



CINDERS



DECEMBER 1992

IN THIS ISSUE

Philadelphia Chapter News.....	1-2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
ON THE SCENE, by El Simon.....	7
Extra List.....	8
Conrail Business Car Roster.....	9

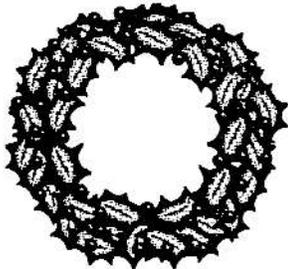
Volume 53 Newsletter of the Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101



Seasons Greetings

OUR MEETING:

FRIDAY, DECEMBER 18, 1992

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 (\$5.00 after 6 PM), or Parkway Garage, also 9th
above Locust (\$5.75 after 6 PM), Downtown Garage,
Walnut Street east of 10th (\$5.00 after 5 PM).

Our December 18, 1992 meeting features a special presentation by Noted Author and Railfan Dan Cupper, member of the Harrisburg Chapter, who will provide a presentation entitled "Horseshoe Heritage," a history of the Horseshoe Curve at Altoona, PA. Dan authored the commemorative booklet issued at the dedication ceremony held by the National Park Service earlier this year following the construction of the visitors' center.

The evening will begin 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, DECEMBER 15, 1992, to National Director Frank Tatnall at 215-828-0706. This is a strict deadline, and we ask that you please specify if you desire a fish dinner. There is no cash bar this year.

Looking forward into the New Year, the following programs are forthcoming:

JANUARY 15, 1993 - Frank Kozempel of West Jersey Chapter, "30 YEARS OF CHANGE IN SOUTH JERSEY"

FEBRUARY 19, 1993 - Annual Ray Muller Slide Contest

MARCH 19, 1993 - James L. Holton, author "The Reading Railroad: History of a Coal Age Empire"

APRIL 16, 1993 - J. William Vigrass, "Alaska 1959", slide lecture

MAY 21, 1993 - Harry Roecker, "SEPTA's Bridges"

JUNE 18, 1993 - Michael L. Burshtin and Russell Jackson, "SEPTA's N5 Car"

Take a break from your holiday shopping activities and bring a friend on December 18 to welcome Dan Cupper as he presents "Horseshoe Heritage."

NOW IS THE TIME TO RENEW YOUR MEMBERSHIP FOR 1993!

As of December 1 more than 200 members of Philadelphia Chapter had paid their dues for 1993. Anyone who has not yet done so is urged to return the renewal form in the pre-addressed envelope, together with a check for \$26.00 to cover both Chapter and national dues made payable to "Philadelphia Chapter NRHS." Spouse membership is \$3.00.

Additional spaces appear on the form for donations to the Chapter and/or National. This year especially the Chapter needs additional funds to complete the FP7 locomotive restoration project, which has proven very expensive.

Please mail all dues renewals to: David Kopena, Treasurer, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. The January issue of *Cinders* will be the last sent to members who have not renewed.

Philadelphia Chapter is currently the third largest in NRHS, with 448 members paying their national dues through the Chapter. This is nine more than the previous year. Let's keep this Chapter growing!

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.

COMMITTEE CHAIRS

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

PHILADELPHIA CHAPTER HOLDS 3RD PLACE IN NRHS MEMBERSHIP

In the latest report released by National on November 1, Philadelphia Chapter maintains its third-place ranking among all 163 chapters in terms of membership. The ten largest NRHS chapters are shown below, with the number of full members who pay their national dues through those chapters:

Central Coast (San Jose, CA).....	568
Bluewater Michigan (Royal Oak, MI).....	503
Philadelphia.....	448
Atlanta.....	386
Washington, DC.....	383
Pacific Northwest (Portland, OR).....	348
Ontario & Western (Middletown, NY).....	329
Intermountain (Denver, CO).....	328
Chicago.....	322
Baltimore.....	317

As of November 1 the Society had 17,421 chapter and associate members. With spouse members added, total membership exceeds 20,000. In addition to its regular members, Philadelphia Chapter also boasts 82 chapter-only members who pay their dues through another chapter.

Our goal is to reach 500 members. Everyone is urged to recruit new members for Philadelphia Chapter, and Membership Chair Sheila Dorr stands ready to assist. She may be contacted at: 2 Rock Glen Road, Wynnewood, PA 19096 (telephone 215-642-2830).

MEMBERS MAY PRE-REGISTER NOW FOR 1993 NRHS CONVENTION



The 1993 NRHS convention will be hosted by the Chicago Chapter in Chicago from July 21 to July 25. Among planned excursions are steam trips on Norfolk Southern and Union Pacific, a visit to the famed Illinois Railway Museum and traction trips on the Chicago Transit Authority and the Chicago, South Shore & South Bend.

Pre-registration is available for NRHS members only until February 15, at a fee of \$15 per person. This is the only registration fee required and will guarantee the first-class mailing of all convention materials including ticket order forms.

Those wishing to pre-register may use the form stapled into National Railway Bulletin #5, which was mailed in early November, or send name, address and membership number to: 1993 NRHS Convention, P. O. Box 53, Oak Park, IL 60303. Make check or money order for \$15 payable to "1993 NRHS Convention."

PHIL MUELLER RECOVERING FROM HEART ATTACK

Member Philip Mueller suffered a heart attack last month and underwent triple bypass surgery. We are glad to report that he is doing well, and would welcome cards and letters at his home, 35 Clemens Road, Doylestown, PA 18901-4864.

Phil has long been a regular attendee at Chapter dinners and meetings. The membership joins in wishing him a speedy recovery and return to NRHS activities.

CHAPTER BENEFITS FROM ANNUAL RAILRODIANA AUCTION

Philadelphia Chapter's annual auction held at the November 13 meeting produced a smaller volume of railrodiana this year, but still afforded the Chapter \$93.50 in revenue. Coordinator Larry Eastwood reports that a total of 46 lots were offered for sale by 15 members, with \$259.50 worth of merchandise changing hands and sellers taking home a total of \$166.00. President Mike Burshtin and Larry Eastwood served as auctioneers, assisted by Lynn Burshtin, Marie Eastwood and Frank Tatnall.

Chapter officers wish to express their thanks to all sellers, donors and purchasers for their contributions to the 1992 auction.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

In the wake of RailWorks, SEPTA's Regional Rail system has recovered some of its lost ridership but still lags well behind budget projections. Total operating revenues for the month ended October 24 (which included nine days of the RailWorks shutdown) were \$4.66 million versus \$5.33 million in the same year-ago period, a drop of 12.6 percent. Revenues also fell 7.6 percent below budget, indicating a problem which SEPTA attributes to the "poor regional economy." Weekday ridership is said to have plummeted to about 75,000 daily trips, the lowest level in several years.

Meanwhile, SEPTA has launched a series of radio commercials to lure new and former riders to the railroad. They feature a country-style singer who drives his "big red Oldsmobile" on congested Interstate 95, then is advised to "ride a car that doesn't get stuck in traffic" (a SEPTA car, of course). Billboards carrying the same message will sprout on I-95, the Schuylkill Expressway and Roosevelt Blvd.



DVARP has stepped up its campaign to convince SEPTA that it should provide alternate service during the second phase of RailWorks next year. The consumer group is urging that SEPTA operate up to a dozen diesel-hauled trains each day between origins in the northern suburbs and Suburban Station, utilizing CONRAIL tracks between Wayne Junction and "Zoo" interlocking. The aim is to minimize the mass defection of riders that occurred during the recent shutdown of the Mainline through North Philadelphia. DVARP, which has scheduled a meeting with top SEPTA officials for early this month, is trying to arrange for SEPTA to lease several of the METRA E9 locomotives recently released from Chicago commuter service, as well as surplus AMTRAK cars. SEPTA push-pull equipment would also be used in the diesel operation, similar to the rail shuttle tried out last September between Fox Chase and 30th Street.

SEPTA has decided to proceed with its long-discussed Overbrook heavy maintenance shop, estimated to cost \$52 million. Part of a \$200-million capital grant approved by the State Legislature late last month will be used for this project. The new shop is to be built on AMTRAK property in West Philadelphia.....Another Regional Rail project is a \$15-million plan to restore service on the West Chester Line from Elwyn to a new terminal at Wawa or Lenni, site of a SEPTA training center.....SEPTA also wants to install more welded rail on the Chestnut Hill West Line beginning next year, as well as replace the obsolete signal system. Cab signals would be installed on the #1 eastbound track--they already are in place on the #2 track.

SEPTA will issue new timetables for all Regional Rail lines effective December 6, replacing the separate weekday and weekend timetables dated October 4. Through Sunday service from Warminster and Fox Chase to center city will be restored with the new schedules.....The Daily News reports that SEPTA will lay off four engineers and 15 passenger attendants this month to cut costs. These are the first Regional Rail layoffs since SEPTA took over the system from CONRAIL in 1983.....SEPTA said last month that it would work with Radnor Township on a proposed \$1-million restoration of Radnor station. Cinders has called the century-old station perhaps the most dilapidated on the entire commuter system.....Controversy still surrounds a PennDOT proposal to build a large park-and-ride lot in Radnor Township alongside I-476, which would serve both the R5 commuter station and the nearby station on Route 100, the Norristown High Speed Line. Township officials and some local residents are opposing the plan.

SEPTA is readying a new Request for Proposals aimed at the privatization of its long-idle Newtown branch, the Record of Doylestown reports. A previous attempt last year brought only one response, and that one was unsatisfactory. A leading candidate is New Jersey Businessman Rodney Fisk, who proposes to use small railbuses over the 15.2-mile route between Fox Chase and Newtown. In addition to expected capital assistance from the Federal government, SEPTA has said that it would contribute the estimated \$250,000 it would save each year by discontinuing its present Newtown shuttle bus. An added option would be taking over operation of the former Bethlehem branch between Lansdale and Quakertown, which has been without passenger service since 1981.

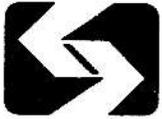
As in past years, SEPTA loaned 16 Silverliner IV cars to AMTRAK for the Thanksgiving rush. They operated in four-car sets on New York and Harrisburg runs out of 30th Street, including regular Harrisburg trains 609-612-614-615-616-617-618-621 on certain days during the holiday period.....SEPTA reinstated its special \$2 round-trip fare to and from center city for "Make It a Night" Wednesday evenings through December 23. The fare applies on all lines but the R1 Airport.....SEPTA ran a six-car "Santa Express" from Paoli to Market East on "Black Friday," November 27, and a four-car special from Chestnut Hill West. Both trains were made up of Budd Silverliner II cars. Specials were also run on the Market-Frankford Line from both 69th Street and Bridge-Pratt Terminals.

The engineer and two passengers on R5 train #531 were injured when the train struck a heavily-loaded dump truck at the Church Street crossing in Ambler on October 30. The lead MU on the three-car Doylestown to Paoli train, #114, was heavily damaged but the following cars, #113 and 270, were not. Sixteen uninjured passengers were transferred to another train and Mainline service was disrupted for over three hours.....R6 Norristown service had to be terminated at Miquon on the morning of November 23 because heavy rains flooded the tracks near Conshohocken station.....High winds on the night of November 12

PHILADELPHIA EXPRESS (Continued from Page 3)

blew a tree onto the overhead wires at Highland station on the Chestnut Hill West Line. Buses were substituted during the morning rush hour.....DVARP reports that a SEPTA consultant has studied the condition of the ex-Pennsy viaduct across the Schuylkill River at Manayunk, and found it to be structurally sound. But in order to reopen the bridge for rail service immediate repairs costing \$10 million are needed to arrest further deterioration and another \$10.5 million should be spent over the following decade. Demolishing the massive bridge would cost anywhere from \$30 million to \$60 million.

SEPTA Conductor John Ricciardi, a Chapter member, last month was honored with the Authority's Star Award for 16 commendations received from passengers on the Airport Line. The award was made by Chairman Clayton Undercofler and General Manager Louis Gambaccini.....SEPTA replaced the bridge over Old York Road in Elkins Park during the weekends of November 14-15 and 21-22. Buses handled passengers between Jenkintown and Wayne Junction.....With 15 of its older MU cars in storage, SEPTA has considered leasing some cars to Maryland's MARC system, but there has been no agreement. SEPTA also took a look at the METRA E9 diesels in Chicago, six of which MARC has now decided to acquire for its expanding services.....DVARP points out that SEPTA's R7 weekend timetable dated October 4 was not proofread very well. It shows NJ TRANSIT trains arriving at Trenton station to connect with SEPTA trains which have already departed. For instance, NJT Saturday train #7817 arrives Trenton at 12:03 PM to "connect" with SEPTA train #1716 which leaves at 11:58 AM! NJT's timetable shows no connections to SEPTA.



Last month General Manager Louis Gambaccini announced that he would streamline SEPTA's top brass by eliminating a layer of management. Effective November 23, the position of Chief of Operations Charles W. Thomas was blanked and the five assistant general managers who run the operating divisions now report directly to Gambaccini. Thomas was reassigned to the job of AGM-Safety & Risk Management, replacing George Hague who now heads the Surface Division. Hague in turn replaced Jeffrey McCormick, who became Gambaccini's special assistant for environmental compliance. Hal Davidow moved from AGM of the Subway-Elevated Division to AGM for Planning & Development and is replaced by Judith Pierce, formerly AGM-Administration. (Pierce retains authority over SEPTA's police force.) Kyra McGrath, director of project development & coalitions, replaced Pierce when McGrath's former job was eliminated.

Meanwhile, SEPTA continues to worry over the steady erosion of ridership on all of its divisions. In October City Transit Division revenues were 3.7 percent below budget and total revenue for all divisions fell 4.8 percent below budget. For the first four months of the current fiscal year SEPTA revenues of \$99.8 million were 2.5 percent below budget, leading to a deficit of \$2.3 million even after subsidies were received. "We are concerned about it but we're not (yet) alarmed," said Chief Financial Officer Feather Houstoun. However, groups such as DVARP fear that SEPTA's recent service cuts, resulting from budget constraints, have accelerated the downward trend, and could lead to a spiral of more budget and service cuts and further ridership losses. SEPTA in September reduced transit service by about five percent and with the end of RailWorks in October trimmed both weekday and weekend service on the Regional Rail system.

Chapter Member Bob Abrams' unfavorable comments about SEPTA in the autumn issue of New Electric Railway Journal have caught the attention of senior SEPTA management. One notable comment was this: "Morale among the Authority's non-union employees has hit rock bottom...they have been given a total of 13 days in unpaid furloughs during FY 1993." He concluded his column with the statement that "Some of SEPTA's thinking appears to be stuck back in the 1950's, in what is arguably the worst-run major system in the U.S. at this time." In response, Abrams was invited to journey from Washington to Philadelphia on November 6, when he met with General Manager Gambaccini, Deputy GM Howard Roberts and other officials. It is understood that they offered him voluminous data aimed at refuting his charges.

With last month's election of Bill Clinton as President, SEPTA and other mass transit agencies are anxiously awaiting the effects of Clinton's oft-stated pledge to boost government investment in the nation's infrastructure. One immediate question is whether the new Administration and Congress will fully fund the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transit appropriations for FY 1993 total \$3.8 billion, in contrast to the \$5.2 billion authorized by ISTEA. Railway Age notes that current funding includes \$721.8 million for new rail starts, \$73 million of that for New Jersey and \$700,000 for Philadelphia. Some \$666.2 million is earmarked for rail modernization.

"Employer Trip Reduction Program" is a phrase which strikes terror in the hearts of many employers in the Delaware Valley--and soon will in their employees who drive to work. ETRP is mandated by the Federal Clean Air Act Amendments of 1990 which will require at least a 25-percent increase in average vehicle occupancy rates among commuters driving to work in the five-county area between 6 and 10 AM. Regulations covering the ETRP are expected to be issued in late 1993 by the State Department of Environmental Resources, and employers will be required to reach the 25-percent target by 1997. Several public meetings have already been held to explain the program, and several firms complained that their locations made the use of mass transit and carpools impractical. Nonetheless, the need to reduce auto emissions in this "severe non-attainment region" makes it likely that SEPTA will have some role in helping control ozone and smog pollution. Already, Philadelphia officials are pushing for a separate zone for the City, where the large mass transit network will make the job of compliance much easier and--they hope--help to attract businesses back into Philadelphia. Even so, the estimated cost of implementing the program in the five-county area is \$75 million per year.

During the Christmas season SEPTA's green-and-cream PCC cars operate on weekends and Wednesday nights in Chestnut Hill, and are now complete with green-and-white destination signs and "Chestnut Hill Trolley" logos on their sides. A four-mile round-trip on Route 23 trackage between Chestnut Hill loop and Germantown depot may be had for one fare or an all-day pass.....Member Bill Polk corrects the report here last month on the transit map recently issued in Montgomery County. Actually, there are three of the colorful map-guides, one each for the North Penn, Norristown and Eastern areas, all issued jointly by SEPTA and the County Planning Commission.

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

.....DVARP reports that, in response to pressure from the City and community groups, the SEPTA board has established a light rail committee chaired by Philadelphia State Representative and Board Member Gordon Linton. SEPTA recently named Kim Scott Heinle to the new post of chief officer-light rail.

SEPTA's N5 car #451 is again out of service, a year and a half after its delivery by ABB Traction. The car will soon be fitted with new trucks and renumbered into the T30-155 series chosen for the 26 new N5's. The second car--actually the first production unit--is now expected from Morrison Knudsen's Hornell (NY) plant by March 1993.....SEPTA plans to combine bus routes U and 108 to form a through route between 69th Street Terminal and the Airport. This is far from a new idea, however. Back in 1959 Red Arrow Lines inaugurated Route M bus service between 69th Street and the Airport, via Lansdowne and Darby.....Twenty-two passengers and the driver were injured on November 12 when a SEPTA Route 84 bus crashed into a front-end loader at a construction site on State Road near Rhawn Street in the Northeast.

It is well-known that SEPTA is searching for a new site for its headquarters offices. Up to 250,000 square feet is needed to accommodate 1,300 workers now occupying leased space in three buildings and in two SEPTA-owned locations. SEPTA pays \$3.9 million a year for the leased space. SEPTA is still considering seven different sites, but is known to be seriously looking at 3198 Chestnut Street or at erecting a new building on 10th Street in the Gallery area.....At last report, those new City-installed escalators at 15th & Market Streets were still not working.....SEPTA has contracted for the renewal of the Broad Street subway express tracks between Erie and Walnut-Locust stations, working beginning in January and lasting for 18 months..... A man fell or jumped in front of a northbound Broad Street train at North Philadelphia station on October 30. Not surprisingly, he was killed.....An off-duty SEPTA police officer killed his former fiancée and then shot himself to death on November 16 in the parking lot of a Days Inn in Bensalem Township.....PBS is preparing a documentary TV program on General Motors-owned National City Lines. Several interviews were conducted last spring in Philadelphia.



AMTRAK's X2000 high-speed train came to Philadelphia at 12:25 PM on November 28. Running under its own power from Washington, the sleek, electrically-powered train arrived at 30th Street Station with several Amtrak officials and technicians aboard. The following week it began testing its "tilt" mechanism on the Harrisburg mainline, particularly around the curves at Gap, PA. The five-car set consists of rakishly-streamlined locomotive #2013, trailer cars #2609, 2718, 2719, 2810 and cab control car #2511. Dressed in Swedish State Railways paint instead of standard Amtrak livery, the entire train is highlighted by two blue stripes running along its sides, except for a red stripe along the dining section. The locomotive and cab car are set off with white trim. At 30th Street, Channel 6 TV interviewed Chapter Member Ed Lombardi of Amtrak.

Built in Sweden by Asea Brown Boveri, the X2000 is leased from Swedish Railways for nine months to evaluate its ability to run at increased speeds on AMTRAK's Northeast Corridor, especially in the curvy sections east of New Haven. Since its arrival by ship in Baltimore on October 20, the train has been testing on the Corridor out of Washington, mostly at night, and will resume high-speed testing after completion of the Harrisburg trials. It will then go to New England for further tests using two of Amtrak's specially-modified RTL turbo units. Revenue service should begin on Metroliner runs between New York/New Haven and Washington about February 1. Negotiations continue for the future lease of an ICE high-speed train from German Federal Railways.

AMTRAK cut in centralized control of its mainline from "North Philadelphia" to "Morris" interlocking at Morrisville effective November 16, with the new CETC Section 6 dispatcher in charge of all switches and signals from the CETC center at 30th Street. "North Philadelphia," "Zoo" and "Penn" remain as manned block and interlocking stations. At the same time, the division post between the Philadelphia and New York Divisions was moved from milepost 76 at "Holmes" to the western limits of "Morris" interlocking. "Holmes" and "Grundy" towers were closed....."Park" tower at Parkesburg has been reopened on weekdays because of overhead bridge construction east and west of Coatesville.

AMTRAK has ordered 24 additional AMD-103DC diesel locomotives from General Electric, for a total of 46 of the 4,000-hp units. Of these, 37 are scheduled to be delivered in 1993 and the balance in 1994, plus ten 3,200-hp AMD-103DC-DP diesel-straight electric units (Lake Shore Chapter Timetable).....AMTRAK's three experimental RoadRailer trailers have been shipped from storage at Beech Grove, IN to the Transportation Test Center at Pueblo, CO for further testing.....In addition to the 16 MU's borrowed from SEPTA for the Thanksgiving weekend rush, AMTRAK also used six five-car sets of MARC equipment between Washington and New York.....AMTRAK AEM-7 #947 was spotted in service last month with a fresh paint job but without the usual "Amtrak" lettering on its carbody.

It now seems unlikely that a new baseball park will be built on AMTRAK property north of 30th Street Station, the Inquirer reports. Amtrak would rather see this valuable site used for commercial development.... After a four-year absence, automatic teller machines will soon return to 30th Street Station. Two machines will be installed under an agreement between CoreStates Bank and AMTRAK.....Sperry rail testing cars #119 and 141 were seen in November operating on AMTRAK.....Each day AMTRAK refuels its locomotives on trains 41 and 43 at the CONRAIL fuel pad in Harrisburg rather than in Philadelphia.....AMTRAK F40 #351 was at CONRAIL's Juniata shop in Altoona last month for electrical work.....An AMTRAK track foreman was killed November 5 when he was struck by train #80 Carolinian near Bristol.

Early next month CONRAIL will begin taking delivery of 30 SD60M locomotives from General Motors' London (Ont.) plant, the first GM widenose models for CR. The 3,800-hp units will be followed later in the year by 15 more SD60M's equipped with electronic consoles and slow-speed controls for loading coal trains. Road numbers will be 5500-5544. The last unit will have a special "isolated" cab designed to reduce ambient noise....

PHILADELPHIA EXPRESS (Continued from Page 5)

.....CONRAIL in 1993 also will receive 30 wide-nose C40-8W locomotives from General Electric, these 4,000-hp units to be numbered 6150-6179.....As of mid-November CONRAIL had reactivated a total of 70 retired units, including GP40's, SD40's, U23B's and--surprise--GP30's #2175 and 2185! This raised CR's road locomotive roster to 1,760 before delivery of the new units.



CONRAIL announced last month that it is considering a joint venture with old rival NORFOLK SOUTHERN to market domestic intermodal services. The railroads would be equal partners in a new organization to be run by Triple Crown Services, the NS subsidiary which has successfully managed a RoadRailer network for the past six years. Triple Crown expects to extend its RoadRailer intermodal service to Harrisburg and North Jersey next spring over Conrail lines.....On November 20, two days after the joint venture was announced, the Wall Street Journal ran a front-page article extolling CONRAIL's recent financial performance. The story, entitled

"Highballing along: After sharp cost cuts, Conrail is resembling a growth company," spotlights the low-key management style of Chairman & CEO James A. Hagen.....CONRAIL is the best-run company in the railroad industry, according to an analyst with the Morgan Stanley investment firm.

In the waning days of its special session last month, the Pennsylvania Legislature appropriated \$38 million to help pay for clearance improvements on main railroad lines across the State. CONRAIL has insisted that pushing overhead clearances up to 20 feet eight inches will pay big dividends to Pennsylvania industries and workers, and therefore the State government should share in the estimated \$81-million cost of the project. The increased profile will allow Conrail, CANADIAN PACIFIC and CSX to handle double-stacked high-cube containers in Pennsylvania, as well as other oversized shipments. While the railroads would pick up more than half the total cost, the State is to pay for most of the work on Conrail's Reading-to-Philadelphia mainline which is shared by CP. The Inquirer reported that one condition attached to the State money is that all railroads must reach the Port of Philadelphia "under reasonable rates and terms." A last-minute lobbying effort by the Teamsters Union to thwart the appropriation failed, because lawmakers were convinced that the rail improvements would ultimately produce more, not fewer, trucking jobs.

CONRAIL intends to start service on the newly-revived Stony Creek branch between Norristown and Lansdale sometime this month. The Public Utility Commission has ruled that trains may begin running before the promised automatic crossing protection has been installed, as long as the trains are flagged across each highway on the ten-mile branch (Joe Boscoe).....CONRAIL has been given permission to abandon the former Philadelphia & Thorndale branch between Frazer and Thorndale, PA. The ten-mile, single-track line has been out of service for two years. Paralleling the AMTRAK mainline to Harrisburg, the P&T boasted two notable structures: the through-truss bridge across Amtrak at Whitford--featured in a PRR calendar painting--and the high viaduct across the Brandywine near Downingtown.

CONRAIL's move to its new headquarters at Two Commerce Square, Philadelphia, to be completed this month, will mark the first time that all 3,000 local employees have been located in the same building. Conrail will occupy 27 floors of the 41-story building.....CONRAIL test car #20, an ex-New York Central lightweight, will be retired and former-NYC office car #2 converted for test service.....CONRAIL is renumbering its signals on ex-Reading mainlines to indicate the next milepost east, the track number and direction of traffic. For example, former eastbound signal 171 on track #2 near West Conshohocken was renumbered 132E. Certain other signals are removed from service or relocated.....The dragging equipment detector at milepost 12 on the Harrisburg Line which announced "Woodlane" on the radio was moved to milepost 14.2 and changed to announce "Conshohocken".....CONRAIL has introduced a new personal computer program called "Access" which customers can use to check rates or trace shipments (Traffic World).....Having recently rebuilt five ex-CSX GP16's for the U.S. Army, CONRAIL's Juniata shop has a new contract to rebuild five more GP16's for the Army.



NJ TRANSIT said last month that it has completed negotiations with AMTRAK and PATCO to permit direct NJT rail service between Philadelphia and Atlantic City. Beginning next spring, NJT expects to operate six daily round-trips between 30th Street Station and the shore resort. Ten more round-trips between Cherry Hill and Atlantic City will be scheduled as soon as a new station can be built near Garden State Race Track.....An organization known as the Bucks Hub

Conference has proposed that NJT extend its New York-Trenton trains to a new hub center to be built at the junction of I-95 and U.S. 1 in Lower Bucks County. These trains would run over six miles of CONRAIL's ex-PRR Morrisville Line (the "Trenton Cut-Off") to a \$100-million commercial center at Woodbourne, where the Cut-Off crosses above the former Reading route which carries SEPTA's R3 West Trenton trains. SEPTA is also studying the possibility of running a Cross County Metro service along the Morrisville Line between Morrisville and Downingtown.

NJ TRANSIT's board has approved a \$768.9-million operating budget for FY 1993 that will maintain current fares and service levels. But NJT received only half of the \$67-million increase in funding it requested from the State Legislature (Jersey Central News).....NJT has awarded a \$110-million contract to ABB Traction for the overhaul of 130 Arrow III electric MU cars. This is an extension of a 1989 contract for rebuilding 100 Arrow III cars, with the complete order worth more than \$200 million. Included in the upgrading is the installation of AC propulsion systems. NJT recently took delivery of the first 12 cars overhauled at ABB's Elmira Heights (NY) facility (Railway Age).....United Railroad Historical Society will donate ex-NJT GG1 electric locomotive #4876 to the B&O Railroad Museum in Baltimore. The 4876 became famous in 1953 when it ran away with the PRR's Federal express and crashed into Washington Union Station (Jersey Central Chapter News).

Neighbor Wilmington Chapter is celebrating its 25th anniversary this year.....Member Joe Mannix's artwork on the 100th anniversary of electric traction in Philadelphia (see elsewhere this issue) was used on the flyer for the Philadelphia National Stamp Exhibition in October.....Todd's Hobby Shop, long an institution



Amtrak's Thanksgiving holiday period did not feature a special public holiday schedule, due to financial constraints. Instead, a special schedule was prepared for employees only, in the following sections: 1) New York-Boston; 2) Springfield-New Haven; 3) Philadelphia-Atlantic City; 4) Philadelphia-Harrisburg; and 5) New York-Washington. The schedules included times by interlockings, just as in the employee timetable (except they didn't show points not served by Amtrak trains, such as Torresdale). Bear in mind, too, that even "regular" trains often had their running times lengthened during this period. We'll review Amtrak's busiest weekend of the year in our January column.

Reports indicated that ten "clocker" coaches stored since April would be temporarily restored to service for the holiday season, after which, it is believed, they'll be sold to MARC to provide additional capacity.

North Carolina's second train will begin service next fall, using State-owned equipment, and running from Charlotte to Raleigh. It will operate westbound from Raleigh in the morning and return in the afternoon, running opposite Amtrak's through-routed Carolinian.

Another casualty of Amtrak's current budget problems has been the rate at which Beech Grove is overhauling cars and locomotives. On October 20, 287 employees at this facility were laid off.

VIA Rail Canada did convert the first trainset of the Ocean to HEP equipment in October and now hopes to convert the second trainset before Christmas. Because no Daynifers are included in the HEP program, the car on this line is a standard coach with blanket service. A Skyline dome replaces the cafe-lounge and sleepers are all Chateau-series type cars with sections, duplex roomettes, bedrooms and a drawing room.

On November 1, 29 cars remained to be sent into the shops with five more due in before Christmas. After the holidays, cars will be going in on a schedule of one car per week, with the last three cars going in June.

The fastest Montreal-Toronto (Trains 166-167) offers enhanced club service at a surcharge. VIA 1 services offered include champagne and hors d'oeuvres.

Los Angeles' Metrolink commuter rail service began operation on October 26. The first three lines connect Los Angeles with Santa Clarita (Saugus), Montclair (and eventually to San Bernardino) and Ventura County (Moorpark), with three, five and four rush-hour trains respectively. They arrive between 6:20 and 8:55 AM and leave downtown between 3:45 and 6:25 PM. Free buses link Union Station and downtown, but on December 21, the first segment of Los Angeles' new subway will open, making for a quick, easy commute.

Initially, most trains consisted of a GMD F59PH locomotive, two trailer coaches and a cab control car. However, four- and five-car sets of the GO Transit-style cars were noted. By early November, 57 of the new cars had been delivered, with 39 remaining. The fleet will consist of 32 cab cars and 64 trailer coaches.

Next April, service will begin to Riverside, and by December, 1993 trains will operate via the San Diegan line to Oceanside. Train service is expected to reach San Bernardino next spring, as well.

While the Reading Company was well-known for its modern G-3 Pacifics and T-1 Northern's, the railroad's first "oil-electric" locomotives, 600-hp box cabs 98 and 99, date from June, 1926 and March, 1928, respectively. Production EMC switchers 10-15 came in 1936.

With the 1948-built G-3 Pacifics only two years old, Reading received its first passenger diesels in May-June, 1950, when FP7's 900-905 arrived. The next year saw the first freight road-switchers and passenger Baldwin AS16's 560-563 come along in September 1951. The year 1952 brought FP7's 906-907 (September), Alco RS3's 460-475 (April-May) and GP7's 660-666 (June). These 25 locomotives replaced the last Reading "domestic" passenger assignments, sending the best of the Pacifics to the Pennsylvania-Reading Seashore Lines.

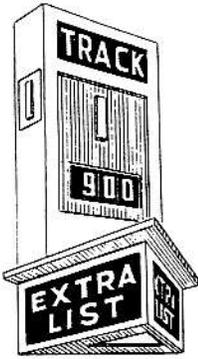
Only eight more passenger diesels arrived. In October 1953, Fairbanks Morse Train Masters 860-861 began service (Reading was the second road after Lackawanna to place these bruisers in passenger service). Six more, 862-867, arrived in November-December 1955. It seems to me that one of the 860's was used to replace two smaller units.

Jersey Central, of course, also operated its own locomotives in passenger assignments over the Reading, usually pairs of Alco RS3's and later its Train Masters. I do remember, though, seeing the famous double-ended Baldwin road units as well.

As we close out this year, exactly 35 years have passed since the day when the Pennsylvania Railroad's last scheduled steam-powered passenger train arrived in Camden from Pemberton, NJ.

By late 1957, the PRR had done a major job on its "east-west" trains. Gone were all of the sleeper-observations, except on the Broadway Limited, where they'd remain another ten years. Oddly enough, the only train with a coach-observation was a so-so Philadelphia-Pittsburgh round-trip which had replaced the Pennsylvania's Aerotrains. There were, however, several amenities still provided to coach passengers on the very best trains. The Penn Texas, of course, had the distinctive recreation cars (no doubt without the newsreels by then).

(Continued on Page 8)



DECEMBER 12, 1992: "Home for the Holidays" program at Railroad Museum of Pennsylvania, Strasburg, 7 to 9 PM. During the tour, visitors will board historical railroad cars and meet characters playing the roles of passengers and employees during Christmas homecomings of years past. Regular Museum admissions apply: \$5 adults, \$4 senior citizens, \$3 youths. For further information, telephone 717-687-8628.

DECEMBER 12-13: Greenberg's Great Train, Dollhouse & Toy Show at Philadelphia Civic Center, 34th Street below Spruce, 11 AM to 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 railroadians, and distribution of membership information.

DECEMBER 12, 13, 19, 20: Annual "Santa Claus Specials" on Penn's Landing Trolley, leaving hourly from Columbus Blvd. & Dock Street, Philadelphia, 10 AM to 5 PM. Two-car train will be decorated for the season, including live Christmas tree on board, and Santa Claus will ride all trips. Fare: \$2.50 per person. For reservations and information, telephone 215-627-0807.

THROUGH DECEMBER: "Works: Photographs of Enterprise," an exhibition of industrial photographs in the Delaware Valley area, at Hagley Museum's Henry Clay Mill Gallery, Wilmington, DE. Among five important enterprises included are Baldwin Locomotive Works, SEPTA and Lukens Steel. Hours: 9:30 AM to 4:30 PM daily (closed Christmas Day and New Year's Eve). Regular admission charges apply. For further information, telephone 302-658-2400.

THROUGH JANUARY 10, 1993: "A Brandywine Christmas" at Brandywine River Museum, U.S. Route 1, Chadds Ford, PA, includes operating "0"-gauge model railroad display with more than 2,500 feet of track. Hours: 9:30 AM to 4:30 PM daily (closed Christmas Day). Admission: \$5 adults, senior citizens \$3.50, children (6-12) \$3. For further information, telephone 215-388-7601.

FEBRUARY 20: 4th annual EastRAIL, exhibition of multi-media railfan slide programs sponsored by Jersey Central Chapter NRHS, at Chatham High School auditorium, Chatham, NJ. Presenters include noted Photo Journalist Ted Benson, NRHS Members Steve Barry and Mitchell Dakelman, the latter with a three-dimensional slide show. Programs extend from 11 AM to 7 PM. Admission: \$12 adults, \$8 age 16 and under. Tickets ordered before January 15 are \$10 and \$6 respectively. Order tickets from: EastRAIL '93, c/o JCRHS, P. O. Box 700, Clark, NJ 07066, making checks payable to "Jersey Central Railway Historical Society" and enclosing stamped, self-addressed envelope.

PHILADELPHIA EXPRESS (Continued from Page 6)

in Upper Darby, closed its doors last month.....READING, BLUE MOUNTAIN & NORTHERN was the subject of a feature article in the November issue of Railway Age.....State Senator Vincent Fumo of Philadelphia has dropped his threat to block funding for PATCO. A Port Authority board member, Fumo had said in October that he would stop the transfer of bridge-toll funds to the rail line unless the Authority agreed to pay the City of Philadelphia millions of dollars in past rentals for PATCO's use of the City-owned Locust Street subway.

Congress has passed legislation reauthorizing rail safety programs for another two years. The law requires railroads to install two-way end-of-train devices on all through freight trains without cabooses, unless they travel at less than 30 mph. Front-end "alerting" lights may also be required on new and rebuilt locomotives.....The Brotherhood of Locomotive Engineers is seeking changes in the rules for certification of engineers, and the Federal Railroad Administration agrees that some changes are needed (Traffic World).....CSX has ordered 54 more CW40-8 locomotives from General Electric for 1993 delivery, to be numbered 7846-7899. These supplement the 28 units (7818-7845) being delivered this fall (Lake Shore Chapter Timetable).....CSX and CANADIAN PACIFIC have reached tentative agreement on a new intermodal service between the Port of Baltimore and Canada, to be routed via Philadelphia (AAR Rail News Update).

To all loyal readers, I wish Holiday Cheer and a Happy New Year!

ON THE SCENE (Continued from Page 7)

The five Altoona-built baggage-lounge cars (6695-6699) were still on the Spirit of St. Louis (where they had run since the train was combined with the Jeffersonian) and on the Cincinnati Limited (where they had replaced coach-bar-lounges 1151-1152. These had replaced end-train observations on the South Wind).

Altoona had built five square-end observation-tavern cars after World War II. With the Jeffersonian and Trail Blazer gone, these cars were modified for mid-train operation and assigned to the Liberty Limited and General-Trail Blazer.

Four mid-train cafe-lounges (including two rebuilt from round-end cars in 1953) ran on the Manhattan Limited. They would finish up their days in commuter service in North Jersey.

Tracking the introduction of new equipment and the reorganization of service is one of the interesting by-products of the PRR passenger car roster I've been researching.

HAPPY NEW YEAR FROM PHILADELPHIA CHAPTER!

Conrail Business Car Roster

(Corrected to December 1, 1992)

CAR NO.	TYPE	BUILDER/YEAR	PRIOR OWNER/NAME/NUMBER
1	Office car (HW)*	Pullman 1920	Pullman Shannon, 1816; SOU 3102, 10, 3 (to CR 1982)
2	Office car (HW)*	Pullman 1930	NYC 5; PC 5, 6, 5
3	Office car (HW)*	Pullman 1928	MC 1; NYC 10; PC 2
4	Office car (HW)*	Pullman 1927	Pullman; SOU Tennessean, 4 (to CR 1983)
8	8-bedroom sleeper (HW)	Pullman 1917	Pullman <u>Penvir, Windsor Castle</u> ; SOU 2458, 1041; CR 24 (to CR 1983)
9	Theater car (LW)	P-S 1954	CN 428; VIA 428; CR 23 (to CR 1982)
10	Inspection car (HW)*	Pullman 1925	Pullman <u>Queen Elizabeth, Hudson River</u> ; NYC <u>Kalamazoo River, Victoria Park</u> , 30; PC 30, 76; CR 76
11	10-5 sleeper (LW)	P-S 1954	Erie Spirit of Youngstown; EL same
12	Conference car (LW)	Budd 1952	PRR Baron de Kalb; PC 7138
20	Test car (LW)	P-S 1940	Pullman <u>Chicopee Falls</u> ; NYC 10597, 10648, X-23417, PC 23417
21	Track geometry car (HW)*	Pullman 1924	ATSF 32, 55 (to CR 1983)
22	Rail analyzer car (LW)	P-S 1939	Pullman <u>American Milemaster</u> ; SP 400, 9500; EMD ET-800 (to CR 1985)
24	Support car (LW)		PTMS 100 (Pittsburgh Transportation Museum Society)
27	Coach (LW)	Budd 1947	NYC 2949; PC 2949; AMTK 5667
50	Power car		CR (50-foot boxcar)
55	Dome coach (LW)	Budd 1954	ATSF 552; Auto-Train 514; CSS 552 (to CR 1988)
100	Office car <u>Boston</u> (HW)*	Pullman 1911	N&W Pocahontas; NS 100 Pocahontas (to CR 1988)
2537	16-duplex-roomette-4-bedroom sleeper	Budd 1954	B&O 7110-Wren; SCL 6707; AMTK 2017, 2537 (to CR 1988)
5671	Coach (LW)	Budd 1947	NYC 2955; PC 2955; AMTK 5671

CARRIER ABBREVIATIONS

AMTK - Amtrak
 ATSF - Atchison, Topeka & Santa Fe Ry.
 B&O - Baltimore & Ohio RR
 CN - Canadian National Rys.
 CSS - Chicago, South Shore & South Bend RR
 CR - Consolidated Rail Corp.
 EL - Erie Lackawanna Ry.
 EMD - Electro-Motive Division
 MC - Michigan Central RR
 NGW - Norfolk & Western Ry.
 NS - Norfolk Southern Corp.
 NYC - New York Central System
 PC - Penn Central Transportation Co.
 PRR - Pennsylvania RR
 SCL - Seaboard Coast Line RR
 SOU - Southern Ry. System
 SP - Southern Pacific Co.
 VIA - VIA Rail Canada

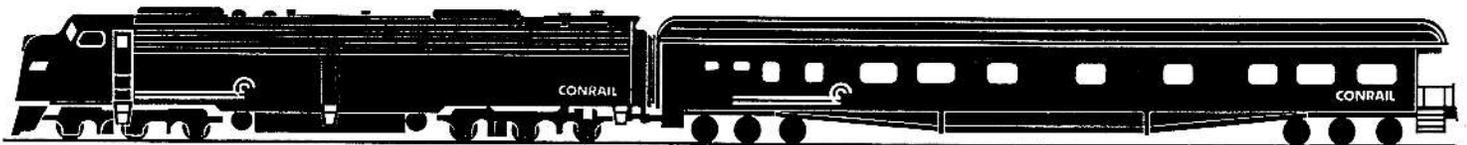
BUILDER ABBREVIATIONS

Budd - Budd Co.
 Canadian - Canadian Car & Foundry Co.
 Pullman - Pullman Car Works/Pullman Car & Mfg. Co.
 P-S - Pullman-Standard Car Mfg. Co.

SOURCES

Conrail
 El Simon

* - Open-platform car
 HW - Heavyweight car
 LW - Lightweight car



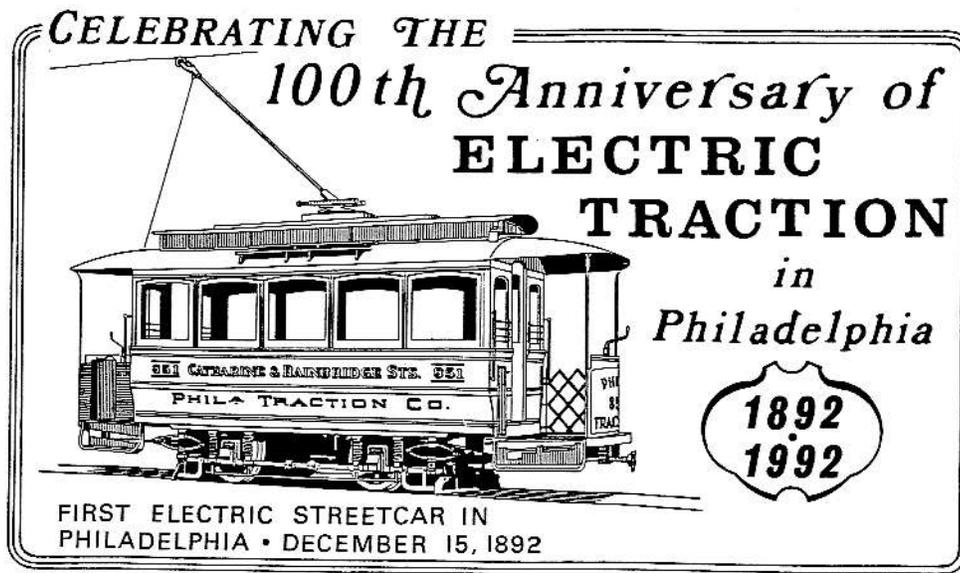
BOOK OF GRIF TELLER CALENDAR ART READY FOR PUBLICATION

Crossroads of Commerce: The Pennsylvania Railroad Calendar Art of Grif Teller will be published this month. The 184-page book, with text by Dan Cupper and color photography by Ken Murry, contains a foreword by Amtrak President W. Graham Claytor, Jr.



The book contains more than 200 photos, 150 in color, depicting all of the paintings which Grif Teller produced for PRR calendars, and many of his other works. A special pre-publication offer is available until December 31, 1992, at a price per copy of \$56.50 plus \$3.00 per book for UPS charges. The price after December 31 will be \$69.50. Orders may be placed with Great Eastern Publishing, P. O. Box 246, Richmond, VT 05477 (telephone 800-356-0246). Mark Smith is the publisher.

Author Dan Cupper, who serves as historian for the Harrisburg Chapter, will be Philadelphia Chapter's guest at its December 18 meeting. He may have copies of his new book available for sale.



Artwork by JOSEPH M. MANNIX

TV 12 SEEKING PHOTOS FOR NOSTALGIA PROGRAM

Public Television Station WHYY Channel 12 has begun production of a program tentatively titled "Things That Aren't There Anymore," to be broadcast next spring. The *Inquirer* reports that the show will cover Philadelphia area landmarks and institutions that no longer exist, but are fondly remembered, such as old-time trolleys, ferries, amusement parks, railroad stations, etc.

The producers are looking for photos, memorabilia and even home movies about long-gone treasures. Anyone having such material who would be willing to lend it to Channel 12 for possible inclusion in the show should call Ed Cunningham at WHYY, Philadelphia (215-351-1233).

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