



CINDERS

August 1992



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Volume 53 Newsletter of the Number 7

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

CHAPTER'S SUMMER DINNER SET FOR DEPOT ON AUGUST 21

The annual summer dinner of Philadelphia Chapter will be held on Friday, August 21 at the 8515 Depot Restaurant, 8515 Germantown Avenue in Chestnut Hill. Dinner will be served at 6:30 PM, but members and friends may take advantage of the Depot's bar when they arrive, enjoying its many rail-oriented decorations.

Choice of entree will be queen cut of beef or broiled flounder. Complete dinner will include fruit cup, salad, potato, vegetable, rolls, ice cream and beverage. The price is \$20 per person.

Reservations should be made with Dinner Chairman Bill Wagner by sending him a note specifying choice of entree together with appropriate check made payable to "William C. Wagner." His address is:

271 Norfolk Road
Warminster, PA 18974-3725

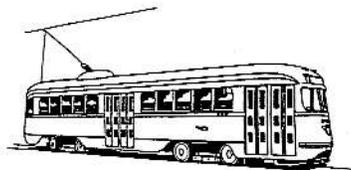
Reservations must be received by Bill no later than Monday, August 17, in order that he can give the restaurant a final count. So send that check in now! There will be no business meeting at this traditional summer event, which is intended as a purely social gathering.

The restaurant is located just a block south of SEPTA's Chestnut Hill West station, and the Routes 23 and L buses stop virtually at the door (Germantown & Highland Avenues). Inbound evening service on the R8 commuter line is half-hourly.

"PCC FAREWELL" TRIP PLANNED SEPTEMBER 12 ON ROUTE 15

It now appears that SEPTA will remove its last operating PCC cars with the fall schedules effective Sunday, September 13. Thus, Philadelphia Chapter plans to sponsor what most likely will be the final "farewell" trip for PCC streetcars in Philadelphia, bringing to a close the illustrious half-century career of this revolutionary breed of trolley in the nation's fifth-largest city.

The last domain of PCC's here is Route 15-Girard Avenue, operating out of Callowhill depot at 59th & Callowhill Streets in West Philadelphia. Trolley service on Route 56-Erie and Torresdale Avenues was discontinued in June with the closure of the rail section of Luzerne depot.



The excursion will be operated on Saturday, September 12, leaving 63rd & Malvern loop at 1:30 PM, and proceeding eastward. Connecting service on subway-surface Route 10 leaves Juniper station at 12:48 PM, and 30th Street at 12:53 PM, arriving 63rd & Malvern at 1:23. All of Route 15 to the Richmond-Westmoreland loop will be covered, with numerous photo stops, and possibly a side trip will be made on the "diversion route" to Market Street and beyond.

As on the Chapter's June 13 farewell to Route 56, the fare for this three-hour-plus excursion will be \$20 per person. Advance reservations may be made by sending a check payable to "Philadelphia Chapter NRHS" at P. O. Box 7302, Philadelphia, PA 19101-7302. If you wish your ticket mailed to you, please enclose a stamped, self-addressed envelope. Tickets will also be available on the day of the trip, up to the capacity of the car.

For further information and updates, telephone President Michael Burshtin evenings at 609-697-3829 or National Director Frank Tatnall at 215-828-0706.

Members are urged to turn out for a final salute to these great and colorful electric railway cars.

SPECIAL NOTE: OUR SEPTEMBER MEETING
WILL BE ON FRIDAY, SEPTEMBER 25!

Members are urged to mark their calendars and note that our September meeting will be held on Friday, September 25, the fourth Friday. The program will be a member participation slide show of Summer 1992 activities, including the San Jose Convention.

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

CHAPTER OFFICERS

President.....Michael L. Burshtin
Senior Vice President.....Douglas W. Watts
Vice President & Treasurer.....David L. Kopena
Secretary.....Marie K. Eastwood
National Director.....Frank G. Tatnall, Jr.
Historian.....Larry A. DeYoung
Editor.....R. L. Eastwood, Jr.

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Equipment.....Michael F. Hopkins
Membership.....Sheila A. Dorr
Newsletter.....R. L. Eastwood, Jr.
Program.....Douglas W. Watts
Publications.....Harrison Garforth, Jr.
Publicity.....Thomas F. Moran
Trip.....Frank G. Tatnall, Jr.

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: \$26.00 per person, which includes Chapter and National dues. Chapter-only dues \$13.00 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

BARRY GOUAK

June 24, 1992

It is with regret that we inform you of the passing of Chapter Member Barry Gouak of Chestnut Hill on Wednesday, June 24, 1992.

Barry had been a member of Philadelphia Chapter since 1980, attending many meetings and taking part in numerous excursions. During the summer months he resided in Ocean City, NJ, where he avidly followed the former Pennsylvania-Reading Seashore Lines. Barry had been in ill health for the past few years. We extend our condolences to his family.

KEEFE NAMED EDITOR OF "TRAINS"

Kevin P. Keefe has been named editor of Trains Magazine, succeeding J. David Ingles, the parent Kalmbach Publishing Company announced last month. Formerly the magazine's associate editor, Keefe is a native of Niles, MI, a journalism graduate at Michigan State University in 1973 and a former newspaperman. He is a member of NRHS.

Contrary to what was reported in the last issue of Cinders, Ingles will remain active on the Trains staff, in the position of senior editor. Readers will thus continue to enjoy the work of both of these fine writers.

Trains has also announced the appointment of six special correspondents to funnel more timely rail news to the magazine. One of them is Dan Cupper of Camp Hill, a professional writer and current historian of the Harrisburg Chapter.

CHAPTER HAS BIG TURNOUT AT SAN JOSE CONVENTION

Philadelphia Chapter was well represented at the national convention held in San Jose, CA July 22-26, with 29 members registered for the five-day event.

They are: Bob Abrams, Dick Avey, Dick Barben, Paul Baumgartner, Howard Bender, Wayne Blattner, John Burke, Lynn and Michael Burshtin, Rich Copeland, Les Dean, Eric Dervinis, Sheila Dorr, John Dziobko, Marie and Larry Eastwood, Lew Hoy, Paul Locke, Ara Mesrobian, Harry Myers, Doug Rowland, Phil Sammis, Pete Senin, Walt Stringer, Frank Tatnall, Bill Wagner, Fred Weisenbach, George Weiss and Roy Zeiher.

The above listing does not include Chapter members who were spotted chasing trains but who had not registered, nor those members of the host Central Coast Chapter who are also members of Philadelphia Chapter.

More than 1,000 persons registered for the convention, and all excursions ran successfully as advertised. The four steam trips did return somewhat behind schedule, which is normal for such events.

"LOCOMOTIVE & RAILWAY" MAGAZINE PURCHASED BY INTERURBAN PRESS

Locomotive and Railway Preservation Magazine will become a part of the Interurban Press publishing family, it was announced in June.

L&RP Editor Mark Smith, who also serves as chairman of the Alco Historic Photos board for NRHS, will remain as editor. The editorial staff will continue to be based in Richmond, VT, although Interurban is headquartered in Glendale, CA.



Amtrak's order for new Viewliner sleepers was not on the July agenda for the board, so it's unclear just when action will be taken to place the order. Names for these cars will be in the View series; I've suggested that the two prototypes be named Mountain View and Tower View (it seems to me I've seen these names somewhere before!).

The 58 existing Superliner sleepers will be named for national parks, refuges, etc. The proposed list inadvertently included written-off cars 32008 and 32010, so we'll wait for a revised version before printing any details. (On the original list, car 32046 would have been named Assateague Island.)

The 49 new Superliner II sleepers, #32070-32118, will be named for the 48 contiguous states and the District of Columbia, in numeric/alphabetic order. So, 32076 will be Delaware, 32098 will be New Jersey, and 32106 will be Pennsylvania. If the option for 39 additional Superliner II cars includes any sleepers and is exercised by Amtrak, cars will be named Alaska, Hawaii and any capitals of states subsidizing 403b trains (presumably including Harrisburg).

The six all-bedroom cars intended for Auto Train service will be named Palm Bay, Palm Beach, Palm City, Palm Coast, Palm Harbor, and Palm Springs.

VIA Rail Canada has approved a program to expand its HEP fleet by an additional 33 cars. These will be converted from former Amtrak Budd-built coaches acquired from the Corporation and private owners. They'll be set up like LRC coaches inside, including a small buffet in each car. These will be assigned to Southwestern Ontario trains from Toronto to Windsor and Niagara Falls.

Less than 50 former CP Rail Budd-built cars remain in service as "steam cars" in early July. A few were operating between Montreal and the Maritimes. I did also note two "blue" club cars and a snack coach freshly repainted on Toronto-Windsor trains, so some work continues on these "doomed" cars.

Reports suggest that the next VIA trains to be converted to HEP equipment will be the Montreal-Gaspé Chaleur and this may occur as early as mid-August. The summer consists require a baggage car, two coaches, a Skyline (replacing a cafe-lounge) and two sleepers. The Atlantic, meanwhile, "America's" last scheduled steam-heated train, has been running up to 14 cars this summer across Maine. It will convert to HEP equipment as deliveries continue this winter. For now, no provisions appear to have been made to upgrade the three mandated trains to Churchill, Cochrane and Jonquiere. VIA's last F units are running on these three trains, plus as the second units on the Atlantic and Ocean between Montreal and Halifax.

In commuter rail news, you may expect that by September the last old coaches operating in Montreal commuter service will be replaced by leased VIA coaches. The contract for new Bombardier motor-trailer sets has finally been signed, and the long-awaited upgrading of the Deux Montagnes line will begin.

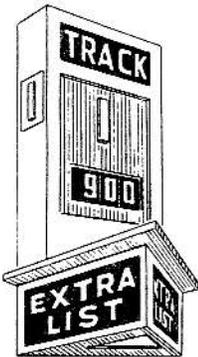
Long Island Rail Road, meanwhile, is reconstructing the Atlantic Avenue viaduct in Brooklyn, so service out of Flatbush Avenue is reduced at night and on weekends. The famous Sunrise Fleet parlor service this summer offers one Thursday and four Friday afternoon trips to Montauk. Return service is offered on three Sunday and two Monday trains.

Los Angeles will see 15 rush-hour commuter trains from four locations when Metrolink service is fully operational next spring. Four trains will operate from Moorpark, five from Pomona, and three each from Riverside and Santa Clarita.

From 1938 until 1942, Pennsylvania-Reading Seashore Lines assigned names to the Philadelphia-Atlantic City trains -- 27 one-way trips in all. Some names were used in both directions, so a total of 19 different names were shown, these being: Beach Patrol, Boardwalk Arrow, Cruiser, Dolphin, Flying Cloud, Flying Eagle, Honeymoon, Jolly Tar, Navigator, Ocean Wave, Ozone, Pilot, Sand Piper, Seashore Limited, Sea Gull, Sea Hawk, Sea Lion, Shore Queen and Twilight.

Some trains only ran on certain days and, of course, service was enhanced during the summer. Most trains carried a Pullman parlor car and a Pittsburgh-Atlantic City sleeper was a fixture as late as 1958 (although only tri-weekly in later years). In that era, the New York-Atlantic City trains were the Nellie Bly and Sea Plane, assisted by the Sea Clipper (Sunday early afternoon from New York and the Flying Spray Friday evenings, both returning Sundays). In the 1930's, these two weekend trains carried a full diner and a parlor, while the daily trains had a parlor-buffet car.

Wartime restrictions mandated the end of parlor service in January, 1943. When it was reinstated after the war, the first-class service was offered on only a few trains, operating from both Philadelphia and Washington until the summer of 1956 and from New York until the summer of 1959. Lounge car service, meanwhile, was offered on two Camden-Atlantic City trains until the winter of 1951-52. These were Reading steel cars (ex-coaches) and one PRSL coach temporarily reconfigured as a lounge. As an aside, it should be noted that parlor car service to Cape May had ended in the mid-1930's.



AUGUST 15-16, 1992: Railroad Days celebration at Black River & Western Railroad, Ringoes, NJ, 9 AM to 6 PM both days. Rail equipment displays, flea market, live music and food sales will be featured, plus regular BR&W excursions using 2-8-0 #60. Admission to the grounds is free. For further information, telephone 908-782-9600.

AUGUST 29: Boston Harbor rail facilities and tugboat tour, sponsored by Massachusetts Bay Division RRE. The 49-passenger "tugboat-design" vessel Charles II will be used in conjunction with the 8th annual Tugboat Muster & Parade. Various options are available at fares ranging from \$5 to a \$29 all-day package. For further information and reservations, write: Mass Bay RRE, P. O. Box 8136, Ward Hill, MA 01835-8136, enclosing large stamped, self-addressed envelope.

AUGUST 30: 17th annual Train Meet at National Guard Armory, Lewisburg, PA, sponsored by Central Pennsylvania Chapter NRHS. Hours: 9 AM to 4 PM. Admission: \$2.50 adults, children under 12 free. Free parking available. For further information, telephone 717-523-1505.

SEPTEMBER 2: Moonlight excursion on Wilmington & Western Railroad, commemorating the 25th anniversary of Wilmington Chapter NRHS. Special train using ex-Pennsylvania doodlebug #4662 will depart Greenbank station, Marshallton, DE at 6:45 PM for Hockessin and return. Photo stop and night photo session are planned. Fare: \$17.50 per person, \$5 for night photo session or \$20 for both. Order tickets from: Wilmington Chapter NRHS, P. O. Box 1261, Wilmington, DE 19899. For further information, telephone 609-358-8351.

SEPTEMBER 12: "Farewell to PCC's" trolley trip on SEPTA Route 15-Girard Avenue, in Philadelphia, sponsored by Philadelphia Chapter NRHS. Fare: \$20 per person. For information, see separate story in this issue.

SEPTEMBER 12: "Moonlight Special" diesel-powered excursion on Blue Mountain & Reading Railroad, sponsored by Reading Company Technical & Historical Society. Train departs South Hamburg, PA station at 6:30 PM, returns about 8:45 PM. Order tickets from: Reading Company T&HS Passenger Operations, P. O. Box 15143, Reading, PA 19612-5143.

SEPTEMBER 13: Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Winslow, NJ, 10 AM to 3 PM. Admission: \$3 adults, \$5 family. For information, telephone Bill Powell at 609-728-1327.

SEPTEMBER 18-20: "Railphoto '92" photographers weekend at Steamtown National Historic Site, Scranton, PA, sponsored by Steamtown Volunteers Association and National Park Service. Events include Friday night photo session, Saturday steam excursion to Carbondale, PA and return and banquet at Lackawanna Station Hotel, a Sunday doubleheaded excursion to Binghamton, NY and return. Fares: Saturday trip \$30 per person, Sunday trip \$50 (special photographer's option \$5 additional), night photo session \$10, banquet \$25. First-class service available. For tickets and further information, write: Steamtown Railphoto '92, P. O. Box 448, Chinchilla, PA 18410-0448 (telephone 717-346-0660).

SEPTEMBER 19-20: "Ironstone Ramble" steam excursions on Blue Mountain & Reading (former Reading) Colebrookdale branch between Pottstown and Boyertown, PA, using BM&R 4-6-2 #425 and coaches, sponsored by Phillies and North End Fire Companies of Pottstown, Chamber of Commerce and Keystone Fire Company of Boyertown. Trains leave Pottstown (Ramada Inn on Route 100) Saturday 10 AM, 1 and 4 PM, and Boyertown (Washington Street) Sunday 11 AM, 1 and 4 PM. Fares: \$12 adults, \$5 children (12 and under). Order tickets from: Ironstone Ramble, P. O. Box 291, Pottstown, PA 19464, making checks payable to "Ironstone Ramble" and enclosing stamped, self-addressed envelope.

SEPTEMBER 23-26: "Railroading in the '90s" conference at Fountainhead, New Hope, PA, sponsored by Penn State University College of the Liberal Arts. Numerous field trips are scheduled, including Steamtown, Bethlehem Steel railroads, Conrail control center and New Hope & Ivyland Railroad. Conference speakers include James Boyd, editor, Railfan & Railroad; Eric D. Gerst, president, Octoraro Railway; Robert L. Emerson, director, Railroad Museum of Pennsylvania; John Latschar, superintendent, Steamtown National Historic Site; William Lind, associate publisher, New Electric Railway Journal; Mark Smith, editor, Locomotive & Railway Preservation; and Ron Ziel, author and photographer. All-inclusive fee is \$325 per person, but travel and lodging expenses are additional. To obtain registration forms and information, write: Penn State Altoona Campus, Continuing Education, 3000 Ivyside Park, Altoona, PA 16601-3760 (telephone 814-949-5048).

SEPTEMBER 26: "Railroad Festival '92" at Whippany Railway Museum, Whippany, NJ, 11 AM to 4:30 PM. Numerous rail equipment exhibits will be featured. Suggested donations: \$1 adults, 50 cents children. For further information, write: Whippany Railway Museum, P. O. Box 16, Whippany, NJ 07981.

SEPTEMBER 26-27: "Maryland Main Street Special" diesel-powered excursions on Maryland & Delaware Railroad between Berlin and Snow Hill, MD. Trains depart Berlin at 9 and 11:40 AM, 2:20 PM, depart Snow Hill at 10:20 AM, 1 and 3:40 PM. Trips are run in connection with Snow Hill Heritage Weekend and Fall Festival. Round-trip fares: \$12 adults, \$8 children 4-12. Order tickets from: Worcester County Tourism, P. O. Box 208, Snow Hill, MD 21863, making checks payable to "Maryland Main Street Special." For further information, telephone 410-641-5616 or 410-632-0680.

OCTOBER 3: "Strasburg Special" excursion from Washington, DC and Baltimore, MD to Strasburg, PA and return via Amtrak and Strasburg Rail Road, sponsored by Washington, DC Chapter NRHS. Fares: \$85 adults in coach, \$75 children in coach, \$179 first class aboard restored 1923 Pullman Dover Harbor. For tickets and information, write: Washington, DC Chapter, NRHS, P. O. Box 3472, Laurel, MD 20709-3472, enclosing stamped, self-addressed envelope.

OCTOBER 3: "Vermont Foliage Special" from Boston, MA to Windsor, VT and return, sponsored by Mystic Valley Railway Society. Train leaves Boston South Station 8 AM. For tickets and information, write: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486, enclosing stamped, self-addressed envelope.

(Continued on Page 6)

CONGRESS AGAIN STEPS IN TO END RAIL SHUTDOWN

As the nation braced for a major rail strike on Wednesday, June 24, union strategists thought they had found a way to avoid Congressional intervention such as occurred following last year's one-day walkout. That strategy called for the International Association of Machinists to stage a work stoppage at only one Class I carrier--CSX.

But in a carefully-orchestrated response, virtually the entire U.S. rail industry closed down within hours, forcing Congress to act in order to head off serious damage to an already faltering economy. Railroads carry about 37 percent of the nation's intercity freight, and a two-week strike would idle an estimated half-million workers in other industries. The cost to the domestic economy could reach \$1 billion a day, according to Department of Transportation estimates.

"Lockout!" shouted union leaders, but to no avail. This cry was swept aside by the overriding concern of lawmakers to get the trains rolling again, regardless of who was to blame. In an election year, however, there was reluctance to simply order the unions to accept the findings of the most recent Presidential Emergency Boards (see June Cinders), which might be seen as tilting toward management's position on wages, work rules and staffing levels.

So, in feverish subcommittee meetings on Thursday the 25th, Congressman Dennis Eckart of Ohio came up with a proposal to submit the remaining issues to "baseball-style" binding arbitration, in which each side submits its "last, best" offer and the arbitrator chooses one of them without change. The hastily-crafted legislation passed both houses of Congress late that evening by overwhelming margins and was quickly signed into law by President Bush. Its provisions applied to a trio of separate disputes, some of which had been dragging on since 1988:

- (1) Between the IAM and 40 major freight railroads
- (2) Between Amtrak and three unions (the IAM, Brotherhood of Locomotive Engineers and American Train Dispatchers Association)
- (3) Between Conrail and the Brotherhood of Maintenance of Way Employees

Basically, the law sets out a 35-day timetable for the parties to either reach agreement or have the arbitrators select between their competing proposals. The final rulings were due July 30, and only President Bush could veto them. If he did not do so, the arbitrators' decisions were to become effective at 12:01 AM on August 3 (except for the ATDA whose members have rejected a tentative agreement with Amtrak).

Only about 20,000 workers would be affected by the law, with 95 percent of rail labor already having agreed to new contracts extending until 1995.

Union leaders, as expected, denounced the Congressional action. "Two crimes were committed this week," said BMW President Mac A. Fleming. "The railroads blackmailed Congress and the nation by holding the economy hostage, and Congress murdered collective bargaining in the rail industry." But the railroads responded that the striking of CSX was a body blow to the nation's interconnected freight system, with CSX handling more than 20 percent of all loaded freight cars in the U.S. Also, the likelihood of the IAM engaging in "rolling" strikes against individual railroads made the industry a sitting duck for forced settlements if this were allowed to continue.

Many industries which depend on rail service were threatened with imminent shutdown if the stoppage continued. Even the Ringling Bros. and Barnum & Bailey Red Unit circus train was stranded on the Southern Pacific at Lafayette, LA and had to cancel several performances. But word of the action in Washington galvanized the railroads into restoring service quickly. Yards, offices and other facilities were reopened Friday morning as employees returned to work, and major roads said that they expected to have 75 percent of their trains running again within 24 hours.

In the local area, Conrail resumed operations early Friday morning. The first train to move was a hotshot piggybacker, TV-234, which had been halted at Harrisburg enroute from Atlanta, GA to Kearny, NJ. Most classification yards began functioning with the 7 AM shift, and by mid-morning the railroad said that over 100 trains were on the move.

Unlike the freight railroads, Amtrak's Northeast Corridor was not shut down. Last-minute settlements with four of six unsigned unions and progress in negotiations with the other two led to a 48-hour postponement of the strike, which was rendered moot by the new law. SEPTA, NJ Transit and other commuter agencies using the Corridor were thus able to continue normal service for their riders, many of whom went to bed Tuesday night believing that they would need to find alternate transportation the next day. SEPTA had only limited options to offer its customers, but NJT drafted an elaborate plan and a special brochure outlining substitute bus service and diversion of passengers to its own rail lines. These plans were not needed.

Six SEPTA routes, the R1 Airport, R2 Wilmington, R5 Paoli-Parkesburg, R6 Cynwyd, R7 Trenton and R8 Chestnut Hill West use Amtrak rails, and would have been halted. Service on the truncated lines north of the RailWorks area were not threatened.

Beyond the Corridor, where Amtrak operates over freight carrier routes, all service was suspended except on certain Chicago-area lines. Long-distance trains operating through Philadelphia, including the Broadway Limited, Silver Meteor, Silver Star and Crescent, were annulled beginning with Tuesday's departures, but trains such as the Broadway which use Conrail tracks resumed their runs on Friday. Southern trains were not so fortunate because they were subject to an additional 24-hour moratorium imposed by CSX, still recovering from its strike.

(Continued on Page 6)

CONRAIL MOVES THE BLUELINERS--BUT NOT VERY FAR

Monday, July 6 was the appointed day to transport 15 former Reading passenger cars recently sold by SEPTA to various railroads and museum groups. The cars were among 19 Blues stored for more than two years at SEPTA's Frazer shop in Chester County, following their retirement in March 1990.

The plan was for Conrail to move the 60-year-old electric cars in a special train from Frazer to Reading, where they would be turned over to the Blue Mountain & Reading Railroad for storage or further movement. Just before Noon a huge General Electric C40-8W diesel locomotive showed up at the gate of Frazer yard, adjacent to Conrail's Dale secondary track and Amtrak's Harrisburg mainline, but because of brake problems with the long-stored cars the special did not depart until 3:45 PM.

Leaving Frazer, the colorful train was made up of Conrail locomotive #6067 and Blues #9116, 9127, 9129, 9123, 9128, 9104, 9115, 9119, 9101, 9107, 9105, 9108, 9102 and 9103. (Car 9120 had to be left behind because of inoperative brakes.) Restricted to 30 mph, the train had proceeded less than five miles when flames were discovered erupting from a journal box on car 9129. After a long delay to cool the bearings, the special resumed its eastward journey toward Abrams yard, but additional hotboxes began to appear. After reaching King of Prussia about 6:30 PM, it became necessary to relieve the crew which had been on duty since 7 AM. The new crew continued eastward at 5 mph, with the intention of allowing Conrail's car inspectors to check the Blues when the train arrived at the former Earnest yard, near Norristown. But with nine hotboxes already found, the decision was made to terminate the move at Earnest (now known on Conrail as "CP King"). Two days later, the train was broken into two cuts and placed on the former auto terminal tracks at Earnest, just 15 miles from Frazer.

George Hart of Rail Tours, Inc., who had purchased six of the cars, led an effort to repair the ailing journals with brasses borrowed from Blues stored elsewhere. By the end of July the cars were cleared for movement to Reading at a maximum speed of ten miles per hour. With the addition of #9120, the 15-car train is expected to make its tortuous way to Reading during a weekend in early August via Conrail's ex-Reading mainline.

A further report will appear in the September issue of *Cinders*.

"TRAIN WRECKS" BOOK RECALLS AREA RAIL DISASTERS

A new book entitled *Great Train Wrecks of Eastern Pennsylvania* is an account of the many rail disasters which have occurred in our area over the past century and a half. Written by Charles J. Adams III and David J. Seibold, with a forward by Rev. Philip K. Smith of the Hawk Mountain Chapter, the book begins its coverage with the infamous Camp Hill collision on the North Penn Railroad in which 60 persons perished on July 17, 1856, and ends with the Amtrak era.

Much of the material appears to have been taken from contemporary newspaper accounts. The accounts provide a graphic look at the horrors that can befall railroaders, passengers and even bystanders when something goes wrong or someone makes an error of judgment.

The 220-page illustrated book is available for \$12.95 (plus \$1.50 postage) from: Exeter Books, P. O. Box 8134, Reading, PA 19603.

EXTRA LIST (Continued from Page 4)

OCTOBER 10: 12th annual Hoboken Festival at former Lackawanna Hoboken Terminal, Hoboken, NJ, 11 AM to 5 PM, sponsored by NJ Transit. Train rides, rail displays, railroadiana sales will be included, together with this year's special gathering of more than 30 private cars for the convention of American Association of Private Railroad Car owners. Admission free. For information, write: NJ Transit, Hoboken Festival, P. O. Box 10009, Newark, NJ 07101.

OCTOBER 17: Special Amtrak train from Lancaster and Harrisburg, PA to Altoona, PA and return, including two runs around world-famous Horseshoe Curve, sponsored by Lancaster Chapter NRHS. Food service available aboard the train. Special leaves Lancaster 6:40 AM, Harrisburg 7:15 AM, returning to Harrisburg 9:25 PM and Lancaster 10:20 PM. Fare: \$74 per person, which includes bus transportation to the new Horseshoe Curve Visitors Center. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

THROUGH DECEMBER: "Works: Photographs of Enterprise," an exhibition of industrial photographs in the Philadelphia area, at Hagley Museum's Henry Clay Mill Gallery, Wilmington, DE. Among five important enterprises included are the Baldwin Locomotive Works, SEPTA and Lukens Steel. Hours: 9:30 AM to 4:30 PM daily and regular Hagley Museum admission charge applies. For information, telephone 302-658-2400.

CONGRESS AGAIN STEPS IN TO END RAIL SHUTDOWN (Continued from Page 5)

Meanwhile, Conrail and other freight railroads announced that they would pay normal wages to all workers for the period that they were barred from their jobs by the shutdown. Estimated cost to the carriers: \$40 million.

With arbitration looming over their heads, the BMW and Conrail on June 29 announced a tentative contract agreement covering 3,000 track maintenance workers. BMW Chief Negotiator Jed Dodd called the contract "substandard" but said that it was better than last year's national freight agreement and "better than the Presidential Emergency Board recommendations." If the membership rejects the settlement, he said, it will be "risking the outcome of arbitration, which undoubtedly will be based upon...patterns that are disastrous for workers." Among BMW's demands of Conrail, which were omitted from the new agreement, was the hiring of 4,000 additional maintenance employees at a cost estimated by Conrail at \$200 million a year. Agreements between Conrail and 14 other unions were covered in last year's legislated strike settlement.

CONRAIL, SEPTA DISPATCHERS LISTED

Following is a list of dispatchers and the territories they govern for Conrail and SEPTA in the Philadelphia area.

CONRAIL, PHILADELPHIA DIVISION (Headquarters: Mount Laurel, NJ)

Philadelphia Dispatcher

Trenton Line - "CP Park" to "CP Newtown Junction" (2)
 Harrisburg Line - "CP Penrose" to "CP Rock", Arsenal Connection
 Chester secondary track - Eastwick to "60th Street South" and "90th Street South" to Lester (2)
 Delair branch (4)
 Blue Line Connecting branch (2)
 Beesley's Point, Bordentown, Penns Grove, Salem and Vineland secondary tracks (4)

Delaware Dispatcher

Harrisburg Line - "CP Rock" to "CP Phoenix" (1)
 Morrisville Line (1)
 Dale, Delmarva, Indian River, New Castle and Shellpot secondary tracks (1)

Allentown Dispatcher

Lehigh Line - "CP Allen" to "CP Dupont" (1)
 Ashmore, Cement, Delaware, Hudson, Lehigh, Portland, Taylor and Washington secondary tracks (1)
 Chemical Coast, Freehold and Southern secondary tracks (3)

Lehigh Dispatcher

Lehigh Line - "CP Valley" to "CP Allen" (2)
 Reading Line - "CP Bethlehem" and "CP Allen" to Alburtis (2)
 Trenton Line - "CP Wing" (West Trenton) to "CP Port Reading Junction" (2)
 Bethlehem, C&F and Port Reading secondary tracks (2)

River Line Dispatcher

River Line (4)
 Passaic & Harsimus Line (4)
 National Docks secondary track (4)

- (1) - Radio channel 1 (160.80)
- (2) - Radio channel 2 (161.07)
- (3) - Radio channel 3 (160.86)
- (4) - Radio channel 4 (160.98)

SEPTA, REGIONAL RAIL OPERATIONS CENTER

Desk A Dispatcher

Doylestown Line (4)
 Fox Chase Line (4)
 Mainline - "CP Newtown Junction" to Lansdale (4)
 Neshaminy Line (4)
 Warminster Line (4)
 Bethlehem running track (6)
 Conrail Trenton Line - "CP Newtown Junction" to "CP Wing" (West Trenton) (6)
 Conrail Fairless and Stony Creek branches (6)

Desk B Dispatcher

Chestnut Hill East Line (4)
 Mainline - Suburban Station to "CP Newtown Junction" (See Note 1)
 Norristown Line (4)

Desk C Dispatcher

Airport Line (2)
 Chestnut Hill West Line (2)
 Ivy Ridge Line (2)
 Mainline - "Zoo" to Suburban Station (2)
 West Chester Line (2)

- (2) - Radio channel 2 (160.35)
- (4) - Radio channel 4 (161.46)
- (6) - Radio channel 6 (161.07) - Conrail channel 2

Note 1 - Mainline uses radio channel 2 Suburban Station to Brown and channel 4 Brown to "CP Newtown Junction"

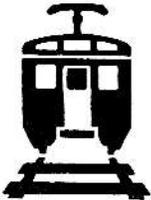
Note 2 - Dispatchers do not normally communicate directly with trains but instead through tower operators ("Broad," "Wayne," "Wind," "A")

PHILADELPHIA



FRANK G. TATNALL, JR.

This month's column will be a somewhat abbreviated one, the writer having just returned from two and a half weeks in California and the NRHS convention. We will try to catch up on the news in the next issue.

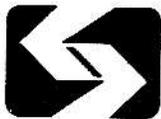


After weeks of indecision, SEPTA has announced its program of service cuts on the Regional Rail system intended to save up to \$3.2 million in Fiscal Year 1993, which began July 1. To be effective in October, discontinuances include all R5 service west of Downingtown, R5 Saturday service west of Paoli, R5 weekend service between Lansdale and Doylestown, R2 Warminster service on Sundays, R6 Norristown service on weekends, R6 off-peak and Saturday trains to Cynwyd, R7 and R8 weekend service to Chestnut Hill East and Fox Chase, and all service at certain lightly-used stations. Also, peak-period express service would be reduced and weekend headways increased on all lines except the R1 Airport.

The City administration has already expressed its opposition to the cuts, which will affect an estimated 4,000 riders. Public hearings will be held in all five counties beginning August 31, with the Philadelphia hearings set for Wednesday, September 2 at 11 AM and 6 PM in the Philadelphia Hilton Hotel, Broad & Locust Streets. In a television interview, Ronald DeGraw, who heads SEPTA's Planning & Development Department, said "We don't like this either, but we've got to meet our operating budget."

The massive RailWorks reconstruction project is ahead of schedule by about 21 percent, reports Delaware Valley Rail Passenger. Upon completion of the work next year, track speeds over the four miles of Mainline between Wayne Junction and the center city tunnel will be increased to 60 mph from the previous maximum of 50 mph. Temporary platforms will be installed at North Broad station for use beginning in October, but the final design calls for installing tangent track with platforms only on the east side of track 1 and the west side of track 4 for local service.....Meanwhile, varying reports have been published on the magnitude of passenger losses during RailWorks, but DVARP concludes that overall ridership is down about 29 percent when increased volume on Chestnut Hill West is factored in.

SEPTA has acceded to outside advice and instituted some single-car service on midday runs north from Fern Rock, beginning June 1. Even single Airport cars have been spotted on the R5 to Lansdale.....SEPTA has hired Urban Engineers, Inc. to study the proposed Cross County Metro Line between Downingtown and Morrisville, and will decide by the end of next year whether to proceed with the "outer belt" commuter route along CONRAIL's freight trackage.....Push-pull train #7547 struck and killed a 12-year-old trespasser along the AMTRAK mainline west of Coatesville on June 8.....Nine days later a catenary wire dropped on train #7512 near Whitford, setting AEM-7 #2305 afire and halting morning peak service. No one was injured. The locomotive was repaired and returned to service within a month.



The SEPTA board experienced two stormy meetings this summer, the first on June 25 when a vote was taken on the \$600-million operating budget for FY 1993. A crowd of unionized supervisory employees packed the hearing room to protest management's plan to cut their pay by five percent while eliminating 40 of 2,300 jobs. (Non-union management personnel had already been notified of the same pay cuts, and will be given 13 "special leave" days during the year to compensate.) In addition, other cost-saving measures will be instituted to help bring expenses down to the \$600-million level. At the same meeting a spirited discussion was held concerning SEPTA's announced intention to close the ancient Luzerne depot and retire the last of the PCC trolleys in North Philadelphia. In spite of considerable opposing testimony the board voted to approve the budget, subject to a stipulation that SEPTA could not spend more than one-tenth of the funds (\$60 million) before the next board meeting on July 23.

At the July session the board lifted the cap and in effect approved the Luzerne closure, together with the removal of the PCC's. Further discussion was held on management's proposal to wire Route 56-Erie Avenue and parts of Route 23-Germantown Avenue-11th & 12th Streets for trackless trolley operation, pending the acquisition of new LRV's within five years. Critics complained, however, that SEPTA's track record on trolley lines suggests that rail service will never be restored to the two routes. At the same meeting the board was harangued by an angry crowd protesting a plan to increase paratransit fares for disabled persons by 25 cents per ride a year over a four-year period.

SEPTA barely held its own in Harrisburg when Governor Casey on June 30 approved a \$14-billion State budget for FY 1993. SEPTA's share of transit funding would increase only slightly from \$163 million to \$164 million in the "hold-the-line" spending plan.....Meanwhile, the Daily News reported that powerful State Senator Vincent Fumo of Philadelphia wants to remove SEPTA General Manager Louis Gambaccini, and orchestrated the Senate's rejection of Gambaccini for a seat on the Delaware Valley Regional Planning Commission.

All indications are that PCC cars will make their last runs on Route 15-Girard Avenue September 12, when buses are due to take over for the fall schedule. Philadelphia Chapter is planning a "Farewell to the PCC's" excursion for that date, to mark the end of 54 years of PCC service in Philadelphia (see page 1). PCC's were introduced on Route 53-Wayne Avenue in August 1938.....During the June board meeting, charges were

(Continued on page 9)

PHILADELPHIA EXPRESS (Continued from Page 8)

made from the floor that SEPTA was already decommissioning the PCC's at Luzerne depot and removing tools and spare parts. This was denied by SEPTA officials. Since then, however, most remaining cars--including those to be sold to San Francisco--have been moved inside the barn for dead storage.....The Inquirer ran a long editorial in its August 1 editions headed "Trolley jollies--The trolley issue divides those who would save them from those who have to ride them," in which the newspaper essentially agreed with SEPTA's decision to remove the cars. "It should be recognized that the only place that really makes sense for operation of old-time trolleys is the City's tourist district," the editorial asserted. "That plan offers the best hope for exploiting the mystique of electric streetcars, which will celebrate their 100th anniversary in Philadelphia (this year)."

SEPTA shut down the Ridge Avenue spur of the Broad Street subway in June for an indefinite period, because of what SEPTA described as signal cable failure. Termination of off-peak service had already been approved.....Operator training on the N5 prototype car began July 13 on the Norristown High Speed Line. Car #451 is expected to enter revenue service August 10 confined to Bryn Mawr local service.....The Federal Transit Administration's 114-page statistical summary of 1991 grant assistance programs contains an unlikely photo on the cover: a 1912-vintage Philadelphia Nearside car!



The Senate Commerce Committee last month approved a three-year authorization for AMTRAK of \$331 million annually for operating expenses, \$300 million annually for capital costs and \$5 million to \$10 million each year for state-supported services. The authorization still must be approved by both houses and the money actually appropriated (Amtrak Newsbreak).

AMTRAK said last month it will study the possibility of running service between New York and Harrisburg over CONRAIL lines via Bethlehem, Allentown and Reading, as one of 13 proposals for new routes across the nation. Conrail has not yet been officially approached (Mike Hopkins).....The luxury Keystone Classic Club made its last runs on trains 43-44 between Philadelphia and Pittsburgh over the weekend of June 20-21 (Harrisburg Chapter Rail Review).....The Army-Navy football game will be played this year at the New Jersey Meadowlands, so there will be no special AMTRAK trains to South Philadelphia.

Guest Speaker and Chapter Member Ed Lombardi presented the program at the June 19 Chapter meeting, in which he discussed AMTRAK's RoadRailer and high-speed train programs. In his role as manager-performance & tests for Amtrak, Ed is shepherding both programs. The experimental RoadRailers are expected to be back in service after additional tests this month, while the X-2000 "tilt train" is due to arrive in Baltimore late this fall, to begin tests between New York and Boston next February. It will then enter New York-Washington revenue service to round out its lease period. No contract agreement has yet been reached for the lease of a German ICE train, and the French TGV has been scratched from the program, he said. Amtrak will modify two RTL turbo units at Wilmington shop for the X-2000 service.

AMTRAK operated a special train from Philadelphia to Harrington, DE on July 25, carrying in-state groups to the Delaware State Fair via CONRAIL's Delmarva secondary track.....AMTRAK has gained new competition on the Northeast Corridor, as Greyhound Lines instituted a \$7 fare on certain buses between New York and Washington.....Those two turbo units seen at 30th Street in early June were enroute from Wilmington shop to Albany after heavy repairs.....Philadelphia Private Car Owner Bennett Levin has purchased two retired cars from AMTRAK: #3329, an ex-Pennsy coach-lounge, and #2798, a 10-and-6 sleeper. Both are Budd-built.... Caboose 477180 once owned by the PRR T&H Society has been installed as a display along the AMTRAK mainline at 18th & Glenwood in North Philadelphia (Bennett Levin).



CONRAIL has announced that it will acquire 225 new locomotives over the next three years. Already ordered are 105 3,800-hp SD60M units from Electro-Motive and 70 4,000-hp C40-8W's from General Electric. The first of these widenose units should be delivered before the end of the year.....CONRAIL Senior Vice President-Operations Donald A. Swanson retired July 1 at the age of 62. He was succeeded by David M. LeVan, 46, whose previous job was senior vice president-operating systems & strategies. LeVan joined Conrail in 1978 from the accounting firm of Coopers & Lybrand. Three veteran railroaders reporting to LeVan are responsible for day-to-day operations: Richard S. Pyson, VP-transportation; Gerald N. Corcoran, AVP-train operations and Robert E. Hatton, AVP-yards & terminals. Pyson and Hatton began their careers on the PRR and Corcoran on the New York Central.

CONRAIL has reported net income of \$77 million for the second quarter of 1992, a 5.5-percent increase over the year-ago period. The two-day shutdown in June had little effect on earnings, as traffic volume rose seven percent during the quarter. The railroad's board also voted to increase the common-stock dividend to 55 cents per share, a two-for-one stock split and a second \$100-million stock repurchase program..... CONRAIL common stock reached a high of 94-3/8 in May, closing out July at 88-1/4.....CONRAIL has begun moving into its new headquarters building at Two Commerce Square in center-city Philadelphia.

In June CONRAIL began the \$1-million reconstruction of the long-idle Stony Creek branch between North Wales and Norristown, to provide better service for Lansdale-area industries. Local newspapers carried stories describing neighbors' concerns over grade crossing safety along the ex-Reading line at Germantown Pike, Skippack Pike and other locations.....The Inquirer reports that CONRAIL will begin repair work this month on the viaduct above 25th Street in South Philadelphia, from which chunks of concrete have allegedly been falling. Once known as the Pennsy's Delaware Extension, the elevated line carries freight traffic to and from Greenwich yard.....The CONRAIL office car special run from Philadelphia to Altoona June 18 for the Olympic bicycle trials consisted of E8 locomotives 4021-4020, office car 3, sleepers 11 and 8, office car 4, Bennett Levin's Pennsylvania 120, office cars 1 and 100, dome coach 55, conference car 12 and theater car 9.

PHILADELPHIA EXPRESS (Continued from Page 9)

CONRAIL's capital program for 1992 calls for \$500 million for track, equipment and facilities improvements, about the same as last year.....CONRAIL announced July 2 that it had terminated discussions with the CANADIAN PACIFIC regarding sale of the ex-Erie Southern Tier Line between Binghamton and Buffalo, NY. Conrail said that it will retain the line and spend \$7 million to improve service on the 210-mile route.....CONRAIL will serve as technical consultant to Pittsburgh-based Railroad Development Corp., which in June was awarded a 30-year concession to privately operate Argentina's 3,400-mile San Martin Railway. RDC's chairman is Chapter Member Henry Posner III.....SEPTA officials planned an August 5 tour of the proposed detour route over CONRAIL from "Newtown Junction" to "Zoo," using diesel #60 and two push-pull cars. There is renewed interest among rail advocates in providing direct service to 30th Street during next year's RailWorks shutdown..... CONRAIL in June began a series of public service print ads promoting such causes as the Philadelphia Free Library's Grand Slam Summer Reading Program, which is co-sponsored by the railroad.

Shortline News: UPPER MERION & PLYMOUTH will exclusively serve the new \$300-million printing plant opened last month by the Philadelphia Inquirer in Swedeland, Montgomery County. Newsprint and other traffic is interchanged with CONRAIL at Swedeland, site of the former Alan Wood steel plant.....A new shortline, the BRISTOL INDUSTRIAL TERMINAL, has taken over a mile of industrial track at Bristol, PA, connecting with the AMTRAK mainline at "Grundy" tower. Power is well-traveled ex-CANADIAN NATIONAL RS18 #22 and ex-Seaboard RSC2 #1102..... WILMINGTON & WESTERN suffered a fire on a wooden bridge near its Greenbank (DE) station on July 14, which forced a service suspension.

Jointly-managed MARYLAND & PENNSYLVANIA and YORKRAIL operated two shippers specials out of York, PA June 12, with YKR GP9 #1756 and MPA GP7 #1506 powering PV's Blue Ridge, Dover Harbor, Eagle Canon, Leonard J. Buxton and Pine Tree State. The next day a similar public trip was run with MPA's 1951-vintage SW9 #82..... Andrew Muller's newly-incorporated East Mahanoy & Hazleton Railroad has applied to take over ten miles of CONRAIL track in the Hazleton, PA area, connecting with Muller's READING, BLUE MOUNTAIN & NORTHERN (Sheila Dorr).BLUE MOUNTAIN & READING 4-6-2 #425 has emerged this season in a spiffy new royal blue paint scheme, said to be reminiscent of a one-time Reading scheme.....Anthracite Railroads Historical Society has announced plans to sell its ex-Louisville & Nashville Alco FA2 and ex-Pennsy RS3 to raise money for other restoration projects.

"PCC FAREWELL" TRIP SATURDAY, SEPTEMBER 12 - SEE PAGE 1

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