

CINDERS

September 1992



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Volume 53

Newsletter of the

Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

FRIDAY EVENING, SEPTEMBER 25, 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 7:45 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 MEETING:

Our September 25 meeting will feature our annual recapitulation of the summer's rail activities, in the form of a member participation slide show. Members are encouraged to bring a limited number of slides of particular rail activities they participated in or visited during the Summer of 1992. Coverage of the NRHS convention at San Jose and related side activities are expected to be among topics screened.

The usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, SEPTEMBER 22, 1992 to National Director Frank Tatnall at 215-828-0706. This is a strict deadline, and we ask that you specify when ordering if you desire a fish dinner. There will be no cash bar this year.

Start off the new meeting year on the 4TH FRIDAY, September 25 and enjoy a fine evening of members' slides of an active railroading summer.

CHAPTER FP7 UPDATE

Restoration work has continued throughout the summer on Philadelphia Chapter's FP7 diesel locomotive Reading 903 as a joint effort with Lancaster Chapter and their FP7 Reading 902. At present the exterior body work is basically complete, with all of the replacement side panels installed. Work has been concentrated this summer on the restoration of the interior, including new cab flooring.

The hectic tank car inspection and repair work at Amherst Industries of Landisville, PA, where the units are stored, is finally easing up, allowing Amherst to allow scheduling of the exterior painting, which may be accomplished during October. Based upon historical research, a color formulation was made in duPont Imron polyurethane for the elusive Reading green color stripe, and color samples were sprayed out and found to be acceptable.

Both Chapters' units were unfortunately the victim of vandalism during early August. Someone broke into the locomotives, and was able to connect previously disabled control wiring to start up the prime movers. Since the units have been sitting for some time and the oiling systems were not pre-lubricated prior to startup, some damage to engine bearings may have occurred. Our insurance carrier is coordinating an inspection of the engines, and a police investigation is continuing at this time, but no arrest(s) have been made.

CHAPTER MEMBERS WHO ATTENDED CONVENTION TOTAL 30

Supplementing the item in August Cinders, the Editor has been informed that Member Bill Losse also attended the NRHS national convention in San Jose during July. This brings to 30 the total number of Philadelphia Chapter members who registered at the convention--a very respectable showing!

NOTE OF THANKS

Chapter President Michael Burshtin wishes to thank the many members for their cards and get-well wishes during his recent surgery and recuperation. He was hospitalized on Sunday, August 23 with severe pancreatitis, resulting in surgery on August 26 to remove a badly diseased gall bladder. (Ed. Note -- This appears to be an occupational hazard for Philadelphia Chapter presidents!)

Mike expects to return to his position at SEPTA by mid-September.

September, 1992

CINDERS

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

CHAPTER OFFICERS

President..... Michael L. Burshkin
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.

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be directed to the President at P. O. Box 7302, Philadelphia, PA 19101-7302.

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

REPORT FROM NRHS DIRECTORS MEETING IN SAN JOSE

by Frank Tatnall, National Director

Seventy chapters including Philadelphia were represented at the summer NRHS board of directors meeting held July 24 in San Jose, CA.

Among actions taken were the admission of the new United Kingdom Chapter with 52 members based in London, England, and the awarding of grants to the Rio Grande and Western Maryland Chapters for rail historical projects.

Several announcements were also made:

- o In spite of rumors to the contrary, President Wood said that a national dues increase was not now being considered
- o Collis P. Huntington Chapter cleared a \$50,000 surplus on last year's national convention, of which National received \$6,500
- o NRHS and Locomotive & Railway Preservation Magazine have reached agreement on a \$2.50-per-year discount for NRHS members on L&RP subscription rates, which will apply to existing as well as new subscribers
- o Beginning October 1, the NRHS library will no longer charge rental fees to chapters for films and videos borrowed from the Library
- o Responses from a recent survey of chapter presidents and national directors have been compiled, with all but 19 chapters participating
- o The Society is looking into the possibility of producing a professional video aimed at attracting new members
- o President Wood has received an advance copy of the video on the orphan trains, produced by Julie Mallozzi of Harvard University with the help of a grant from NRHS
- o A fax machine will be obtained for the National office in Philadelphia, along with fireproof cabinets for the storage of rare and valuable publications
- o Negotiations are continuing toward a conclusion with Philadelphia Chapter Member Janet Potter for NRHS sponsorship of a documentary film on railroad stations, to be produced for public television
- o Attorneys for the City of Schenectady, NY have confirmed the validity of a long-standing contract with NRHS for the custody and administration of the Alco Historic Photos Collection.

The next directors meeting will be held November 8 in Lexington, KY, hosted by the Kentucky Central Chapter, at which time officers for the year 1993 will be elected.

Some of the above information was drawn from NRHS News, issued monthly by Chairman V. Allan Vaughn.

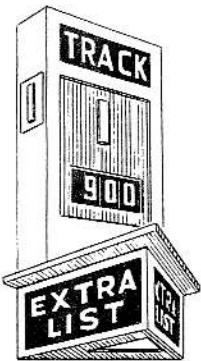
NATIONAL AWARDS 25-YEAR PINS TO 5 MORE CHAPTER MEMBERS

Another five members of Philadelphia Chapter have become eligible for the NRHS sterling silver pin denoting 25 years of uninterrupted service to the Society. They are:

John J. Burke
Dudley P. Lighty
George W. Metz

Philip J. Mulligan
Walter W. Schopp

The Chapter congratulates these individuals on their achievement. If possible, the pins will be awarded in person at a monthly meeting this fall.



SEPTEMBER 18-20, 1992: "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."

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: "Iron Horse Ramble" on Reading, Blue Mountain & Northern from West Leesport to Schuylkill Haven, PA and return, using Blue Mountain & Reading 4-6-2 #425. Train departs 11 AM. Fares: \$10 adults, \$5 children (12 and under), \$25 for top-level dome seats by phone order only. Order tickets from: Blue Mountain & Reading Railroad, P. O. Box 425, Hamburg, PA 19526. For information, telephone 215-562-2102 (ticket orders only 800-345-7215).

SEPTEMBER 26: "Moonlight Special" diesel-powered excursion on Blue Mountain & Reading Railroad, sponsored by Reading Company Technical & Historical Society. Autumn Apple Night train departs South Hamburg, PA station at 7:15 PM. Ex-Reading Blue cars may be used. Order tickets from: Reading Company T&HS Passenger Operations, P. O. Box 15143, Reading, PA 19612-5143.

SEPTEMBER 26: Diesel-powered excursion from Hagerstown, MD to Letterkenny Army Depot, Culbertson, PA and return via CSX (former Western Maryland), sponsored by Hagerstown and Cumberland Valley Chapters NRHS. MARC equipment will be used. Military displays will mark 50th anniversary of the Army supply facility. Fares: \$35 adults, \$25 children. Tickets and information from: Hagerstown Roundhouse Museum, P. O. Box 2858, Hagerstown, MD 21741. Two round-trips will also be made from Letterkenny to Chambersburg, PA and return. Fares: \$10 adults, \$5 children.

SEPTEMBER 26: "Railroad Festival '92" at Whippny Railroad Museum, Whippny, 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: Whippny Railway Museum, P. O. Box 16, Whippny, 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 2-31: 6th annual Railroad Art & Photography Show/Sale, sponsored by Hanover Area Arts Guild, at the Guild's gallery, 32 Carlisle Street, Hanover, PA. Gallery hours are Fridays, Saturdays and Sundays from 10 AM to 5 PM. Admission free. For information on exhibiting, telephone John Mowrer at 717-632-0982 between 9 AM and 2 PM daily.

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.

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 11: "Iron Horse Ramble" on Reading, Blue Mountain & Northern from West Leesport to Tamaqua, PA and return for annual Heritage Festival. Train departs 9 AM. Fares: \$27 adults, \$5 children (12 and under), \$47 for top-level dome seats by phone order only. Order tickets as shown in September 26 item above.

EXTRA LIST (Continued from Page 3)

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.

OCTOBER 17: "Old Main Line Special" from Baltimore (Mount Clare) to Harpers Ferry and Martinsburg, WV and return via CSX Old Main Line Subdivision, sponsored by B&O Railroad Museum. Train departs 7:30 AM, arrives Harpers Ferry 10:30 AM, Martinsburg 11 AM, returns to Baltimore 6:30 PM. Fares: \$55 adults, \$45 children (12 and under). Order tickets from: B&O Railroad Museum Excursions, 901 West Pratt Street, Baltimore, MD 21223-2699. For information and reservations, telephone 301-752-2393 weekdays 9 AM to 5 PM.

OCTOBER 17: "Mountain Express" excursion from Hoboken, NJ to Lackawaxen, PA and return using Erie-painted E8 diesel locomotives, sponsored by United Railroad Historical Society. Train leaves Lackawanna Terminal, Hoboken 9:15 AM routed via NJ Transit-Conrail Southern Tier Line. Fares: \$47 adults, \$25 children (under 12). All proceeds will be used for rolling stock restoration. Limited first-class accommodations also available. Order tickets from: URHS, 74 Davis Avenue, Hackensack, NJ 07601, making checks payable to "URHS Train Tickets." For further information and credit card orders, telephone 609-443-4746 after 6 PM.

OCTOBER 18: "Iron Horse Ramble" on Reading, Blue Mountain & Northern from West Leesport to Jim Thorpe, PA and return. Train departs 8 AM. Fares: \$35 adults, \$5 children (12 and under), \$55 for top-level dome seats by phone order only. Order tickets as shown in September 26 item above.

OCTOBER 18: "Autumn Glory Special" from Baltimore (Mount Clare) to Cumberland and Frostburg, MD and return via CSX and Western Maryland Scenic Railroad. Train departs Baltimore 7:30 AM, arrives Cumberland 12 Noon, Frostburg 12:40 PM, returns to Baltimore 8 PM. Fares: \$55 adults, \$45 children (12 and under). Order tickets as shown in October 17 item above.

OCTOBER 25: "Iron Horse Ramble" on Reading, Blue Mountain & Northern from West Leesport to Tremont/Donaldson, PA and return. Train departs 9 AM. Fares: \$29 adults, \$5 children (12 and under), \$49 for top-level dome seats by phone order only. Order tickets as shown in September 26 item above.

NOVEMBER 1-8: Maryland Rail Fest '92 celebrating 150 years of rail history in Cumberland, MD, to feature ceremonial re-enactment of arrival of the first B&O train in 1942. Other events include railfan excursions, exhibits, shop tours, exhibits from B&O Museum, railroadiana flea market, banquet, carnival and fireworks. For information, telephone Western Maryland Chapter NRHS at 301-722-2101, or 800-TRAIN-50.

NOVEMBER 7: "Sand Patch Special" excursion from Cumberland, MD to Connellsville, PA and return via Sand Patch grade on CSX's former B&O mainline. This is a major event of Maryland Rail Fest '92. Fare: \$40 per person. For information, telephone 800-TRAIN-50.

NOVEMBER 8: "West End Mountain Special" excursion from Cumberland, MD to Grafton, WV and return via CSX's former B&O Mountain Subdivision. Trip features climb over 17-Mile, Cranberry and Newburg grades. Fare: \$40 per person. This is another event of Maryland Rail Fest '92. For information, telephone 800-TRAIN-50.

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.

TUCKER LEAVES SEPTA TO HEAD DAYTON TRANSIT SYSTEM

John F. Tucker III, a longtime friend of Philadelphia Chapter, has resigned from SEPTA to accept the post of executive director of the Miami Valley Regional Transit Authority, Dayton, OH.

Tucker most recently served as director of engineering development for SEPTA. But he is best remembered by Chapter members for his tenure as chief officer of the Regional Rail Division, where he authorized several of our well-remembered Blueliner excursions and personally rode a number of them.

Though only 42, Tucker logged 25 years of service with SEPTA, having joined the Authority staff in 1967 one year prior to its formal takeover of Philadelphia Transportation Company. A Philadelphia native, he is a graduate of Drexel University which offers a cooperative educational program with industry.

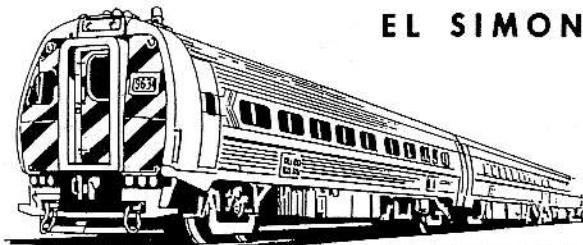
A reception in Tucker's honor, held at the Top of Centre Square on September 3, was attended by a large group of friends and associates including SEPTA Chairman J. Clayton Undercofler and David L. Gunn, a former SEPTA general manager who now heads Washington's Metro system. Several Philadelphia Chapter members were also in attendance.

Tucker's enthusiasm for electric transit will stand him in good stead in Dayton, which is known for its now-rare trackless trolley system. That infrastructure, however, was threatened with dismantling in favor of diesel buses under MVRTA's previous general manager, who was dismissed after citizen pressure forced the Authority to reverse its decision. Now, more than \$40 million has been committed to restringing overhead wire which had been cut down, improving the power distribution system and acquiring new non-polluting trolley coaches.

Currently, the Dayton system rosters 65 TC's--most of them 1977-vintage Flyer models--as well as 240 diesel buses.

While John Tucker will be missed in Philadelphia, our Chapter joins in wishing him success in his new management role at Dayton.

EL SIMON



ON THE SCENE

I trust you all have had an enjoyable summer and are looking forward to the events of autumn.

Amtrak has been pre-occupied with food service car problems, but the board has taken steps to assure that all food service cars are brought up to standard. Until this project has been completed, there may remain some "horror stories", although the approaching fall season may provide some breathing room as ridership eases from its summer highs. Effective September 21, the full diner is being removed from the Cardinal, to be replaced by a Horizon fleet dinette. Similar action will affect the City of New Orleans. On a recent Sunday, all three sections of the Broadway Limited had no diner, with Amdinette substitution offering tray meals. It is also anticipated that an Amfleet II lounge will replace the present Amdinette on the Montrealer, providing tray meals to all passengers desiring them; at present, only First Class passengers receive tray meals, and there have been complaints from long-distance coach passengers.

New schedules will take effect on October 25, and reports suggest that an effort will be made to restore the Corridor service discontinued several months ago. On August 17, Amtrak made some schedule adjustments, among them scheduling the southbound Silver Meteor about three hours later to permit additional servicing time at Sunnyside and offering improved "upstream" connections.

As we've noted, the flamboyant color scheme applied to Amtrak's P32 diesels last winter was specifically tailored to the contours of the big GE's. No other units have received this paint scheme, and those who have seen the livery to be applied to the next batch of units from General Electric report that it will be much more sedate. (It is, however, fun to speculate what a double-ended version of the P32 scheme might look like on the E60's!)

Some publications, misinterpreting Amtrak board minutes, reported that 20 more new diesels would be ordered. In fact, the board was authorizing the final phase of the order placed in 1991.

Although some planning for the future order of Viewliner sleepers and diners has been authorized, I am not aware that any money for this order has been approved, nor, for that matter, for the 39-car Superliner option which will expire in November.

The RoadRailer test did not, apparently, impress the Santa Fe, which operates at high speed over much jointed rail. Amtrak, however, is continuing to seek a modified bogie acceptable to the railroad(s). (I daresay, however, that private car owners are watching these tests with specific interest, since the RoadRailers and the PV's are both normally hauled on the rear of trains.)

The last Metroliner Service Amfleet car to be outshopped with push-pull trainlines, and therefore renumbered, came out of Bear (DE) over eight months ago. More recent rehabs omit the feature because the 9800 cab-car experiment has not convinced Amtrak to expand Corridor push-pull service.

In a couple of minor equipment notes, the summer-only Cape Codder equipment spends the weekend at Hyannis, MA, but the crews are bused or taxied to and from Boston. The new van carriers are being operated on the end of the Auto Train, with one or two per train utilized as demand requires.

VIA Rail Canada's "first phase" HEP program has finally been described in detail. There are 182 cars in all, including 25 former U.S. cars (18 coaches, six baggage and one dome) and 157 former CP Rail Canadian cars. Of 173 cars built at Budd's Red Lion plant in 1954-55, only 161 remain. The four "odd men out" include fire-damaged 14304-Alymer Manor, and three of the 17 Park-series dome-observation-sleepers. Not counting spares, only seven Park-series would actually be needed, so 14 seems more than enough.

On August 6, one of the two Chaleur trainsets was converted to HEP equipment. The consist is: one baggage, two coaches, a diner (Annapolis on the first trip) and two Chateau-series sleepers. The diner has been modified to provide take-out service, something not provided on the Flagship Canadian.

America's last great steam-heated train, VIA's Atlantic, will run as such into the winter. As many as 14 cars have been scheduled on peak days. Power is typically an F40 and an FP9. They may not all be identified as such, but these trains offer all of these accommodations: coach, Dayniter, section, roomette, duplex roomette, bedroom, drawing room-- and, the Canadian also has compartments.

The only VIA "blue" cars used west of Ontario are those assigned to the Hudson Bay and local trains on the Churchill line. For the Bay, the active pool consists of five FP9's, four steam generators, three cafe-lounges, three baggage, five coaches and six "E" series sleepers. A baggage car and VIA's only "Canadian Flyer" coach (5186) are assigned to the Lynn Lake branch, while old combines 7201 and 7209 run on mixed trains south from Churchill.

VIA intends to rebuild the 33 cars in its "Phase 2" HEP program with standard window arrangements -- major surgery in some cases, since former Southern coach-lounge cars are involved.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA's plans to cut commuter rail service ran into withering fire at public hearings held August 31-September 2. At the Philadelphia hearing City Councilman Michael Nutter pointed to SEPTA's slogan "We're getting there" and suggested that it be changed to "You can't get there from here." Others who testified were more specific in their criticism of the proposed cuts, which are intended to save \$2.9 million in operating costs during Fiscal Year 1993. Many objectors said that the service reductions would simply drive more passengers away from a commuter system which has been losing five percent of its ridership during each of the last two years. SEPTA estimates that the new cuts will reduce ridership by another 3.3 percent.



Service reductions, to be effective next month, would impact every route except the R1 Airport Line. All R5 service to Coatesville and Parkesburg is to be ended and severe weekend cutbacks imposed on several other lines. The SEPTA board is expected to vote on the package at its September 24 meeting, following submission of a report by Hearing Examiner George Krambles. Krambles is a former general manager of CHICAGO TRANSIT AUTHORITY and columnist for the New Electric Railway Journal. His views, however, are not binding on the board.

In a surprise move SEPTA began "Fox Chase Special" service between Fox Chase and 30th Street Station on August 31, operating via CONRAIL between "Newtown Junction" and "Zoo." The diesel-powered push-pull trains will run weekdays only until October 2, when regular service to center city will resume following completion of this year's phase of the RailWorks project. Two trains are run southbound each morning, returning to Fox Chase in the afternoon, and a special R8 timetable has been issued detailing the service. All Fox Chase Line stations are served. Motive power is SEPTA's pair of new R11 locomotives, #60 and 61, although originally it was intended to use an AMTRAK F40PH on one of the trains, in exchange for SEPTA loaning Amtrak an AEM-7 electric locomotive. But on a test run F40 #413 shorted the overhead catenary, so that idea was scrapped. A mishap marred service and caused one train to be annulled on the morning of September 2, when stalled CONRAIL freight train PIOI blocked the route. At first the trains consisted of four Bombardier coaches, but this was later cut to two cars each to match ridership.

Those 15 wandering Blueliners (see August Cinders) finally got to Reading on August 9 in a special train hauled by CONRAIL SW1001 #9401 and GP38-2 #8262. Restricted to ten mph, the special departed Abrams yard near Norristown at 11:45 AM, arriving in North Reading yard at 6 PM where the cars were delivered to the READING, BLUE MOUNTAIN & NORTHERN. (They forwarded six of the cars to Jim Thorpe, PA and the others were switched to Temple on the BLUE MOUNTAIN & READING for the Reading Company Technical & Historical Society and other new owners.)

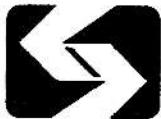
SEPTA has placed 15 of its Budd-built Silverliner II cars in storage, the result of reduced ridership..... Those Silverliner IV cars with blue stripes below their cabs are equipped with PCB-free transformers..... Silverliner IV's 384-385 are still the only cars with experimental electronic destination signs..... Car 382 stalled at Haverford station during the afternoon rush hour of August 20 when smoke began issuing from a high-voltage cable on the car's pantograph. Bryn Mawr local train 8015 had to be terminated and all passengers were safely evacuated (Wayne Bode).

SEPTA plans to seek a new round of bids from private firms interested in operating the long-idle Newtown branch. This time SEPTA will offer a subsidy equal to the avoidable costs of its Newtown-Fox Chase bus shuttle. Previous bidding elicited only one proposal, from a group called Rail Easton headed by Entrepreneur Rodney Fisk..... SEPTA has installed a waiting shelter at Downingtown to replace the historic station destroyed by fire earlier this year..... The Wilmington News-Journal reports that a dispute over subsidies has derailed plans to extend SEPTA's R2 service from Wilmington to Newark, DE, at least for this year. SEPTA's demand for higher payments from the State of Delaware may also jeopardize the present Wilmington service..... The Montgomery County Planning Commission has unveiled a proposal to build a high-speed SEPTA rail line in the median strip of the Route 422 Expressway between Pottstown and Oaks, where it would join a CONRAIL right-of-way to Norristown. A study to be completed next year will determine the feasibility of extending SEPTA's R6 Philadelphia-Norristown service via this route.

SEPTA is planning an advertising campaign to lure riders back to its trains following completion of this year's RailWorks construction on October 3..... SEPTA wants to extend its R1 Airport trains alternately to Warminster and Glenside, effective with the end of RailWorks next month..... In May we pointed out that SEPTA scheduled more late evening trains to Chestnut Hill West on Saturdays than on weekdays. SEPTA "corrected" that discrepancy with a new R8 timetable effective August 16, which cuts in half the number of Saturday and Sunday trains..... Also in May we reported that a 15-year-old trespasser was struck by a SEPTA train on the Cobbs Creek bridge at Swarthmore. That should have read Crum Creek..... Groundbreaking was held August 18 for the 1,200-room, \$212-million Marriott Hotel to be built at 12th & Market Streets adjacent to Reading Terminal and the new convention center. It is to open in January 1995..... Center city stores will stay open late on Wednesday evenings and SEPTA reportedly will institute special Regional Rail fares to aid the promotion.

PHILADELPHIA EXPRESS (Continued from Page 6)

SEPTA riders suffered through a lengthy delay during the PM rush hour of August 6 when AEM-7 #2306 hauling Parkesburg train #7547 lost power at Ardmore. After some indecision, the following train #7551 with AEM-7 #2302 was coupled behind to shove the dead train, but an absence of working radios caused further delay. The train arrived at Downingtown nearly three hours late.....A train snagged the overhead wire at Chalfont on August 23, halting service on the Doylestown Line. The track was reopened at 8:15 the next morning.....Present push-pull assignments are R5 trains #7512-7514-7516-7520-7526-7547-7551-7555-7561-7565, requiring five sets of equipment.



With the concurrence of Mayor Rendell, SEPTA will proceed with its master plan to retire the aging PCC's in North Philadelphia, replacing them with trackless trolleys on Routes 23 and 56 and with buses on Route 15. The last regular PCC operation ends Friday, September 11 on Route 15-Girard Avenue because Kawasakis are scheduled for Saturday, when Philadelphia Chapter runs its "PCC farewell fantrip" over the line. The new bridge at Girard & Belmont Avenues was completed last month, so for a short time the 15 cars are running over their old route.

SEPTA promises to order 70 LRV's at a cost of \$116 million for delivery by 1996. These will re-equip Route 15 as well as Routes 23-Germantown Avenue and 56-Erie-Torresdale Avenues. In the meantime, buses will run on Route 15 and SEPTA will spend some \$4 million to wire Route 56 as well as the northern and southern segments of Route 23 for service by surplus units of its AM General trackless fleet.

To soothe the vocal groups in Chestnut Hill and Mount Airy who fought to keep PCC's on Route 23, SEPTA has agreed to operate a tourist service on weekends over a two-mile segment of Route 23 along Germantown Avenue. Starting Sunday, September 13, PCC's will run every 20 minutes between Chestnut Hill loop and Gorgas Lane, with the base of operations to be at the all-bus (but formerly rail) Germantown depot. In late August four cars were trucked from Luzerne depot to Woodland shop, reportedly to be painted into the green-and-cream dress familiar to Philadelphia streetcar riders for some 40 years. These "historic" cars will co-exist on Germantown Avenue with regular Route 23 buses, and later trackless trolleys. SEPTA says it will cost \$200,000 a year to run the new service.

Along with the recent closure of Luzerne as a rail facility, all Kawasaki cars will be removed from Callowhill depot and transferred to Elmwood depot on Island Avenue. While this will centralize LRV maintenance, it will also mean extended pull-out and pull-in moves for Route 10-Lancaster Avenue cars.....SEPTA plans to demolish the 80-year-old Luzerne depot as soon as remaining bus operations can be moved elsewhere. A new structure will be built on the site to house the anticipated fleet of LRV's in North Philadelphia. Trackless trolleys to be used in the interim will be maintained at a facility to be built at Liberty yard near Wayne Junction.

To further pacify trolley advocates, SEPTA say it will name a superintendent of light rail operations reporting directly to Chief of Operations Charles W. Thomas. At present, light rail managers report to the official in charge of bus operations. Deputy Mayor for Transportation Denise Goren told the Chestnut Hill Local that this was one element which led to withdrawal of the City's objections concerning retirement of the PCC's. In addition, SEPTA's pledge to order new LRV's gave the Mayor a "level of comfort" about retention of the surface trolley system, Goren said.

A ruffle of drums please! Nearly 15 months after delivery, prototype car #451 started revenue operation August 17 on the Norristown High Speed Line. At present it is confined to Bryn Mawr local service because of pending third-rail modifications beyond there. In its first weeks the big boxy-looking car performed well, and riders reveled in its comfortable air-conditioned interior. The next car of the 26-unit order is expected from Morrison Knudsen around the end of the year.....SEPTA still plans to renumber the new cars into the 100 series, following Media-Sharon Hill LRV's #100-128.....SEPTA began installing new fareboxes on Red Arrow vehicles last month for a 100-day trial. The sophisticated devices even print transfers.....Ex-CTA cars #484-485 are still running in their Chicago Bicentennial paint, and looking quite shabby.

SEPTA held a public hearing August 20 for its Fiscal Year 1993 capital budget and its 12-year capital program extending through the year 2004. The budget for the current fiscal year totals \$262.1 million, the largest items of which are \$20 million to begin construction of the Midvale bus garage, \$50 million to continue the Frankford Elevated Reconstruction Program, \$44 million for the lease of capital assets and \$30 million for vehicle overhauls (formerly part of the operating budget). On vehicle acquisitions, \$10 million is allocated for new Market-Frankford cars and \$500,000 for financing of 70 new LRV's. This breakdown of the budget shows \$85.7 million for rail transit, \$72.1 million for "multi-modal" projects, \$25 million for the Railroad Division, \$23 million for bus and \$56.3 million for other initiatives. The 12-year capital program calls for a total of \$4.5 billion to be spent 62 percent on infrastructure improvements and 38 percent on vehicles.

Bid opening for SEPTA's 220 new Market-Frankford cars has been set back to October 22.....A fallen tree between Millbourne station and 69th Street disrupted Market-Frankford el service on the morning of August 18.....SEPTA reportedly has narrowed its search for a new headquarters to three center-city buildings, one of which is the old Bulletin Building at 32nd & Market Streets. The Authority needs about 350,000 square feet to consolidate 1,300 workers now in five locations, including the 2nd & Wyoming operations headquarters.....To save money SEPTA has closed its information booth at 69th Street Terminal, and Upper Darby Borough has removed the wooden benches from the front of the building to discourage homeless people from loitering there.Former SEPTA Official Frank Wilson is in danger of losing his job as general manager of BAY AREA RAPID TRANSIT in California. The San Francisco Chronicle reports that Wilson "has enraged board members with his autocratic style and bungled train schedules."

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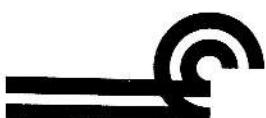
The last of AMTRAK's labor disputes have been resolved under the binding arbitration procedures enacted by Congress in June (see August Cinders). With the arbitrator required to select from the final offers submitted by management and the unions, the dispute between Amtrak and the Brotherhood of Locomotive Engineers was resolved on the basis of the union's proposal, but in Amtrak's favor in the case of the American Train Dispatchers Association. A third contract, between Amtrak and the International Association of Machinists, was also settled on Amtrak's terms. New agreements between the Brotherhood of Maintenance of Way Employees and both Amtrak and CONRAIL were reached by negotiation, and ratified by the union's membership. A larger dispute, between the IAM and 40 freight railroads, was settled by negotiation on most points, and the parties agreed to allow the arbitrator to rule on the few remaining issues. All contracts became effective August 3 except for the Amtrak-ATDA pact which was effective August 22 (AAR Rail News Update).

Both the Senate and House of Representatives were working this summer on AMTRAK's appropriation for Fiscal Year 1993 beginning this October 1. They also were considering a two or three-year reauthorization for Amtrak which sets the upper limits for actual funding. Both appropriation bills provide a \$331-million operating grant for 1993, the same as in FY 1992, but the Senate voted \$165 million for capital projects while the House approved only \$74 million. The Senate included \$204.1 million for Northeast Corridor projects and the House zero. The differences will be resolved in a conference committee this month. A separate Senate bill authorizes \$331 million for operations and \$300 million for capital over each of the next three years while the House has varying figures.

The Inquirer has been editorializing for a new baseball park to be built over AMTRAK's Penn Coach yard in West Philadelphia--an idea similar to that rejected 25 years ago in favor of the present Veterans Stadium in South Philadelphia. Impetus for the proposal is the highly-acclaimed new ballpark opened this spring in Baltimore on the site of Baltimore & Ohio's Camden yards. The new 30th Street park would be for baseball only and feature real grass instead of the Astroturf used at the Vet--one of those "antiseptic, assembly-line hat-boxes" in the words of an Inquirer columnist. Little has been heard recently of Amtrak's grandiose plan to develop the 30th Street yard with hotels and office buildings.

Democratic Presidential Candidate Bill Clinton made a campaign stop in Philadelphia on August 10 and was greeted by a large crowd at 30th Street Station after arriving via Metroliner from New York.....Those three experimental RoadRailer units made another test run from Chicago to Los Angeles last month. They are designed to carry U.S. Mail at the rear of regular passenger trains.....The old U. S. Route 30 bridge over AMTRAK's mainline east of Coatesville has been demolished, prior to construction of a new span.....AMTRAK has closed its ancient wooden "Elmora" tower at Elizabeth, NJ. The interlocking is now controlled from "Union" tower at Rahway (Jersey Central Chapter News).....AMTRAK has officially deeded "Harris" tower in Harrisburg to Harrisburg Chapter NRHS. Complete with its interlocking machine, the brick building will remain in its original location to serve as the Chapter's "home" (Harrisburg Chapter Rail Review).

The Amtrak board in July funded next year's demonstration program of the Swedish-built X-2000 tilt train (\$4 million), and the replacement of refrigeration units, freezers and dishwashers in all food service cars not overhauled during the last three years (\$3.3 million). A total of 168 cars will be involved (Amtrak Newsbreak).....AMTRAK has introduced special reduced All Aboard America fares of \$138 for one zone, \$188 for two zones and \$228 for the entire country. The non-refundable tickets are on sale through September 30 for travel through December 17. This is an effort to compete with low airline excursion fares (Newsbreak).....AMTRAK never did go through with its plan to close the Beech Grove maintenance shop for the summer. Money was found to close the \$12-million shortfall cited by Amtrak.....Miss America contestants rode AMTRAK from Philadelphia to Atlantic City on Labor Day.



CONRAIL has reinstated some retired locomotives to its active fleet in order to cope with increased business and allow the operation of more short, fast trains. Last month 20 SD40's and GP40's were reactivated including #3004, one of the original GP40's. Several stored GP35's were also returned to service, pending receipt of new locomotives (see August Cinders). UNION RAILROAD SW9 #704 was spotted at Lewistown, PA, evidently in use.....A bill has been introduced in Congress to require mainline locomotives to be equipped with "alerting" lights (ditch or strobe lights) in addition to standard headlights, to help improve crossing safety (NARP News).....

CONRAIL has already installed strobe lights on some of its C40-8W's and the 175 new SD60M and C40-8W units ordered last month will be equipped with "high-intensity lights"--probably ditch lights which flash alternately when approaching crossings.

CONRAIL's joint RoadRailer service with NORFOLK SOUTHERN may not begin until late this year, even though all agreements between the carriers have been signed. One service will operate between Chicago and Port-side terminal, Elizabeth, NJ, via NS-Bucyrus, OH-CR, with a stop at a yet-to-be built terminal in Rutherford yard, near Harrisburg. There will also be a connecting train to and from Atlanta via Hagerstown, MD.....CONRAIL has formed a railroad consulting group known as Conrail Quality Services, Inc.....That \$20-million power line installed by Philadelphia Electric along CONRAIL's Morrisville Line is still not energized. Citizen complaints apparently led the Public Utility Commission to defer approval of the line between Langhorne and Willow Grove.

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AMTRAK, CSX DISPATCHERS LISTED FOR AREA

The August issue of Cinders contained a listing of dispatchers who control the various Conrail and SEPTA routes in the Delaware Valley. Below is a listing for Amtrak and CSX Transportation lines in this area.

AMTRAK, NEW YORK DIVISION (Headquarters: New York, NY)

Section A Dispatcher

Mainline - New York to Philadelphia - New York (Penn Station) to Rahway ("Union")

Section B Dispatcher

Mainline - New York to Philadelphia - Rahway ("Union") to Division Post, milepost 76 (east of Holmesburg Junction)

AMTRAK, PHILADELPHIA DIVISION (Headquarters: Philadelphia)

CETC-1 Dispatcher

Mainline - Philadelphia to Washington - Washington ("Avenue") to Baltimore ("Fulton")

CETC-2 Dispatcher

Mainline - Philadelphia to Washington - Baltimore ("Fulton") to Chase ("Gunpow")

CETC-3 Dispatcher

Mainline - Philadelphia to Washington - Chase ("Gunpow") to Newport ("Regan")

CETC-4 Dispatcher

Mainline - Philadelphia to Washington - Newport ("Ragan") to Philadelphia ("Phil"), SEPTA tracks #4 and #5 "Phil" to "Arsenal"

Section A Dispatcher

Mainline - Philadelphia to Washington - Philadelphia ("Phil") to "Zoo"

Mainline - New York to Philadelphia - Philadelphia ("Zoo") to Division Post, milepost 76

Section C Dispatcher

36th Street Connection - Philadelphia ("Penn") to "Zoo"

Mainline - Philadelphia to Harrisburg - Philadelphia ("Zoo") to Harrisburg

Section E Dispatcher

Mainline - Shore to Atlantic City - Frankford Junction ("Shore") to Atlantic City

Note - All lines utilize radio frequency 160.92. CETC and Section E dispatchers communicate directly with trains.

CSX TRANSPORTATION, BALTIMORE DIVISION (Headquarters: Baltimore, MD)

AV Dispatcher (Jacksonville, FL)

Philadelphia Subdivision - Philadelphia to Baltimore (Bay View)

Note - Road channel 160.23 is used. Dispatcher communicates directly with trains between Philadelphia (58th Street) and Baltimore. Operator at "RG" tower, Philadelphia, communicates with trains between Philadelphia ("Park Junction") and 58th Street, and on South Philadelphia industrial tracks.

Correction to the Dispatcher's List published in August 1992 Cinders: CONRAIL Harrisburg Line "CP-Penrose" to "CP-Rock" (Philadelphia Dispatcher) uses radio channel 2 (161.07)

STATE RELEASES FUNDS FOR RAILROAD MUSEUM ADDITION

During his visit to the Railroad Museum of Pennsylvania on August 18, Governor Casey announced the release of \$2.3 million in State funds to construct the long-awaited addition to the museum's Rolling Stock Hall. The funding had been approved by the Legislature more than two years ago but, until now, the State Budget Office had refused to make the money available.



Museum Director Robert L. Emerson said that all design work for the construction has been completed and bids can now be sought for the actual work. No date for a groundbreaking has been set.

"When this museum opened its doors in 1975, it promised to become one of the finest historical museums in the nation," the Governor said during his appearance at Strasburg. "Today, that promise is fulfilled. The (museum) brings over 150,000 visitors each year to Lancaster County." The Governor also gave credit to the volunteer group Friends of the Railroad Museum for raising over \$300,000 for capital improvements to the museum. FRM members also donate thousands of hours of unpaid assistance in administrative tasks and guiding visitors in the museum.

SUMMER DINNER AT DEPOT IS A ROUSING SUCCESS

A total of 31 members and friends turned out for Philadelphia Chapter's annual summer dinner on Friday, August 21, held this year at the 8515 Depot Restaurant in upscale Chestnut Hill. Most of the guests were served in the restaurant's former Raritan River caboose.

Once again, Bill Wagner did an excellent job as dinner chairman, even reporting a small surplus for the Chapter this year.

CHAPTER MEMBER JOHN KIRKLAND DONATES BOUND BALDWIN MAGAZINES

A complete set of Baldwin Locomotives and Baldwin Magazines in bound volumes has been donated to the NRHS Library of American Transportation by Chapter Member John F. Kirkland. The extremely rare set of magazines was issued by the Baldwin Locomotive Works and successor Baldwin-Lima-Hamilton Corp. of Eddystone, PA, during the period from 1922 through the mid-1950's.

Mr. Kirkland, a longtime Baldwin employee and manager, felt it appropriate that these publications, which chronicle Baldwin's development of locomotives and other industrial products, be housed in Pennsylvania. The NRHS Library in Philadelphia represents a major collection of rail transportation literature.

Currently a resident of Menlo Park, CA, Mr. Kirkland is the author of the current Diesel Builders series published by Interurban Press, as well as the definitive study Dawn of the Diesel Age. His latest Diesel Builders volume covering Baldwin will be published this fall. He began his railroad career in 1928 as an electrical engineering apprentice for the New York Central, later moving to New York's Independent Subway System before joining Baldwin in 1940 where he took charge of diesel locomotive production. While famous for its steam locomotives, Baldwin became an active player in the diesel market until B-L-H withdrew from the business in 1956.

He was transferred to San Francisco in 1946 to help direct Baldwin's marine equipment activities. He later became Baldwin's regional sales manager for the West Coast, retiring at the end of 1970. This gave him time to begin researching his books.

National Director Frank Tatnall, President Michael Burshtin and his wife Lynn enjoyed visits with Mr. Kirkland at his home in July, during the NRHS convention in nearby San Jose.

Philadelphia Chapter and the Society sincerely thank Mr. Kirkland for his generous donation of the valuable Baldwin Magazines, in order that they may be permanently preserved.

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Congress last month passed the long-debated rail safety bill. A controversial provision requires the railroads to utilize two-way end-of-train devices on cabooseless freight trains which run at more than 30 mph, thus allowing the engineer to apply the brakes from the rear. Cost is estimated at \$80 million (AAR Rail News Update).....PennDOT has approved the spending of \$1 million for flashing signals and gates at ten grade crossings along the soon-to-be-reopened Stony Creek branch in Montgomery County (Joe Boscoe).....Friends of the Atglen & Susquehanna Trail (FAST) has been formed to lobby for a hiking and biking trail along an abandoned CONRAIL branch in Lancaster County.

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