PA (three blocks south of Market East station)

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

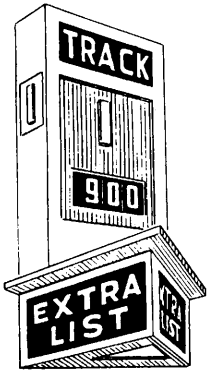
## OUR MEETING:

Our November 15, 1991 meeting features our Annual Railroadiana Auction. The evening begins with our usual sit-down dinner 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, NOVEMBER 12, 1991, to National Director Frank Tatnall at 215-828-0706. This is a strict reservation deadline, and we ask that you please specify if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM. We invite you to come out and enjoy an evening meal with your fellow members.

The auctioneer's gavel will sound at 7:30 PM in our meeting room, and will continue until 9:30 PM, at which time all unsold material will be returned to sellers. Registration will begin at 7:00 PM. No business meeting will be conducted. RULES FOR THE AUCTION ARE AS FOLLOWS:

1. Minimum bid price on any one lot is \$2; increments in bidding must be in multiples of 50¢.
2. Each seller is limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot number to be sold. Each item must be listed separately on the registration form. EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.
3. The Chapter retains 20% of the proceeds from each sale. PAYMENT FOR ALL ITEMS MUST BE MADE AT THE TIME OF THE SUCCESSFUL BID, and settlement for items sold will be made at the end of the evening or at such time as all your items have been sold. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders.
4. HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED. Dig through your attics and come up with a full box of items for sale, and a full wallet to buy! The date is Friday, November 15, 1991, and the place is the Eakins Lounge, Jefferson University, 1020 Locust Street, at 7:30 PM.

Given the Chapter's tight financial condition this year, contributions of lots to the Chapter are especially encouraged. We also hope you'll interest a friend in attending this event to help it succeed.



NOVEMBER 9, 1991: The Railroad Museum of Pennsylvania at Strasburg will host a special program to mark the 100th anniversary of the Heisler geared locomotive. Beginning at 2 PM, Museum Curator Benjamin F. G. Kline will speak on the history of these Pennsylvania-built locomotives, produced from 1891 to 1941. The program will include a visit to a restored Heisler on display in the Museum's Rolling Stock Hall. Admission: \$5 adults, \$4 senior citizens, \$3 ages 6-17. For information, telephone 717-687-8628.

NOVEMBER 16: 5th annual Holiday Railroad Extravaganza, sponsored by Abington Township Police Association, at Abington Junior High School, Susquehanna Road west of Highland Avenue, 9 AM-3 PM. A complete model railroad, toy train and railroadiana show. Admission: \$2 per person, children under 12 free.

NOVEMBER 23: "Downstate Diamond" steam excursion on new Queen Anne's Railroad over the entire 14-mile length of the former Pennsylvania Railroad Lewes branch between Georgetown and Lewes, DE, sponsored by Wilmington Chapter NRHS. Mixed freight and passenger train will be hauled by ex-U.S. Navy 0-6-OT #3, leaving Georgetown at 10:30 AM and returning about 4 PM. Several photo runbys are scheduled. Fare: \$40 per person. Order tickets from: Steam Train, c/o Steve Barry, RD #3, Box 414, Elmer, NJ 08318, making checks payable to "Wilmington Chapter NRHS" and enclosing stamped, self-addressed envelope. For information, telephone 609-358-8351.

NOVEMBER 30-DECEMBER 1: Annual Railroadiana & Train Show sponsored by West Jersey Chapter NRHS, at Moorestown Mall, Route 38 and Lenola Road, Moorestown, NJ. Hours: Saturday 10 AM-9:30 PM, Sunday 10 AM-6 PM. Free admission. Christmas toy train sales, model railroad displays, educational exhibits and railroadiana sales will be featured. Dealer tables available for \$40 each (both days). For information, contact Herman Lotstein, 21-7 Potters Place, Holland, PA 18966 (telephone 215-968-7630).

DECEMBER 7: "Royal Blue" excursion from Baltimore, MD to Philadelphia (30th Street Station) and return via CSX freight-only Philadelphia Subdivision to Park Junction, Conrail to "Zoo" and SEPTA to 30th Street, sponsored by B&O Museum. Connecting SEPTA train to Market East and the Gallery will be provided. MARC equipment will be used. Train leaves Riverside yard off Fort Avenue, near exit #55 of I-95 in South Baltimore, at 8 AM, arriving Philadelphia at 11:30 AM, departing Philadelphia 3:30 PM and arriving Baltimore at 7:30 PM. Fares: \$48 adults, \$40 children (same price for those wishing to ride one-way). The taxi ride from Amtrak's Baltimore station is about 2-1/2 miles. Order tickets from: B&O Railroad Museum Excursions, 901 West Pratt Street, Baltimore, MD 21223-2699 (telephone 301-752-2393).

DECEMBER 7: Special Amtrak train from Washington, DC to Philadelphia for annual Army-Navy football game at Veterans Stadium. Train leaves Washington 9:35 AM, Baltimore 10:22 AM, arriving Conrail's Greenwich yard 12:15 PM, returning 45 minutes after the game. Fare: \$55 per person round-trip. Reservations required. Tickets may be purchased from Amtrak agents or by calling 800-USA-RAIL. This is opportunity to ride freight-only Delaware Extension in South Philadelphia.

DECEMBER 8: Christmas Sell & Swap '91 railroadiana and model train show, 9 AM-3 PM in the Holiday Inn ballroom, Davidson Road, Somerset, NJ (just off Interstate 287), sponsored by Tri-State Chapter NRHS. Show will feature toy trains, books, timetables, railroad china, videos and Conrail Operation Lifesaver exhibit, and food will be available. Admission: \$3 adults, \$2 children and senior citizens, \$5 families. Dealer information from: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962-1217.

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

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

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

THROUGH MARCH 3, 1992: "Speed, Safety, Comfort: Images of the GG1," exhibition of Pennsylvania Railroad GG1 memorabilia at Railroad Museum of Pennsylvania, Strasburg. Regular Museum admission charges and hours apply. Exhibit is made possible through a grant from Lancaster Chapter NRHS.

## THREE CHAPTER MEMBERS HAVE 25 (NOT 50) YEARS' SERVICE

It is difficult to tell who is the most embarrassed, the Cinders staff or the director of the National Membership Awards Committee. In any event, they combined to produce the erroneous story on page 1 of the October issue of Cinders, which stated that Chapter Members Charles L. Pague, Bradford G. Phillips and Jack J. Steelman had reached the 50-year mark in NRHS membership, whereas they actually have completed "only" 25 years.

The staff apologizes for this error, but nonetheless congratulates these three members on the achievement of 25 years of service to NRHS. Their silver 25-year pins will be sent directly to them, in recognition of this significant achievement.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA continues preliminary work on its \$353-million Mainline Bridge, Station & System Improvement project, dubbed "RailWorks," which will shut down the four-track Mainline through North Philadelphia for six months beginning next April. Engineering and design work is well along for the replacement of bridges, track, power and signal systems over the four miles between Brown Street and Wayne Junction. An equipment base has been opened near North Broad station, at the site of the Reading's old passenger yard.

The long-running trackwork program on the Chestnut Hill West Line is still causing delays because of midday single-track operation between the "Midvale" and "Cresheim" crossovers (4.4 miles). New ties are being installed and the dilapidated Cheltenham Avenue station is in the process of reconstruction.....Also coming is a new cab signal system which will function without wayside signals. Although the track from "Cresheim" to Chestnut Hill received welded rail during the 1988-89 replacement of Cresheim Creek bridge, the remainder of the branch is not programmed for welded rail until 1993. This line will increase in importance next year as the Chestnut Hill East Line is closed for "RailWorks".....SEPTA was set to run a "Whistle Stop Special" for Democratic Mayoral Candidate Edward Rendell on November 3, with

stops for campaign speeches at Chestnut Hill West, Market East, Wayne Junction and Fox Chase stations. A SEPTA AEM-7 electric locomotive, Bombardier coach and Bennett Levin's open-platform car Pennsylvania 120 were shown in the consist.



The short steel bridge over Park Avenue at Elkins Park station was replaced during the weekend of October 19-20, as the old span was "rolled out" and the new prefabricated bridge slid into place. Passengers were bused between Wayne Junction and Jenkintown, also allowing signal work to be performed at "Newtown Junction"....."Andrew Jackson was President of the United States in 1834 (and Abraham Lincoln was only 15 years old) when the Philadelphia, Germantown & Norristown Railroad built a bridge in the Shawmont section of Northwest Philadelphia to span the streams feeding into the Schuylkill River. SEPTA Regional Rail Route R6 to Norristown is still using the bridge." That statement appears in SEPTA's 1990 Annual Report to emphasize the advanced age of some railroad infrastructure, and to show why SEPTA is seeking \$4.5 billion for its ten-year "Action Plan" to restore and modernize its physical plant. (Evidently, SEPTA has no historians on its staff, because Lincoln was actually 25 years old in 1834.)

The State of Delaware is pushing for the extension of SEPTA's R2 Wilmington service to Newport and Newark, DE in 1992, DeIDOT Rail Planner Thomas Hickey said last month. Ultimately, the trains would terminate at a new station to be built on AMTRAK's Mainline at Iron Hill, MD, three miles south of Newark..... A downed wire at Fort Washington station on October 13 forced SEPTA to operate all Sunday trains over the #1 southbound track between Oreland and Ambler.....Two boys made a grisly discovery October 16, when they found a severed human head under the 70th Street bridge on the Airport Line in Southwest Philadelphia. Police later identified the head as belonging to a Philadelphia woman reported missing ten days earlier.....SEPTA issued new public timetables for its Regional Rail lines effective with the time change on October 27. Temple University station is now served by all seven commuter routes, with R2, R3 and R5 trains just added.

SEPTA recorded two more deaths on its Market-Frankford Line last month, the first of which generated criticism over alleged safety deficiencies in the line's 31-year-old car fleet. On October 9 a 72-year-old woman was dragged to her death along the platform at Girard Avenue station, when her foot was caught in a door as she exited a westbound train. The Inquirer ran an article and editorial describing how SEPTA, after an earlier fatality, had installed control circuits in all cars to prevent a train from starting until all doors were fully closed. But SEPTA had not followed a second recommendation by the National Transportation Safety Board that the doors be redesigned because, in the words of Deputy General Manager Howard H. Roberts, Jr., it "was judged at the time to be prohibitively expensive." An NTSB investigation into the most recent accident will attempt to determine if it occurred because of an equipment flaw or negligence on the part of the conductor, who is supposed to check the platform at each stop to make certain passengers are clear of the doors. The Inquirer pointed out that the real solution to the safety problem is new cars for this busy line, which handles almost 175,000 daily riders.....SEPTA last month issued a notice to prospective bidders that it intends to acquire up to 250 new state-of-the-art cars, in married pairs, for operation on the 12.8-mile route. Total cost of the new fleet is estimated to be \$325 million, with a contract to be awarded in 1992.

Testing of the N5 prototype car #451 continues on the Norristown High Speed Line, with the second car now expected for spring 1992 delivery. The other 24 car shells have already been manufactured by SOREFAME of Portugal, with assembly to be carried out at Morrison Knudsen's Hornell (NY) shop. There is no truth to the report contained in another Philadelphia newsletter that car 451 will be returned to AMTRAK's Beech Grove (IN) facility for further work.....SEPTA plans to proceed with a new interlocking at Radnor station on the NHSL,

## PHILADELPHIA EXPRESS (Continued from Page 3)

to permit turnbacks there instead of at Villanova. A new concrete footbridge is under construction at Radnor, replacing the last of the old P&W bridges.....Bus substitution continues on the Route 11 subway-surface line between 49th & Woodland and Darby terminal, pending repair of the Woodland Avenue bridge over CSX's mainline. ....The new electronic signs installed at subway-surface stations in center city appear to be working well, Delaware Valley Rail Passenger reports. This is in contrast to similar signs installed at 69th Street Terminal nearly two years ago, which hardly seem worth the trouble.


State Senator J. Doyle Corman of Centre County, one of four new appointees to the SEPTA board, sat in on the board's October 23 meeting in spite of a law requiring board members to be residents of the five-county SEPTA region. After being challenged by a consumer activist that Corman's seating was "illegal," SEPTA Chairman J. Clayton Undercofler III said that Corman was merely an "invited guest," according to an Inquirer report. Corman, a persistent critic of SEPTA funding, was named to the board by Senate Majority Leader F. Joseph Loeper, a Delaware County Republican.....The U.S. House of Representatives last month passed a six-year, \$151-billion Surface Transportation bill which would provide \$119 billion for highway and bridge construction and double the funding for transit to \$32 billion over the period. In addition, states would be given authority to divert up to \$51 billion in highway funds into transit programs. To help pay for all this, an existing 2.5-cent-per-gallon gasoline tax surcharge would be extended for four years beyond its planned expiration in 1995. The overwhelming 343-83 House vote sets the stage for talks with the Senate, which earlier approved a five-year, \$123-billion measure that does not contain the \$5 billion in local "demonstration" projects added by influential House members. The old Surface Transportation Act expired September 30, leaving numerous programs unfunded as debate continued.

Two other incidents last month brought media attention to the Market-Frankford Line. On October 21 a 68-year-old man was dragged to his death beneath a westbound train near the Girard Avenue station, after he apparently tried to walk between cars of the moving train. Four days later a Frankford teenager shot and wounded a school rival on board a crowded westbound train near the Margaret-Orthodox station, also shooting himself in the hand. The assailant was captured by police.....Delaware Valley Regional Planning Commission has implemented its "TransitChek" voucher program, providing a tax-free subsidy which businesses may give their employees to help pay the cost of commuting on public transit. That amount has increased from \$15 to \$21 per month, and it applies on SEPTA, PATCO, AMTRAK, NJ TRANSIT or DART systems.

Congress last month approved a measure requiring drug and alcohol testing of some 6.3 million U. S. transportation workers. Sponsored by several lawmakers including Congressmen Lawrence Coughlin of Pennsylvania and William J. Hughes of New Jersey, the provision mandates the random testing of persons in the railroad, airline, bus, trucking and mass transit industries whose jobs directly affect public safety--such as engineers, drivers and pilots. (By agreement with the Transport Workers Union, SEPTA instituted random drug testing in 1989.) In previous sessions, similar bills have passed the Senate but failed to clear the House because of pressure from labor unions. However, the fatal August derailment of a New York City subway train, whose operator was intoxicated, helped sway union leaders and legislators. The tough new language is part of a \$35.2-billion appropriations bill for the Department of Transportation which, at presstime, was awaiting the President's signature. It also includes \$3.8 billion for mass transit and \$331 million for AMTRAK's operations.

SEPTA Director of Long-Range Planning Richard Bickel spoke before the Greater Valley Forge Transportation Management Association on October 22, outlining the Authority's plan for the next 20 years (see April Cinders). As reported by the Norristown Times Herald, Bickel emphasized SEPTA's desire to expand service to, from and within the four suburban counties around Philadelphia, because projections show that the population of these counties will rise from 12 to 16 percent by the year 2010, while the City will lose three percent of its residents. The proposed Cross County Metro, linking numerous employment centers along CONRAIL's 50-mile Morrisville Line between Morrisville and Downingtown, will be the centerpiece of this effort. It is estimated to cost \$100 million and will most likely be similar to the Norristown High Speed Line, with which it will connect. Bickel also said that SEPTA wants to restore rail commuter service to Pottstown, electrifying the line beyond Norristown to permit a single-seat ride from Philadelphia, and is studying the possibility of taking over AMTRAK's present Harrisburg service.

Here's a rundown of the latest round of P&W car sales: Strafford cars #161, 163, 165 and 168 went to the KEOKUK JUNCTION RAILWAY in Iowa; Bullet #202 to the Market Street Railway historic group in San Francisco; Bullets #203, 207 and 208 to Seashore Trolley Museum of Kennebunkport, ME. No bids were received on pickle car #406 and it was scrapped in July.....SEPTA is dissatisfied with the performance of its extended bus Route 76 in center city--now dubbed the "Ben Franklin." It is carrying far fewer people than it did in its former role as a reduced-fare shuttle.

 AMTRAK has decided to extend its lease on the private car J. Pinckney Henderson to next year, which will mean the continuance of the luxury Keystone Classic Club service between New York and Pittsburgh. Despite opposition from within Amtrak management, board members felt that further testing of the upscale service is justified. The system timetable effective October 27 contains an ad for KCC and it is listed in the on board services display under the Pennsylvanian. A color brochure for KCC has also been produced, but it is difficult to locate copies at Amtrak offices in Philadelphia.....That new system timetable boasts a color cover, a stylized painting of a Superliner train threading through western peaks.

With its fall schedules AMTRAK eliminated two local round-trips between Philadelphia and Atlantic City, trains 680-683-684-685. Four round-trips between Richmond, Washington, Harrisburg, Springfield and A.C. remain, as NJ TRANSIT negotiates with Amtrak to pick up the Philadelphia-to-shore operation.....AMTRAK is

(Continued on Page 5)

## PHILADELPHIA EXPRESS (Continued from Page 4)

planning to put the Atlantic City Mainline into its CETC dispatching center.....AMTRAK will operate both a public and a VIP train to the annual Army-Navy football game in Philadelphia December 7 (see "Extra List"). This is the same menu as last year.....The Reading Company T&H Society cancelled its November 2 AMTRAK special to Reading because of poor ticket sales.....AMTRAK's 15 leased GP40-2 locomotives (#650-664) have been classed as "GP40L".....Ex-GO TRANSIT GP40TC #197 has arrived in Philadelphia to join sisters #198-199 in Harrisburg service.

The luxury American European Express service between New York and Chicago was suspended suddenly on October 14, stranding a full load of eastbound passengers in Chicago. Newspaper reports indicate that the company simply ran out of cash, after a summer of reduced revenues following a disastrous June derailment. AEE has not filed for bankruptcy and talks about resuming operation at some future time, but its "Royal Floridian" service this winter has been scratched.....AMTRAK placed club-conference car #9800 in regular weekday service on October 7, running between New York and Washington in Metroliners 100-109-118-129. The car boasts a private conference room seating up to eight persons, but continued control problems have barred its operation as a cab car.....AMTRAK has reduced its Metroliner coach fares on weekends to compete with air shuttle weekend fares (Amtrak Newsbreak).

AMTRAK's revenue-to-cost ratio reached an all-time high of 79 percent in FY 1991 ended last September 30, up seven points from the previous year. Part of this is due to Congressional action in relieving Amtrak of certain obligations for supporting the Railroad Retirement and unemployment compensation systems. Ridership in FY 1991 was up to 6.3 billion passenger miles from 6.1 billion (NARP).....AMTRAK's overall on-time record was a substandard 69 percent in August (NARP).

AMTRAK and the Transportation Communications Union, which represents 5,500 Amtrak clerks and block operators, reached agreement in September on a new wage and benefit contract. TCU is the largest of 16 unions on the property, representing 25 percent of all unionized Amtrak employees (Newsbreak).....AMTRAK placed an automated "yield management system" in operation last summer on a limited basis. Initially, the computerized system will control the availability of reserved seats on five trains, deciding whether to charge regular or special fares based on forecasted demand. An earlier version of the system has been in use since 1988, which Amtrak estimates has brought in an additional \$8 million to \$12 million per year. The yield management concept originated with the airlines, and in fact Amtrak received technical assistance from American Airlines in developing its system (Newsbreak).....30th Street Station became a giant stage for several dance companies on October 10-11, as New York-based "Dancing in the Streets" put on several high-energy exhibitions to help celebrate the building's restoration.

CONRAIL has again reported higher net income in spite of declining revenues, demonstrating anew the company's expertise at cutting costs. For the third quarter of 1991 Conrail earned \$78 million on revenues of \$839 million, compared with \$72 million on revenues of \$847 million for the third quarter of 1990. Stated in earnings per common share, it was \$1.64 this year versus \$1.50 a year ago.....CONRAIL's common stock reached an all-time high of \$81.50 on the New York Stock Exchange last month, which compares with the initial offering at \$28 when the railroad went public in 1987. ....An upturn in business during October forced CONRAIL to reactivate about 15 long-stored GP35 locomotives. At one point in October Conrail was down to only 35 road units and 41 switchers in storage, versus more than 200 a few months ago.

CONRAIL has announced that it will build a \$25-million computer data center on Roosevelt Blvd. in Northeast Philadelphia. A five-year tax abatement from the City helped nail down the new center which will employ about 200 persons, many of them now located in the 15 North 32nd Street office building.....CONRAIL Chairman James A. Hagen has been elected chairman of the Association of American Railroads, replacing UNION PACIFIC's Michael A. Walsh who resigned from UP last summer.....CONRAIL will lay a total of 55 miles of continuous welded rail this year. Pandrol clips are now used to secure the rails on all curves of two degrees or more. Conrail's capital program for this year will be of the same magnitude as 1990, about \$380 million.

CONRAIL is running ads which draw attention to its Juniata shops in Altoona as a contender in the locomotive rebuilding business. The shops have already done work for NJ TRANSIT, PROVIDENCE & WORCESTER and numerous other shortlines, and Conrail has launched a new program to offer a full range of services--including locomotive leasing and rebuilding--to the smaller carriers. Big Blue hopes to increase the volume of work at Juniata shops from 35 percent to 80 percent of capacity, boosting contract work by 15 percent each year and keeping its 800-person workforce busy (Traffic World and Hawk Mountain Chapter Hostler).....A CONRAIL engineer with more than 40 years of service has helped develop a three-dimensional warning device for grade crossings, which features striped red and silver mirrored patterns. After successful tests on Conrail, the device was presented by a joint labor-management committee to the Federal Highway and Railroad Administrations for formal testing. FRA has now given the State of Kansas a grant to test the sign at grade crossings in that State (UTU News).

CONRAIL safety education programs reached some 1.2 million adults and youngsters last year, a 48-percent increase over 1989. Volunteer public safety education teams were formed in each of CR's six divisions to help spread the message of grade crossing safety and the dangers of trespassing. There were 8,100 presentations made in schools, 64,000 people toured the railroad's unique Operation Lifesaver mobile trailer exhibit and 242,000 saw screenings of various safety films (Narragansett Newsletter).....Much tougher rules on the interstate transportation of municipal solid waste may come out of a bill now being considered by a House subcommittee in Washington. Giving states more authority to regulate such shipments could greatly retard a poten-



Amtrak's new General Electric B32-8 locomotives being delivered this fall (#500-519) will be painted in a unique, flamboyant paint scheme to relieve the rather homely appearance of the units. Clearance restrictions will limit their use to western routes and they'll probably be assigned to Los Angeles. To clear the 490-499 number series for next year's dual-power units, FL9 #491 has returned from Beech Grove renumbered 484.

Thanksgiving weekend will soon be upon us, and Amtrak will operate some 32 extra sections in the Northeast Corridor on Sunday. The longest run to be protected by SEPTA Silverliners will be Train #1633 from New York to Washington and possibly a Harrisburg-New York trip. While MARC, MBTA and SEPTA cars will be used as in the past, the Metro-North "steam set" used on New York-Albany trips in the past is not available. Extra trains will once again operate under a four-digit number series which as in 1990 carries the number of the "parent" train plus a one-digit prefix.

The Capital Corridor appears to be the marketing name for a new San Jose-Sacramento service set to begin sometime this fall. Two trainsets will make a total of three round trips. The set remaining overnight at Sacramento will extend to SP's Roseville facility.

Amtrak is now assembling the staff to operate the new Virginia Commuter trains which will commence operation next spring. Amtrak also appears to have a good chance at landing the contract to operate the new Los Angeles commuter operation and is expected to take over responsibility for the San Francisco "Peninsula" commuter trains on January 1.

Contrary to what was reported in Jack Armstrong's column in October *Railpace*, Guilford Transportation Industries will not be taking over MBTA's Boston commuter operation on January 1. John F. Baesch, Amtrak assistant general superintendent in charge of MBTA commuter service, reports that "there is absolutely no truth to the news that appeared in *Railpace* regarding GTI taking over commuter service." Baesch states that the contract that MBTA has with Amtrak has a one-year cancellation clause and Amtrak "has not yet been served notice of cancellation." Reporting such as this in the railfan press creates a bad image for us all.

Planning continues for a forthcoming order of new Viewliner cars, which may be placed as early as this winter. My guess is that any Viewliner order would be similar to the Superliner order and consist of as many as five types of cars. Some trains may be completely equipped with Viewliners, while others would be made up of Viewliner and Amfleet II combinations. More than 250 cars would be required to completely eliminate "Heritage" equipment from long-distance trains, not including baggage cars, which would not be replaced.

VIA Rail Canada's plans for an improved Quebec-Montreal-Toronto-Windsor corridor schedule pattern, including a faster schedule for one train, has been placed on hold due to government funding problems. The Montreal-Toronto trains would have operated every two hours between 8 AM and 6 PM. The program may still be introduced in January. Meanwhile, Amtrak's new schedules show incorrect Windsor connections.

The VIA head-end program has just about reached the halfway point for the 161 surviving Canadian cars built by Budd. At last report, 79 cars were completed or in the shop. SEPTA Rail (the other SEPTA!) is rebuilding a group of former U.S. cars, including some ex-ACL and NYC cars. As part of the conversion, the cars are receiving outside swing-hanger trucks from retired "E" series sleepers. Enough cars have been converted to equip all five Canadian trainsets to HEP, and the fourth consist goes over to HEP on October 29.

Florida's Tri-Rail has ordered three more double-deck commuter coaches from Canada's UTDC. They'll be delivered next March, presumably as an add-on to the cars for the Southern California service.

The ten new cars on order from Bombardier for Connecticut's Shore Line East service will be made up of four cab cars, two trailers plus another four trailers which will have underfloor engines to provide power for heat, light and air-conditioning.

Long Island has introduced its ten-car experimental consist of double-deck cars on a rush-hour Port Jefferson-Jamaica round trip. For the first three weeks or so, the two leased Metra E8's were used, but then a new power car (rebuilt from an FA cab unit) and two GP38-2 units took over.

No further equipment purchases are expected to be forthcoming for either the Long Island or the New York City Transit Authority under a reduced program recently submitted for approval. This means that the "C" line (8th Avenue-Bronx local) will continue to operate a fleet of non-air-conditioned cars. Other cities still operating "hot" cars are Boston, Chicago, Philadelphia and the Canadian cities of Montreal and Toronto.

Toronto will terminate its PCC rebuild program at 19 cars but will retain four additional cars for possible future work. The remaining 29 cars will be sold off.

## UPDATE OF CONRAIL FREIGHT SCHEDULES

The following additional changes have been made in through freight train schedules on Conrail's Philadelphia and Harrisburg Divisions, as shown in the May, June and September issues of Cinders:

- o ALCG (daily) leaves Allentown 2000, leaves Pittston 0200\*, arrives Corning, NY 1130
- o ALOI frequency changed to as required
- o ALPI-A is withdrawn
- o ALPI-B symbol changed to ALPI, Allentown to Conway
- o ALSE (daily) leaves Allentown 0900, passes Manville (Port Reading Junction) 1115, arrives Kearny 1400\*, leaves Kearny 1500 (to Selkirk)
- o BEPI (daily) established, leaves Bethlehem 0700, leaves Allentown 0930, passes Alburtis 1015, leaves Reading 1145, arrives Harrisburg 1600\*, leaves Harrisburg 1630 (to Conway)
- o CAAL-A, CAAL-B are withdrawn
- o CAAL (daily except Monday) established, leaves Camden 1500, leaves Philadelphia (Zoo) 1800, passes Phoenix 2000, arrives Allentown 2345
- o CAPI (daily except Sunday) established, leaves Camden 2130, leaves Philadelphia (Zoo) 2340, leaves West Falls 0030, leaves Abrams 0130, arrives Harrisburg 0520\*, leaves Harrisburg 0550 (to Conway)
- o CGAL (daily) leaves Corning, NY 0130, arrives Pittston 1159\*, arrives Allentown 1800
- o ENBA is withdrawn
- o ENMO (daily) leaves Enola 1600, passes Harrisburg 1645, passes Phoenix 2130, arrives Morrisville 2359
- o ENOI (daily) leaves Enola 0400, passes Harrisburg 0445, leaves Reading 0715, arrives Allentown 1015, leaves Allentown 1115, passes Manville 1330, arrives Oak Island 1500
- o ENRO (daily) leaves Enola 1300, leaves Harrisburg 1400, arrives Hagerstown 1730\* (to Norfolk Southern)
- o OIAL (Sunday) leaves Oak Island 0800, leaves Manville 1000, arrives Allentown 1155.
- o OIEN (daily) leaves Oak Island 0900, leaves Manville 1045, passes West Trenton 1135, passes Phoenix 1400, passes Harrisburg 1815, arrives Enola 1900
- o OIPI (as required) leaves Oak Island 1900, passes Manville 2030, passes Alburtis 0125, arrives Harrisburg 0450\*, leaves Harrisburg 0500 (to Conway)
- o PIBA (daily) established, leaves Enola 1800\*, passes Perryville 2300, arrives Baltimore 0030
- o PIED (daily) leaves Harrisburg 1800\*, passes Phoenix 2245, arrives Abrams 2330, passes Philadelphia (Zoo) 0245, arrives Wilmington (Edge Moor) 0400
- o SEAL (daily) leaves Kearny 1700\*, passes Manville 1945, arrives Allentown 2300
- o TV-62 (except Monday and Tuesday) leaves Harrisburg 0115\*, passes Alburtis 0415, arrives Allentown (intermodal terminal) 0545, leaves Allentown 0630, passes Manville 0800, arrives Elizabethport 0945

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## SCHEDULES OF D&H TRAINS TO AND FROM PHILADELPHIA

Following are the condensed schedules of Delaware & Hudson Railway trains operating over Conrail trackage to and from Philadelphia:

#555 (daily) Philadelphia to Montreal, leaves East Side (CSXT) 2130, passes Park Junction 2200, arrives Allentown 0400, arrives Binghamton, NY 1200\*, leaves Binghamton 2000, arrives Saratoga 0200\*, arrives Rouses Point 0900\*, arrives Montreal (CP) 1130

#556 (daily) Montreal to Philadelphia, leaves Montreal (CP) 0200, leaves Rouses Point 0430\*, leaves Saratoga 1230\*, arrives Binghamton 1900\*, leaves Binghamton 2100, arrives Allentown 0600\*, leaves Allentown 0800, passes Park Junction 1300, arrives East Side (CSXT) 1330

#557 (daily) Philadelphia to Toronto, leaves Philadelphia (Railport) 1900, passes Park Junction 2000, arrives Allentown 0100\*, leaves Allentown 0300, arrives Binghamton, NY 1100\*, leaves Binghamton 1300, arrives Buffalo 2100\*, arrives Toronto (CP) 0400

#558 (daily) Toronto to Philadelphia, leaves Toronto (CP) 1900, leaves Buffalo 0230\*, arrives Binghamton 1030\*, leaves Binghamton 1130, arrives Allentown 2030\*, leaves Allentown 2230, passes Park Junction 0500, arrives Philadelphia (Railport) 0600

\* - Crew change

This information is gleaned from a D&H notice dated September 9, 1991, as reproduced in the Colebrookdale Local, newsletter of Pottstown & Reading Chapter.

Note: On Conrail these D&H trains are generally referred to as DHNE (south) and DHEN (north).

### PHILADELPHIA CHAPTER HOLDS SECOND POSITION IN NRHS

In the latest report from National, Philadelphia Chapter has retained its position as the second largest chapter in NRHS. With 435 full members, Philadelphia ranks second only to the Bluewater Michigan Chapter among the 160 chapters in the Society.

Below are shown the top ten chapters, along with the number of members paying their national dues through those chapters:

1. Bluewater Michigan (Royal Oak, MI) - 544
2. Philadelphia - 435
3. Atlanta - 422
4. Washington, DC - 382
5. Pacific Northwest (Portland, OR) - 377
6. Intermountain (Denver) - 348
7. Ontario & Western (Middletown, NY) - 327
8. Central Coast (San Jose, CA) - 326
9. Baltimore - 316
10. Collis P. Huntington (Huntington, WV) - 314

DUES RENEWALS IN MAIL

1992 dues bills were mailed to all members during the last week in October. Members are urged to renew promptly!

Lancaster Chapter, with 226 members, ranks #17 and West Jersey with 218 is 19th in size.

### PHILADELPHIA EXPRESS (Continued from Page 5)

tially large business being developed by CONRAIL and other railroads (Traffic World).....In his role as an industrial development manager at CONRAIL, Chapter Senior VP Doug Watts helped arrange two office car inspection trips out of Philadelphia last month. On October 7 the ten-car train headed by E8A's #4020 and 4021 ran via the Northeast Corridor to Oak Island yard in North Jersey, picking up guests at Roselle Park and proceeding to Allentown and return. On the 8th the train left 30th Street via AMTRAK, boarding guests at Wilmington and Baltimore before operating over Conrail's Popes Creek secondary track to the PEPCO generating plant at Morgantown, MD and returning to Philadelphia.

The Railroad Museum of Pennsylvania has sent ex-CONRAIL GP9 #7006 to Conrail's Juniata shop in Altoona to be repainted into its original Pennsy Brunswick green (Rich Gladulich).....CONRAIL last month notified Wall Street that recent reports of merger talks with the UNION PACIFIC are false--the result of an unauthorized fax message on CR letterhead sent by person or persons unknown. Financial analysts said that there was no unusual trading in either stock as a result of the hoax (Traffic World).....READING, BLUE MOUNTAIN & NORTHERN has changed its radio frequency from 160.98, inherited from CONRAIL, to 161.25 (P&R Chapter Colebrookdale Local).

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