

CRINDERS

MAY 1993



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Volume 54

Newsletter of the

Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

"STONY CREEK RAMBLE" ROLLS TO A BIG SUCCESS

Philadelphia Chapter's "Stony Creek Ramble" on Sunday, April 25, carried a large passenger load over some "rare mileage" freight-only segments of the SEPTA system. The centerpiece of this event was a journey down the newly-reopened Stony Creek branch from Lansdale to Norristown, the first excursion on the ten-mile ex-Reading branch since a Philadelphia Chapter-sponsored trip in September 1949. Regular service ended in 1936.



Philadelphia Chapter's "Stony Creek Ramble" excursion train pauses at historic Lansdale station, Sunday, April 25. The train was the first passenger train in many years to operate over the ex-Reading Stony Creek branch to Norristown. --Photo by FRANK TATNALL

The SEPTA special consisted of blue SEPTA RL1000 diesels 60 and 61, Bombardier coach 2510, cab car 2408, coaches 2511 and 2507 and cab 2403. Most of the 379 passengers boarded at 30th Street Station in Philadelphia, but additional riders joined the special at Jenkintown and Lansdale. The morning was sunny and warm when the train departed from the Upper Level of 30th Street at 10:05, 20 minutes late because of a broken jumper cable discovered just as the train was pulling out of Roberts yard at Wayne Junction. Cab car #2403 was in the lead.

Proceeding through "Zoo" interlocking, the special followed Conrail's Harrisburg and Trenton (former Reading) Lines via Belmont and "CP River" at West Falls, the same route used by SEPTA's RailWorks trains now operating between 30th Street, West Trenton and Doylestown. At "CP Nice" in Nicetown the NRHS train diverted onto the little-used Blue Line Connecting branch, but was held for 15 minutes at "Wayne" to allow Lansdale-bound train #2570 to lead

the way. Continuing north on SEPTA's Mainline, the special crossed the new bridge over York Road at Elkins Park, installed just one week earlier, and stopped to board passengers at Jenkintown, 35 minutes late. By cancelling the planned photo stop at Gwynedd Valley, however, arrival at Lansdale station was 25 minutes behind at 11:25 AM.

Passengers scattered to local restaurants for lunch, took photos of the train or simply stayed on board to eat their "brown-bag" meals brought from home. The rest rooms in the station were also opened by special arrangement with SEPTA. At 12:45 PM, after two warning blasts from #60's horn, the special ventured north on the onetime Bethlehem branch of the Reading, now SEPTA's single-track Bethlehem running track used only by a Conrail tri-weekly local freight train. Speeds on this line are restricted to either ten or 20 mph depending on track conditions, and each of the highway crossings must be approached cautiously to determine if the flashers are operating. Arrival at Telford, about seven miles from Lansdale, was nearly on time at 1:20 PM.

Passengers stepped off at the old Telford station, and the train continued north beyond Washington Street to reverse ends. Earlier, a problem with lead locomotive #60 had caused a loss of power, but Chapter Member and Engineer Vince Jakubowski did some troubleshooting at Telford, discovering that the difficulty lay in the isolation switch (which takes the engine off-line). With this corrected, units 60 and 61 each were delivering a full 1,000 hp, and the photo run at Telford was completed. Return to Lansdale was at 2:30, ten minutes late, where the rest rooms were again opened for business. (SEPTA had also provided one working rest room in cab car #2408, but this was not widely advertised to avoid overuse.) For the southbound trip, the locomotives were now in the lead.

Everyone was soon on board--including several local people who had read about the trip in the Norristown Times Herald and were willing to pay just to ride the Stony Creek branch. Seats were found for them in the head car, and the train moved slowly out of the station at 2:52 PM. Operating at the required speed of ten mph, the train entered the Stony Creek branch at "Dale" interlocking, and soon had to stop at Hancock Street, the

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

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Senior Vice President.....Douglas W. Watts
Vice President & Treasurer.....David L. Kopena
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Membership.....Sheila A. Dorr
Newsletter.....R. L. Eastwood, Jr.
Program.....Douglas W. Watts
Publications.....Harrison Garforth, Jr.
Publicity.....Thomas F. Moran
Trip.....Michael F. Hopkins

MEETINGS: 7:30 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), Meeting 7:30 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.

OUR MEETING:

FRIDAY, MAY 21, 1993

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 6 PM)

Our May 21, 1993 meeting will feature Harry Roecker, SEPTA's Manager, Structural Engineering and Design, who will present a program entitled "The Bridges of SEPTA." Through a program of slides and diagrams, the more than 300 rail bridges will be reviewed, covering railroad bridge engineering over a period of 150 years. Discussion will center on current projects as well as future plans.

The usual sit-down dinner will be served 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, MAY 18, 1993 to President Frank Tatnall at 215-828-0706, before 6 PM or after 7:30 PM. The ordering deadline is strict, and you are asked to specify when ordering if you desire a fish dinner.

Plan to be on hand on Friday, May 21 to hear this most interesting program on SEPTA's rail bridges.

Looking forward, our June 18 program will feature a talk by Ed Lombardi of Amtrak on the X2000!

"STONY CREEK RAMBLE" ROLLS TO A BIG SUCCESS

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first of 11 highway crossings on the branch which must be flagged. This requirement was imposed by the State when the Stony Creek was reopened for freight service in February 1993, after being out of service for nearly 12 years. Normally, only Conrail trains operating between Abrams yard, near Bridgeport, and Lansdale use this line, and crews must continue to hand-flag the crossings until automatic flashers and gates are installed.

The special finally arrived at a large farm field near the old Belfry station, at which point the photographers unloaded and the train backed up for a runby. Trip Committee Chairman Mike Hopkins had painted a wooden sign in authentic Reading blue and white, and with the help of Chapter crew members mounted the sign at the photo location. The resulting memorable photograph earned Mike a round of applause from the large photo line.

After departure from the runby site, the train proceeded slowly south (or east by railroad direction), finding large crowds of local residents, photographers and the curious gathered at each highway crossing. There was no evidence of hostility in the two townships which had gone to court in an unsuccessful attempt to thwart reopening of the branch.

Upon arrival in Norristown, a 20-minute delay at "Elm" interlocking ensued as the special waited for regular train #6688 to arrive, and depart as train #6689. Then followed a 20-minute stop at Norristown Transportation Center where again the rest rooms were opened with keys provided by Members Michael Burshtin and Andrew Maginnis. Leaving Norristown at 5:08 PM, 53 minutes late, Engineer Jakubowski piloted the train at track speed non-stop to 30th Street Station via the center city tunnel, arriving 47 minutes behind schedule at 5:47 PM. After unloading the passengers, the train ran back to Roberts yard via Conrail's Belmont connection.

This very successful excursion was the product of the combined efforts of many people. Larry Eastwood again capably served as train director, as well as ticket manager and accountant. Assistant Train Director Frank Tatnall handled all arrangements with SEPTA and with Larry Eastwood prepared the four-page trip handout. Michael Burshtin took care of the Chapter's insurance coverage, which was reduced by SEPTA in recognition of the fact that all passengers signed liability releases. Including Mike Hopkins, who also built two wooden stepboxes lettered from the Chapter, the on-board crew consisted of Membership Chair Sheila Dorr, Car Hosts Wayne Bode, Marie Eastwood, David Kopena, Peter Senin, Douglas Volk, Douglas Watts and Gerry Wilson. John Ciavatta, a SEPTA conductor, volunteered his services in addition to the assigned SEPTA crew of Daniel L. Crawford, conductor; and E. J. Connolly, assistant. SEPTA Volunteer Hank Habbersett performed most of the flagging duties and painted the "Stony Creek Ramble" signs which adorned the front of #60 and cab car #2403.

Philadelphia Chapter wishes to thank all SEPTA people involved as well as its own team of volunteers for providing our customers with a very excellent and unique excursion.

CHAPTER ELECTION HELD; TATNALL RETURNS TO PRESIDENCY

Philadelphia Chapter held its annual election of officers at the April 16 monthly meeting. Incumbent President Michael Burshtin announced that he would not be a candidate for re-election, so former President Frank Tatnall agreed to assume the responsibility once again.

All other officers were re-elected: Douglas W. Watts, senior vice president; David Kopena, vice president & treasurer; Marie Eastwood, secretary; Frank Tatnall, national director. President Tatnall asked Historian Larry DeYoung, Editor Larry Eastwood and all committee chairs to continue in their positions.

The officers join in thanking retiring President Burshtin for his efforts in reorganizing the Chapter's management and progressing the FP7 locomotive restoration project to near-completion.

"CHESTNUT HILL TROLLEY" CHARTER COVERS ENDANGERED TRACK

On Sunday, April 18, Philadelphia Chapter operated the first public charter using one of SEPTA's three PCC's assigned to "Chestnut Hill Trolley" weekend service. These cars, restored to PTC-style green-and-cream paint, are the only PCC's available for revenue service on SEPTA.



Car 2785 departed Luzerne depot--now closed as a trolley terminal--at 11 AM on a bright, pleasant day. Proceeding south on out-of-service Route 23 track along Germantown Avenue, the shiny, 1947-vintage St. Louis car looped around via 10th, Susquehanna Avenue and 11th Street before gliding northward on Germantown all the way to Chestnut Hill loop. NRHS riders retraced the Route 23 rails to Germantown depot, current home of the three-car fleet. Turning there, #2785 journeyed a mile back to tree-shaded Mermaid loop, where a photo stop was made.

Southbound again, the camera-toting carload returned to Luzerne, then headed west on Route 56 trackage to the end of the line at 23rd Street for a final photo stop. Return to Luzerne was at 3 PM, after which the car was deadheaded back to Germantown depot.

A sellout crowd of 46 was aboard the excursion, which was arranged and supervised by Michael Burshtin. Chapter Member Harry Pinsker enjoyed his role as operator on the trip. The Chapter thanks SEPTA's Light Rail Division for making this unusual tour possible, and for seeing to it that the trolley wire under the Railroad Division bridges at Susquehanna and Erie Avenues remained in place. A few days after the excursion, the wire was torn down at both locations, in preparation for replacement of the bridges during this year's Rail-Works project.

CHICAGO CONVENTION PROMISES WIDE VARIETY OF EVENTS



The 1993 NRHS national convention, to be held in Chicago July 21-25 and hosted by the Chicago Chapter, promises a wide selection of excursions and other events. These include steam trips on Union Pacific and Norfolk Southern, a diesel special to the Illinois Railway Museum behind C&NW F7's, electric excursions on the South Shore Line and Chicago Transit Authority, a cruise on Lake Michigan, a banquet, historical tours, seminars and much else.

All members should have received their convention booklet and order form which was mailed with Issue #1 of the Bulletin. Owing to a printing mix-up many of those who pre-registered received their first-class mailing after the bulk mailing, but convention officials assured that pre-registrants would still receive preference in ordering tickets.

Orders should be directed to: NRHS Convention Tickets, P. O. Box 388613, Chicago, IL 60638. The Chicago convention hotline is 312-342-4244.

MEMBERS ENJOY TOUR OF AMTRAK RESERVATION CENTER

Sixteen Chapter members turned out for a guided tour of Amtrak's Mid-Atlantic Reservation Sales Center on Saturday, April 17. The computerized center, located in the Fort Washington Industrial Park, employs up to 350 workers per shift and handles nearly half of the 125,000 reservation and information calls received by Amtrak on an average day.

The tour was led by Frank Gallelo, general supervisor reservation sales, who was assisted by Supervisor Linda Lutton. Lasting more than two hours, the visit included a look at all phases of the reservation process. Each NRHS guest was allowed to sit with an individual agent and listen in on actual telephone requests, giving the visitors an insight into the often-difficult job of serving the traveling public. New Amtrak and VIA timetables were also available for the taking.

Other smaller centers are located in Chicago and Los Angeles, with a new facility at Riverside, CA to go on line in June. Fort Washington employs a total of 800 people, about 20 percent of whom are part-time.

Editor Larry Eastwood worked with the center's director, Douglas Harder, to arrange the tour. The Chapter thanks Amtrak for its hospitality.



FRANK G. TATNALL, JR.

Phase II of the megaproject known as RailWorks began on schedule May 2, as SEPTA shut down the four miles of mainline between Wayne Junction and the center city tunnel. Originally budgeted at \$354 million, SEPTA now expects RailWorks to come in at about \$300 million. "On shutdown day, we need to be fully prepared to hit the ground running as we did last year," said Senior Program Manager Daniel Lynch. "We're looking at an extremely tight, hectic schedule," he continued, indicating that advance planning and tight cost controls are responsible for keeping the project under budget. All four prime contractors from last year have returned, and SEPTA fully expects the work to be completed on schedule by September 4.

During the 1992 program, 12 new bridges were installed and three rebuilt, "16th Street Junction" interlocking replaced, welded rail laid, and signal cables and retaining walls renewed. This year nine more bridges will be replaced and the bridge over CONRAIL in Nicetown repaired. "Wayne" interlocking will be rebuilt, seven miles of new rail, ballast and ties installed and nine miles of catenary replaced south of "16th Street." Catenary towers in that area will be rehabilitated except at North Broad station where the track will be realigned and new towers erected. The new Temple University station at 11th & Berks Streets will be completed and North Broad will get side platforms only on tracks #1 and 4. Installation of new signal cables together with fencing and retaining walls will round out the project.



About 18,000 passengers are affected by the RailWorks closure, and SEPTA is trying hard to keep defections to a minimum after last year's experience when more than 27 percent of the ridership on six "Reading-side" routes went elsewhere. As recently as March 1993, ridership on the entire Regional Rail system was still 8.7 percent below the year-ago period--down from 86,084 on an average weekday to 78,569. In Phase II, those using the R2-Warminster, R3-West Trenton and R5-Lansdale-Doylestown services will again be asked to transfer to and from the Broad Street subway at Fern Rock. But subway operations should improve as the result of a new loop built around the perimeter of the transit yard which allows northbound trains to move continuously into position for southbound loading. Previously, trains were often backed up in the tunnel waiting for other trains to reverse ends and depart. In addition, Ridge Avenue trains to 8th & Market have been extended to Fern Rock for the duration of RailWorks, leaving there every nine minutes in peak periods, every 15 minutes off-peak and every 20 minutes on Saturdays. Walnut-Locust expresses will leave every five minutes during peak periods, every 15 minutes off-peak and every 20 minutes on Saturdays, while Broad Street locals depart every nine minutes.

Passengers on the R7-Chestnut Hill East Line are offered shuttle bus service between certain stations and St. Martins or Carpenter on the R8-Chestnut Hill West Line, while R6-Norristown riders can take advantage of express buses between Norristown, Conshohocken and center city. R8-Fox Chase passengers may take Route 24 express buses to and from the Bridge-Pratt terminal. Chestnut Hill West service is increased to half-hourly.

A new wrinkle this year is direct diesel service on weekdays between Doylestown and 30th Street Station and between West Trenton and 30th Street, operating over seven miles of CONRAIL track between "Newtown Junction" in Olney and "Zoo" in West Philadelphia. Train 6511 leaves Doylestown at 6:34 AM and makes regular express stops to Fern Rock, arriving 30th Street (Upper Level) at 8:06 AM. Returning, train 6552 leaves 30th Street at 4:40 PM, arriving Lansdale at 5:47 PM from which it deadheads back to Roberts yard in Philadelphia. Initially, the consist was RL1000 locomotives #60 and 61 with push-pull cars 2505-2504-2506-2407 (locomotives on the north end).

Train 6305 leaves West Trenton at 6:35 AM, makes express stops to Fern Rock and arrives 30th Street (Lower Level) at 7:49 AM. In the afternoon train 6334 leaves 30th Street at 5:20 PM, arriving West Trenton at 6:38 PM. Its consist has been leased NJ TRANSIT U34CH #4154, repainted in SEPTA dark blue, with push-pull cars 2525-2501-2513-2403. On the first regular day of service, May 3, both trains carried more than 100 passengers to 30th Street, a significant ridership for this new service. A second General Electric unit, #4158, arrived on SEPTA April 23 to serve as backup, and a third U34CH is expected soon, to be assigned to ballast train service on the Norristown Line where a track project is carried out concurrently with RailWorks.....Single car trains are again operating to and from Fern Rock from R2, R3 and R5 terminals on the former Reading side.

To ease the pain of RailWorks, SEPTA has set up a public relations campaign for riders as well as for residents impacted by the construction work in North Philadelphia. Thousands of "Fact Packs" stuffed with informational leaflets have been distributed, the "Connections" newsletter has been revived, information fairs have been held at major stations, print advertising has been stepped up, and in North Philadelphia community information centers are helping to keep residents informed and field their complaints. Fact Packs may be obtained by calling SEPTA at 215-580-7340.

SEPTA staged a "dry run" of its RailWorks service on Sunday, May 2, when all trains were operated on a regular weekday schedule. Special shuttle and express buses, however, did not run. New timetables were issued for all routes effective with the outset of RailWorks, and they were adorned with a new Railroad Division logo (shown above).

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Assignment of Bombardier push-pull equipment during RailWorks II is a bit different than last year. Push-pulls will operate on Bryn Mawr train 012, Downingtown-Parkesburg trains 524-528-559-569-7532-7555 (five cars each), Parkesburg trains 538-7563 (six cars) and the two sets of diesel trains (four cars each). Responding to complaints from last year, more "Pennsy-side" trains will be extended to Market East Station, including push-pull #7532, 7555 and 7563. Most weekday RI Airport trains will still originate and terminate at Suburban Station. Because of the diversion of Bombardier cars to the diesel service, SEPTA found it had a surplus AEM-7 electric unit, so #2305 was loaned to NJ TRANSIT in late April.

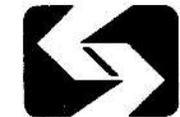
SEPTA broke precedent last month when it allowed AMTRAK to borrow a push-pull set over the Easter weekend. Previously, such requests had been refused.....AMTRAK also borrowed four Silverliner IV MU's as protection when it was swamped with riders bound for the gay rights march in Washington on April 25. MARC AEM-7 #4902 and seven cars were also spotted at Race Street terminal near 30th Street on the previous day.....SEPTA has approved the purchase of 16 miles of continuous welded rail to be installed on the Mainline between Gwynedd Valley and Lansdale.....An off-duty SEPTA police officer was stabbed and his handgun stolen as he tried to make an arrest on a Suburban Station platform about 10:40 PM April 5.

SEPTA plans to operate three round-trips between 30th Street Station and Valley Forge for the 100th anniversary celebration of Valley Forge Park on Saturday, June 19. A diesel push-pull trainset will be used.... Those four Blueliner MU's stored at Frazer have been sold. The 9110 and 9114 will go to Jim Thorpe and 9117 and 9124 to Avondale.....SEPTA last month received two bids for the private operation of the Newtown branch--one from Rodney Fisk's Rail Easton and the other a combination of Northeast Public Transportation of Chicago and Langhorne Businessman Robert Regensburger. The Rail Easton proposal includes a plan to operate passenger service over the ex-Reading Bethlehem Branch between Bethlehem and Lansdale..... SEPTA wants to lease and relocate CONRAIL-owned track #15 along AMTRAK's mainline in West Philadelphia, as part of the construction of the new Overbrook car shop. The track would be used to carry westbound R5 trains from Belmont Avenue to "Overbrook" interlocking, eliminating use of the 52nd Street flyover bridge except for R6 Cynwyd trains.

SEPTA has hired the center-city architectural firm of Dan Peter Kopple to draw up a renovation plan for the Suburban Station concourse. The Daily News reports that Kopple will receive \$250,000 for the year-long study. The drab concourse area has not had a major overhaul since Suburban Station was opened in 1930..... SEPTA has obtained \$6.2 million in Federal funds to help complete the badly-needed improvements to the Upper Level of 30th Street Station.....DVARP reports that SEPTA is again offering bargain rail fares for the Wednesday "Make It a Night" promotions in center city. For passengers arriving after 5 PM the round-trip fare is only \$2 from any Regional Rail station.

SEPTA will increase Airport Line fares to \$5 for center-city passengers and \$6 to and from all other stations......New graphics are planned at the Airport and at center-city stations to alert passengers to the Airport rail service. Electronic signs at the Airport will flash "Next train in __ minutes," and the Autelca ticket machines will be reprogrammed to sell DayPasses.....A fire in the baggage tunnel beneath Terminal B on April 22 forced closure of the terminal and a temporary shutdown of the rail line.....SEPTA in late March began placing ads in suburban newspapers touting the one-seat rail service between Glenside, Jenkintown and the Airport. Only trouble is, a month later the service was suspended due to RailWorks (Bill Polk).

SEPTA has scheduled two sets of budget hearings this month for Fiscal Year 1994 beginning in July 1993. Hearings on the \$624-million operating budget will be held May 17-20 in all five SEPTA counties, with the Philadelphia session set for 11 AM on the 20th in SEPTA headquarters, 714 Market Street. The FY 1994 capital budget and 1994-2005 capital program will be the subject of a 10 AM hearing May 21, also at 714 Market.....SEPTA's cumulative deficit after subsidies for the first nine months of FY 1993 rose to \$7.8 million, including a loss of \$925,000 for the month of March.....When Republican Senators managed to scuttle President Clinton's \$16-billion economic stimulus package last month, it cost Philadelphia about \$70 million in hope-for Federal funding. SEPTA was counting on about \$30 million in addition. Now SEPTA officials are saying that they will require at least \$20 million in increased state and local subsidies during the 1994 fiscal year to avoid another fare increase or service cuts. This is needed, they say, to keep pace with inflation.



A battle royal is shaping up over the \$285-million contract for 222 new Market-Frankford subway cars (see March Cinders). ABB Traction was the apparent low bidder, but SEPTA continues to ponder whether its bid is "responsive." Clouding the picture is the poor performance of the Swiss and Swedish-owned ABB in building N5 cars for SEPTA's Norristown High Speed Line. With only one car delivered and that car seriously overweight, the 26-car order is now more than two years behind schedule--which SEPTA says has cost it some \$3 million in unnecessary costs for maintaining old cars and paying extra crewmen. AEG Westinghouse jointly owned by Westinghouse Electric of Pittsburgh, it lobbying hard in favor of its runner-up bid which was \$17 million higher.

The three green PCC's used in Chestnut Hill trolley service were moved from Luzerne depot to their new home at Germantown depot in late March......SEPTA has sold four more PCC's to SAN FRANCISCO MUNICIPAL RAILWAY, #2093, 2109, 2120 and 2723. Others including #2098, 2105, 2111 and 2117 will be scrapped, while still others have been trucked to Midvale and Germantown for storage.....Subway-surface routes 11, 13 and 36 returned to the tunnel on April 4, after completion of trackwork on Woodland Avenue west of 40th Street..... ..This month marks the second anniversary of the arrival of N5 car #451, which is now in more-or-less regular service. The next car in the long-delayed order may finally be delivered by ABB late this month.....Spring transit schedules become effective May 16.....SEPTA's rail grinder has yet to visit Chestnut Hill. Serious corrugation exists on Route 23 rails used by the Chestnut Hill trolleys.

SEPTA last month officially dropped plans to purchase the 1234 Market Street building, because the Federal Deposit Insurance Corp. has decided to go out for bids rather than sell it directly to SEPTA's developer. SEPTA is now studying the possibility of moving its headquarters to the ex-Cigna building at 1650 Arch Street, runner-up in the original competition (see April Cinders).....Chester County Commissioner Karen Martynick

PHILADELPHIA EXPRESS (Continued from Page 5)

has been named to the SEPTA board, replacing J. Clayton Undercofler who stepped down in February.....The SEPTA board's decision in March to allow advertising signs on the exteriors of buses and trolleys ran into a buzzsaw of opposition at the April board meeting, when a phalanx of doctors, church officials and community leaders decried the fact that ads for tobacco and alcohol will also be accepted. Board members responded by asking SEPTA's attorney to try to negotiate a way out of the commitment with Transportation Displays, Inc. The ads are expected to bring the hard-pressed Authority up to \$3 million per year, and are already being applied to buses. Such ads have been absent since banished at the urging of former General Manager David L. Gunn.

The Clinton Administration's \$40.2-billion budget for the Department of Transportation in Fiscal Year 1994, beginning September 1, is nine percent higher than for the previous year. Of this, \$4.6 billion is earmarked for the Federal Transit Administration, 50 percent higher than the amount President Bush budgeted for Fiscal Year 1993.....Night owl trolleys on Routes 10, 13, and 36 no longer run in the subway tunnel, but are diverted to 40th & Market between midnight and 5 AM. The trolleys were the only vehicles operating in the subway during early morning hours, buses having been substituted for Broad Street and Market-Frankford trains two years ago.....A SEPTA passenger was injured when he was mugged on the City Hall subway platform during the evening rush hour on April 12. The newspapers reported that the bleeding victim was ignored by scores of other passengers.....The fare on Route 76 Ben Franklin buses in center city drops to 50 cents, effective May 16.



The first of 46 new P40BH diesel locomotives to be delivered to AMTRAK by GE appeared at 30th Street on April 24, enroute from the Erie (PA) shop to Washington for inspection by Amtrak's board members. The 803 arrived in full Amtrak paint behind F40 #266 on the same day that the X2000 train was on public display at 30th Street. The class unit, #800, had earlier been shipped to the AAR Test Center at Pueblo, CO.....April 24 also marked the official dedication of the new shops inside 30th Street Station.....The April 19 issue of Business Week carried a two-page article on the X2000 and other high-speed trains which ultimately may operate in the U.S.....AMTRAK has announced an average three percent fare increase effective May 21, but it will not apply on reservations confirmed or tickets sold before that date.

The failure of President Clinton's economic stimulus package (see above) apparently cost AMTRAK \$188 million in windfall funding, which had been earmarked for equipment overhauls.....On April 28 the President announced a five-year, \$1.3-billion plan to develop high-speed rail services between major cities. Of this amount--which must generate matching grants from the states--\$1 billion would be spent on conventional steel-wheel systems and the balance on maglev development. This is a sharp change of direction from the previous administration, which had shown little interest in rail passenger funding.....President Clinton has nominated Jolene Molitoris, a former deputy director of the Ohio DOT, to head the Federal Railroad Administration.

AMTRAK's new Northeast Corridor employee timetable #1, effective May 2, adopts the format used by CONRAIL and SEPTA, with each line separately listed with its own special instructions....."Ford" interlocking east of Frankford Junction has been removed from service.....The massive freight train derailment on CSX March 23 at Germantown, MD disrupted AMTRAK and MARC service for two days. During that period, the Capitol Limited was detoured via Harrisburg and Philadelphia.....A 36-year-old Pennsauken, NJ man apparently committed suicide on April 8 by lying in front of Atlantic City to Richmond train #664. Passengers were transferred to following train #654, which was diverted from its Springfield, MA destination to Richmond.....A gunman robbed the AMTRAK city ticket office on JFK Blvd., Philadelphia, on April 7. The robber fired one shot but no one was injured.



CONRAIL got into the RoadRailer business last month. Train RR-265 departed from the Triple Crown Services terminal at Rutherford yard near Harrisburg on March 30 enroute to Atlanta via Hagerstown and NORFOLK SOUTHERN. Late that same day the first RR-266 arrived from Atlanta, powered by a CR B40-8 locomotive as was RR-265. On April 19 trains RR-260 and RR-261 began running between Harrisburg and Chicago via CR-Bucyrus, OH-NS. Late this summer RoadRailer service will be extended to North Jersey via Allentown. Present schedules for the trains call for nocturnal operation in Pennsylvania, making photography difficult. On April 1, Conrail and NS officials in Fort Wayne, IN signed an agreement establishing Triple Crown as a joint venture of the two carriers to market domestic intermodal services including the hybrid RoadRailer vehicles, which NS alone has been spearheading for the past six years.

CONRAIL stock fell more than five points on Wall Street April 22 after the railroad announced a first-quarter net loss of \$28 million, versus net income of \$38 million in the year-ago period. The company also said that sluggish business conditions would likely cause 1993 revenues to be somewhat lower than originally projected. The first-quarter loss was the result of a one-time charge of \$74 million to cover accounting changes mandated by the government for retiree benefits. At the end of the month Conrail's stock price had dropped from a 1993 high of 60-1/2 to 51-7/8.....CONRAIL reportedly has agreed to grant CANADIAN PACIFIC access to Tioga Marine Terminal, in order to gain the release of \$38 million in State funding for clearance improvements to Conrail and CP mainlines within Pennsylvania. The money was voted by the Legislature last year to accommodate 20-foot-high double-stacked containers and other oversized shipments.

CONRAIL has received all but one of the 45 SD60M widebody locomotives which Electro-Motive will deliver this year in the 5500-5544 series. The last unit is to be equipped with a so-called "isolated cab" using special insulation. All 30 of the initial group of C40-8W units from GE have been delivered (#6150-6179), with 80 more due this summer.....Rebuilding of 40 retired CONRAIL and KANSAS CITY SOUTHERN SD40's continues at Altoona. Classed as SD40-2's, the rebuilt units will be in the 6960-6999 series.....CONRAIL has been testing three General Motors SD70M locomotives. Numbered 7000, 7001 and 7002, the demonstrator units in red

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PHILADELPHIA EXPRESS (Continued from Page 6)

and silver paint have not been reported in the Philadelphia area, but have been spotted at Enola yard near Harrisburg. They next go to CSX for testing on unit coal trains.....CONRAIL reportedly may again "unretire" several GP30 and GP35 locomotives this summer.

Because of financial constraints, CONRAIL has cancelled all but one of its office car specials for the balance of this season. The last OCS seen here was on April 23 when a nine-car Engineering Department special arrived at 30th Street from Pittsburgh behind all three E8's--4022, 4021 and 4020. A board of directors OCS departed 30th Street on March 25 for Savannah, GA via AMTRAK and CSX. Powered by 4021 and 4020, the train included NS office car Claytor Lake and CSX North Carolina.....CONRAIL's goal for 1993 is to achieve an 82-percent operating ratio, a three-percent improvement from the 85 percent last year. Employee bonuses are contingent upon making this goal.

CONRAIL is removing the tracks from Morrisville's old "A" classification yard, possibly to make room for a planned NJ TRANSIT facility.....Rails are now being lifted on the abandoned Philadelphia & Thorndale branch in Chester County, which runs over the famed bridges at Whitford and Downingtown. The right-of-way may be converted to a public trail (Paul Kutta).....Connections from the ex-Pennsy Dale secondary track to industries on the ex-Reading Chester Valley industrial track may be completed by June, allowing abandonment of the latter branch with its grade crossings of Routes 30 and 100 in Exton (John Burke).....CONRAIL plans to sell the land once occupied by the Reading's Woodlane yard near West Conshohocken. The buyer is Lower Merion Township, which wants to use it for a composting area.....Severe flooding along the Susquehanna River forced CP RAIL to detour freight trains 555 and 556 back to their old CONRAIL route through Allentown and Philadelphia. The detours lasted from April 1 to April 5. Conrail service was not affected, the only closures being the CP line between Wilkes-Barre and Sunbury and the NORTH SHORE RAILROAD along the opposite bank of the river (Central Pennsylvania Chapter Susquehannock).

A recent NJ TRANSIT study recommends against the revival of commuter service along CONRAIL's Trenton Line between West Trenton and Bound Brook.....NJT will run special trains to Phillies baseball games on four Sundays this season. Originating at Atlantic City, the trains will operate on June 6, June 20, August 15 and September 26. Make reservations by calling 609-343-7163 (DVARP).....NJT has unveiled a record capital spending program for Fiscal Year 1994 totaling \$514 million. Among its larger items are \$44 million for rebuilding 70 Arrow II MU cars and \$36.7 million to begin work on the Secaucus Transfer project in North Jersey (Jersey Central Chapter News).....NJT shipped eight more coaches to SEPTA's Wayne shop last month for wheel work.....NJT has received at least four rebuilt GP40PH-2 locomotives from Morrison Knudsen, the 4145 through 4148 (News).....NJT began its new Philadelphia-Atlantic City service as advertised on May 2, with six daily round-trips to and from 30th Street. One-way fare is only \$6.

In June, Cinders Columnist and Chapter Member El Simon will become a regular columnist in the popular Railpace Newsmagazine. He will write a column on Amtrak affairs and other passenger matters, an area in which his expertise is widely recognized.....CP RAIL operated a special passenger train from Harrisburg to Sunbury and return on April 29 for guests at the annual State Rail Freight seminar. The six-car train was pulled by lightning-stripe DELAWARE & HUDSON GP38-2 #7304 and CP SD40-2 #6034, freshly-painted in new system dress featuring combined U.S. and Canadian flags on its sides.

NRHS EASTERN REGION CONFERENCE TO BE HELD IN SCRANTON

Eastern Region Vice President Steve Barry has announced that the third annual regional conference will take place in Scranton, PA Saturday and Sunday, June 12-13. Among the features will be a VIP tour of Steamtown's shop and roundhouse, several seminars and a banquet. Registration fee covering all events is only \$50 per person. The Lackawanna Station Hotel will be headquarters, and is offering a special rate of \$75 per night. Reservations may be made by sending a check for \$50 payable to Steve Barry at RD #3, Box 414, Elmer, NJ 08318-9514.

RAIL HISTORY MOVEMENT LOSES TWO GIANTS: ROBERT CLAYTOR, GRIF TELLER

The rail history community lost two well-known figures to death during early April.

Robert B. Claytor, the first chairman of Norfolk Southern Corp., passed away April 2 at the age of 71 at his home in Norfolk. He had been ill for an extended period of time. Claytor graduated from Harvard in 1948, and immediately went to work as an attorney for AT&T in New York. But he jumped at an opportunity to return to his native Roanoke, VA in 1950 as an attorney for Norfolk & Western.

Claytor was a key architect in the merger of Southern Railway and N&W to form Norfolk Southern, and he was equally adept at handling the throttle of N&W J-Class #611 or A-Class #1218. Railroad financiers riding NS business car trips were chagrined more than once that the chairman was in the cab of the locomotive rather than in a lounge chair in the business car.

On Thursday, April 8, well-known Railroad Artist Grif Teller passed away at the age of 93 at his home in Westfield, NJ. Mr. Teller painted the well-known Pennsylvania Railroad calendars during 27 of the 33 years between 1929 and 1958. His art graced the PRR calendars from 1929 through 1942, and then from 1947 to 1958.

Following his retirement as a commercial artist, Mr. Teller remained active, painting railroad scenes on commission for rail enthusiasts right up until his passing. His more notable PRR calendars included a very popular scene of the Army-Navy football game at Municipal Stadium in Philadelphia, Horseshoe Curve in Altoona and Rockville bridge near Harrisburg.

Saddened by their passing, our memories will be enriched by the contributions of these two giants to the rail history movement.



Amtrak's May 2 schedule change has, among other things, brought about a major change in the "no smoking" policy. All trains whose running times are 4-1/2 hours or less are now "no smoking". In our area, this includes the entire Metroliner Service, the Virginian and all Empire Service trains east of Schenectady, NY. The Auto Train eliminates smoking in the lounge (moving it to the dome coach). Most western trains move smokers from the lounge to a specified coach.

The schedule changes find most Northeast Corridor conventional trains retimed to leave Washington at 35 minutes past the hour (some running on different times weekends). This is to allow work on the Kearny connection in North Jersey as well as trackwork east of New York. An additional Metroliner (Train 128) leaves Washington at 8 PM Monday through Friday (except no Fridays June 18-September 3) and Train 129 runs New York-Washington Monday-Thursday, leaving the Big Apple at 8:00 PM. Train 193 leaves Boston 7:01 PM, more than 50 minutes later than at present, to provide service after the fare blackout period, and the Cape Codder will operate on weekends between June 18 and September 6, operating north on Friday evening and south Sunday afternoon.

On an equipment note, surviving Metroliner cab cars in the 800 series have been renumbered into the 9800 series to clear the old series for the new AMD-103's, now being delivered.

On long-distance trains in our area, Trains 29-30, the Capitol Limited, operate 25 minutes later in each direction, and Trains 48-49, the Lake Shore Limited, will operate one hour later each way. Meanwhile, the Cardinal schedule finds Train 51 running 15 minutes later and Train 50 ten minutes later. The southbound Adirondack, Train 68, will continue to operate on a later Sunday schedule, much as it does during the winter months.

The Silver Star, Trains 81-91 and 82-92, will run a bit over 20 minutes later each way. The southbound Old Dominion operates 20 minutes later weekends (as Train 99). Service to Newport News is expanded with an extra train Thursdays and Saturdays. As an experiment, a weekend train will stop at Williamsburg's Pottery Factory (as well as the regular station) to try and drum up ridership to the outlet center.

Amtrak kicked off the Sunset Limited's extension from New Orleans to Miami with a 12-car special (all Superliners except an El Capitan transition coach-dorm and the inspection car Beech Grove for officials). I rode the first two legs* (New Orleans-Pensacola and Pensacola-Jacksonville), but was forced to miss the final leg due to business requirements.

An inaugural trip is something special. For the towns which are gaining rail service, it's a real event and cause for celebration, complete with speeches, bands and a quick look at the train for some lucky townspeople. For me, it was an opportunity to meet old friends and make new ones, as well as hearing some good comments about Cinders.

Most of the terrain across the Gulf coast reminds one of South Jersey, with sandy soil, pine trees, bays and inlets. There was one ingredient one won't find in South Jersey, however-- lots of CSX locomotives!

My access to the special began with a trip to New Orleans on the Crescent, which has been restored to its old standards complete with dining car china and silverware. The food was perfectly acceptable. Due to FRA-mandated cleaning standards, the train no longer carries a lounge between Birmingham and New Orleans, a seven-hour stretch. However, the trip still passed quickly with this part of the trip over excellent track.

I scheduled an extra day in the Crescent City to relive some past memories. Millions of dollars have been spent to refurbish the St. Charles streetcar line, and it shows. The rail is level, Carrollton carhouse has been rebuilt and the streetcars themselves are about halfway through another major rebuilding program. If you were to close your eyes, you could imagine riding the streets of Philadelphia some 40 years ago. Refurbished cars have big numbers and white dash pinstriping. The controllers have been rebuilt, with the ones I saw using a K68 frame and K36 cylinder.

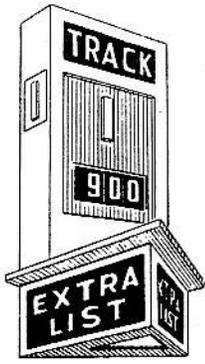
New Orleans' waterfront tourist line is broadly similar to our Delaware Avenue line, but it's laid out with two streetcar and one railroad tracks and has proper stations. The route is operated with a mix of non-modernized "900"-type cars and some former Melbourne cars-- all painted red instead of green. Cars are not interchangeable, since the St. Charles line is wide gauge and the Riverfront line standard gauge.

In commuter rail news, MARC has received its ten newest coaches, numbered 7726-7735. Seven leased Virginia Railway Express cars (ex-MBTA "Boise Budd" coaches) are still in service for the present. On a day I recently observed MARC operations, three of the ex-Burlington Northern E units were in service, and trains operated with 14 different diesel locomotives (two doubleheaded trains) and four electrics. A total of 86 cars were noted in service.

Virginia Railway Express, meanwhile, operates one of the Fredericksburg trains with the "Boise Budd" cars, and holds the remaining ex-MBTA cars in reserve at each terminal. There are 17 trailer and four cab cars from Boston on the property, but reports suggest that VRE will purchase the ten remaining cars.

California DOT has ordered nine streamlined F59 locomotives from EMD-- they will be considerably more streamlined than the angular bodies being applied to Amtrak's new General Electric AMD-103 units.

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MAY 14, 1993: Annual banquet of West Jersey Chapter NRHS at Landmark Inn, Routes 38 and 73, Maple Shade, NJ, with cocktails at 6:30 PM and dinner at 7. Featured speaker will be John P. Hankey, curator, B&O Railroad Museum. Tickets: \$27.50 per person, with choice of entree chicken cordon bleu or roast sirloin of beef. Reservations should be made with Guy E. Bergstrom, 158 Silver Lake Drive, Clementon, NJ 08021, making checks payable to "West Jersey Chapter NRHS." For information, telephone 609-784-1348.

MAY 15: Delaware Transportation Festival at Amtrak station, Front & French Streets, Wilmington, DE, sponsored by Delaware DOT, Amtrak and City of Wilmington. Hours: 10 AM to 5 PM. Admission free. Rail equipment displays, SEPTA train rides, model railroad exhibit and souvenirs will be featured, plus free cruises on ship Miss Kathy on the nearby river. For information on exhibiting, telephone DelDOT at 302-577-2025.

MAY 15: "Oak Ridge Limited" steam excursion using Norfolk & Western 4-8-4 #611 from Alexandria to Oak Ridge, VA and return via Norfolk Southern, sponsored by Potomac and Washington, DC Chapters NRHS and Chesapeake Division RRE. Train leaves Alexandria 7:15 AM, returns 9 PM. Fares: \$74 adults coach, \$69 children (5-11) coach, \$189 first class. Tickets for Oak Ridge mansion tour to be sold on board. Order tickets from: Steam Train Excursions, P. O. Box 151, Alexandria, VA 22313-0151. For information, telephone 301-946-9461 or 301-495-9668.

MAY 16: "Festival Flyer" steam excursion using N&W #611 from Alexandria to Front Royal, VA and return via Norfolk Southern, sponsored by Potomac and Washington, DC Chapters NRHS and Chesapeake Division RRE. Train leaves Alexandria 8 AM, returns 8 PM. Fares: \$66 adults coach, \$60 children (5-11) coach, \$160 first class. Optional Skyline Caverns tour \$7.50 adults, \$5 children. Order tickets as shown in previous item.

MAY 22: 11th National Model Trolley Meet at Valley Forge Convention Center, King of Prussia, PA, 9 AM to 10 PM, sponsored by East Penn Traction Club. Registration: \$18 per person. Operating layouts, movie and slide presentations, model contests, clinics, commercial displays and tables will be featured. For registration and information, write: George VanDeventer, 1470 Kingsley Drive, Warminster, PA 18974.

MAY 23: Demonstration ride of new N5 car #451 on SEPTA's Norristown High Speed Line, sponsored by Buckingham Valley Trolley Association and East Penn Traction Club. Market-Frankford car leaves 69th Street Terminal 8 AM to pick up patrons from Model Trolley Meet, returning to 69th Street. N5 car leaves 69th Street 10 AM making two round-trips to Norristown and returning to 69th Street about 2 PM. Fare: \$25 per person. Order tickets from: George Metz, P. O. Box 7285, Philadelphia, PA 19101, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope. For information, telephone 215-565-0528.

MAY 28-31: Annual convention of Electric Railroaders' Association in New York metropolitan area, featuring Long Island Sound circle boat tour, New York subway fantrip, Newark city subway tour and banquet. All-inclusive price: \$132 per person (\$80 without banquet and lunch). Send reservations to Electric Railroaders' Association, P. O. Box 3323, New York, NY 10163-9998, making checks payable to "ERA" and enclosing stamped, self-addressed envelope. For information, telephone Convention Manager Larry Furlong at 718-728-1156 (evenings).

MAY 29: Pocono Train Show at Stroudsburg Area High School, Interstate 80 Exit 48, Stroudsburg, PA, 9 AM to 2 PM, sponsored by Pocono Mountains Chapter NRHS. Donation: \$3 adults, \$5 family. For information, contact Chairman John Lutz, 39 Kinney Avenue, Mount Pocono, PA 18344 (telephone 717-839-7465).

MAY 29-30: 4th annual Electric Railway Weekend sponsored by Central Electric Railfans' Association in Cleveland, OH, celebrating 25th anniversary of rapid transit extension to Cleveland-Hopkins Airport. Visit to Trolleyville, U.S.A. on Saturday and tour of entire light and heavy rail CTA system on Sunday. Ticket for entire weekend: \$40 adults, \$20 children (5-11). Order tickets from: CERA, P. O. Box 503, Chicago, IL 60690, enclosing stamped, self-addressed envelope.

MAY 29-30: "Camp Carroll 1863" recreation of historic Civil War railroad operations on original right-of-way in Baltimore, sponsored by B&O Railroad Museum and Mount Clare Plantation Historic House Museum. Among operating equipment will be replica of 1837 B&O locomotive Lafayette, telegraphers dispatching trains and functioning teamsters with horses and wagons. The 1856 locomotive William Mason will be on display. For information, telephone 410-837-3262.

MAY 31: Ringling Bros. and Barnum & Bailey Red Unit circus train to move from Binghamton, NY to Philadelphia via Conrail. Evening arrival expected. Fifty-two car train to be parked at Greenwich yard in South Philadelphia until departure for Tulsa, OK on June 14. Circus will play at Spectrum June 1-13.

JUNE 3-6: American Rail Heritage Conference at Penn State Altoona Campus, Altoona, PA, sponsored by Pennsylvania State University. Presenters include Ron P. Osmolinski, general superintendent, Conrail Juniata locomotive shop; Peter Barton, executive director, Railroaders Memorial Museum; Michael Bezilla, railroad historian, Penn State University; James Boyd, editor, Railfan & Railroad Magazine; Eric Gerst, president, Octoraro Railway; Dr. John Latschar, superintendent, Steamtown National Historic Site; and Mark Smith, editor, Locomotive & Railway Preservation Magazine. Conference will take place at Altoona Campus, with several tours scheduled. Cost: \$350 per person, including conference materials, meals and room in college dormitories, or \$300 if making own overnight accommodations. Required registration form must be filed by May 28. Brochure may be obtained from: Penn State Altoona Campus, Continuing Education, 3000 Ivyside Park, Altoona, PA 16601-3760 (telephone 814-949-5048).

JUNE 5: 2nd annual New York Cross Harbor Railfan Day, including visits to rail and marine operations, motive power displays and night photo session on New York Cross Harbor Railroad. Chartered bus leaves Penn Station, New York, at 9 AM. Day tour ends at 5 PM, night session at 10 PM. Tickets: \$45 for day excursion, \$15 for night photo session, \$55 for package. Order tickets from: Bernard Ente, P. O. Box 568, Maspeth, NY 11378, making checks payable to "Vanderbilt Transportation Associates" and enclosing stamped, self-addressed envelope.

EXTRA LIST (Continued from Page 9)

JUNE 5: Excursions on Eastern Shore Railroad from Parksley to Nassawadox, VA and return, sponsored by Worcester-Accomack-Northampton Daycoach, Inc. Diesel-powered trains leave Parksley at 11 AM and 3 PM, returning at 1:45 PM and 5:45 PM respectively. Fares: \$13 adults, \$8 children (4-12). Order tickets from: WAND, Inc., P. O. Box 135, Parksley, VA 23421. For information, telephone 804-665-6271 or 410-651-2772.

JUNE 6: Spring '93 Sell & Swap Show at Parsippany PAL, 33 Baldwin Road, Parsippany, NJ, sponsored by Tri-State Chapter NRHS. Show includes railroad memorabilia, photos and model railroad items. Admission: \$4 adults, \$3 children and seniors, \$6 family. For information, contact Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962.

JUNE 12-13: 3rd annual NRHS Eastern Region Conference at Lackawanna Station Hotel, Scranton, PA. Events include "VIP" tour of Steamtown shops and roundhouse and evening banquet. Seminars will be conducted by Dr. John Latschar, superintendent, Steamtown National Historic Site; Mitchell Dakelman, NRHS director media services; and Bruce Hodges, president, Leatherstocking Railway Historical Society. All inclusive fee is \$50 per person. Registration should be made with Steve Barry, VP, Eastern Region, RD #3, Box 414, Elmer, NJ 08318-9514, making checks payable to "Steve Barry." For information, telephone 609-358-8351.

JUNE 13: 100th anniversary festival of Overbrook Farms community at historic Overbrook railroad station, 63rd Street & City Avenue, Philadelphia, 12 Noon to 6 PM, sponsored by Overbrook Farms. Flea market and display tables will be set up in station parking lot.

JUNE 19: Special trains from 30th Street Station to Valley Forge and return for 100th anniversary celebration of Valley Forge Park. SEPTA will operate three round-trips using diesel locomotives and push-pull equipment. Details will appear in June Cinders.

JUNE 26: Philadelphia & Western Day at Rockhill Trolley Museum, Rockhill Furnace, PA, sponsored by Railways to Yesterday. Variety of P&W equipment will be featured, including rides on Bullet car #205. Slide presentation, gift shop and food will also be available. All-day tickets: \$3 adults, \$1 children. For information, contact Railways to Yesterday, P. O. Box 1601, Allentown, PA 18105 (phone 215-965-9028 or 717-436-6403).

JULY 3-10: All private-car special train, Minneapolis to Milwaukee via ex-DSS&A, Soo Line, C&NW, DM&IR, GB&W and Milwaukee Road lines. "Great Lakes Explorer VII" includes dome, sleepers, open platform business cars and diner. Trip will operate Minneapolis, Owen, Gordon (ex-C&NW) to Superior, DM&IR to Duluth, Two Harbors, Wales, Allen Jct., Iron Jct., Hibbing, MN, Superior, Ladysmith, Rice Lake (ex-C&NW), Almena, Prentice, Ashland, White Pine, MI, Rhinelander, Laona, Black Creek, GB&W to Green Bay, Appleton, Manitowoc, and Milwaukee to Milwaukee. Fare: \$2,450 per person, double occupancy. Contact: High Iron Travel Corp., P. O. Box 50116, Minneapolis, MN 55405 (telephone 612-377-2329 or 603-382-4515).

JULY 17: Excursion on Eastern Shore Railroad from Pocomoke City, MD to Cape Charles, VA and return, sponsored by Worcester-Accomack-Northampton Daycoach, Inc. Diesel-powered train leaves Pocomoke City at 9:30 AM, returning at 5:30 PM. Fares: \$25 adults, \$20 children (4-12). Order tickets from: WAND, Inc., P. O. Box 135, Parksley, VA 23421. For information, telephone 804-665-6271 or 410-651-2772.

JULY 17-31: Chicago pre-convention tour including rail attractions and museums in Wisconsin, sponsored by Overland Chapter NRHS. Group leaves Chicago Union Station aboard Amtrak Empire Builder at 3:15 PM July 17. Fares per person: \$624 sharing hotel room, \$739 with single room. Fares include rail and bus travel, hotels, museum admissions, three meals per day and admission to convention activity at Illinois Railway Museum on July 21. Deposit of \$200 will hold reservation until June 8. Make checks payable to: Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265-3075, including telephone number with reservation request. For further information, telephone 309-764-1834. (Ten-day post-convention trip through Midwest also available from Overland Chapter.)

JULY 21-25: Annual NRHS convention in Chicago, sponsored by Chicago Chapter. Events include all-day steam excursions on Union Pacific and Norfolk Southern, special train to Illinois Railway Museum, South Shore electric excursion, banquet, seminars, CTA transit trip, special train to White Sox baseball game and Lake Michigan cruise. Convention headquarters will be the Palmer House Hilton Hotel in Chicago's loop. Convention brochure and order form were distributed with Issue #1 of the National Railway Bulletin. For information, write: 1993 NRHS Convention, P. O. Box 53, Oak Park, IL 60303.

JULY 24: "Rail to the Fair" excursion from Philadelphia to Seaford, DE and return via Amtrak and Conrail, sponsored by Delmarva Rail Passenger Association in cooperation with DelDOT, Delaware State Fair and Wilmington Chapter NRHS. Amtrak equipment will be used, providing rare opportunity to ride Conrail's Delmarva secondary track. Special stop will be made at Delaware State Fair in Harrington. For information, contact Doug Andrews, president, Delmarva Rail Passenger Association, P. O. Box 11102, Wilmington, DE 19850-1102 (telephone 302-995-6419).

JULY 31-AUGUST 1: 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 free parking), \$2 children (6-12).

ON THE SCENE (Continued from Page 8)

WMATA in Washington DC still has four segments of the Metrorail network under construction or awaiting same. The Green Line from Fort Totten to Greenbelt seems to be virtually complete, but the segments from Fort Totten to U Street and Anacostia to Branch Avenue have yet to start. The other two line segments are only one station each, extending the Red Line from Wheaton to Glenmont and the Blue Line from Van Dorn Street to Franconia-Springfield in Virginia.

VIA Rail Canada could have equipment problems this summer, as car rebuilder SEPTA Rail in Montreal has been closed by bankruptcy proceedings, stranding ten coaches in various stages of rebuilding. These cars were needed for the coming summer to handle additional traffic on trains to the Maritimes.

CHAPTER MEMBERS THRILL TO X2000 RIDE

A large group of Philadelphia Chapter members rode Amtrak's high-speed X2000 train from Philadelphia to New York on Saturday, March 20. Enroute they experienced the Swedish-built train's ability to round curves at higher-than-normal speeds, guided by its radial trucks which literally "steer" the cars, while passenger comfort is maintained by a unique tilting mechanism in the coaches.

*High Speed
Rail for
America!*
X2000

The train frequently reached its top permissible speed of 135 mph, as appropriate announcements were made on the public address system. A helicopter following the train to videotape its progress radioed that it was having difficulty keeping pace! The X2000 was making a special Saturday run as Washington-to-New York Metroliner #108, and departed from 30th Street Station on time at 11:37 AM. It emerged from the North River tunnel, just outside New York's Penn Station, at 12:35 PM and pulled into the station at 12:37, 18 minutes ahead of schedule.

Most of the 23 Chapter members on board had the opportunity to visit the control cab enroute to New York (the train was in the "push" mode with its locomotive trailing). An Amtrak supervisor was stationed near the cab to usher visitors inside, where they could photograph the fleeting track ahead or watch the road foreman at the control console. The regular engineer sat in the fireman's position.

In addition to the smoothness of the train and its speed, passengers were impressed by the luxurious interiors of the cars. Most space other than the "bistro" food-service area is configured for first-class two-and-one seating, although these were sold by Amtrak at regular Metrocoach fares. And on a weekend NRHS members enjoyed the normal \$10 Metroliner discount, which with a group discount brought the Philadelphia-New York fare to less than \$35 per person--only \$5 over regular coach fare. Some members remained in New York to ride the X2000 on its 6 PM return trip, some visited the Transit Museum under the guidance of Mike Hopkins, while others returned home on the first available train (#183).

Frank Tatnall handled the group reservation with Amtrak for this unusual outing.

X2000 TO PASS THROUGH AREA AGAIN ON NATIONAL TOUR

The X2000, Amtrak's leased high-speed train from Sweden, completed its Metroliner assignment on May 7 and immediately launched a wide-ranging tour of the U.S. The ABB-built speedster will be featured on numerous special runs and displays during the tour, although none of the excursions are believed to be open to the public.

The first event is a visit to the ABB Traction plant in Elmira, NY on May 10-11, during which it will run a short excursion for ABB employees. Then it's on to Niagara Falls, Buffalo, Syracuse, Rensselaer and other points in New York State, including an Albany-Penn Station-Albany round trip on May 13 behind two of Amtrak's specially-modified Turbo power units. Back in electrified territory, it will pass through Philadelphia on May 17 enroute to Washington. From there the X2000 embarks on an extensive tour of Virginia, the Carolinas and Florida before returning to Washington on June 13. The next day it will run to Philadelphia and Harrisburg, with a public display at Harrisburg station.

Then the train will continue to Chicago for another series of short-haul trips, later proceeding to Milwaukee and Minneapolis before continuing on to Seattle. After several West Coast excursions it goes east to Denver and Chicago, leaving there July 15 for Indianapolis and back to Washington on July 16. After this, the train is expected to be shipped back to Sweden via the Port of Baltimore.

All of the above schedule is tentative, but is the latest information available at Cinders' presstime. It is reported that one of the new P40BH (AMD-103) locomotives may be used on parts of the tour.

NATIONAL DIRECTORS MEETING IN LITTLE ROCK IS A BUSY ONE

A total of 72 NRHS directors assembled in Little Rock, AR over the weekend of March 27-28 for the Society's spring meeting. Following tours of the Cotton Belt shop in Pine Bluff, AR and the Union Pacific's system locomotive shop in North Little Rock, the directors assembled for their Sunday morning meeting.

Among the highlights of the meeting were announcement of a new NRHS program in cooperation with Operation Lifesaver, promoting grade crossing safety, and the award of two historic plaques to be dedicated in Chicago Union Station during this year's convention. Two new chapters were chartered: Grand Canyon Chapter at Williams, AZ, and Yaquina Pacific Chapter at Toledo, OR. It was also reported that membership inquiries are running at record levels, and 71 percent of those who inquire actually join NRHS. The bad news, however, is that only 20 percent of these people join individual chapters, indicating poor follow-up at the local level to leads furnished by National. (Philadelphia Chapter sends membership kits to anyone whose name is received through the national program.) Lancaster Chapter has filed to renew the NRHS radio frequency (151.925). The various NRHS book, film and video libraries will now operate under the new name of NRHS Libraries.

An unfortunate dispute arose at the meeting concerning a proposal by the President to change the elected position of vice president-public relations to an appointed director of public relations. The incumbent, Richard Simons, publicly objected and requested a vote of confidence, resulting in the matter being postponed to the annual meeting in Chicago. The fall directors meeting will be held in Wilmington, DE on November 14. Wilmington Chapter will sponsor the event, together with tours open to all members.

From Philadelphia Chapter, National Director Frank Tatnall, Editor Larry Eastwood--who is also national vice president--and National Office Manager Lynn Burshtin attended the Little Rock meeting.

ADDENDA TO MOTIVE POWER ROSTERS OF SHORTLINE/REGIONAL RAILROADS

The following changes should be made to the shortline and regional railroad rosters published in the January through April issues of Cinders:

BLACK RIVER & WESTERN RAILROAD - BRW has acquired the following unit:
752 GP9 EMD 1956 Former Clarendon & Pittsford 752

BRANDYWINE VALLEY RAILROAD - BVRY has acquired the following unit:
8207 SW7 EMD 1950 Former Conrail 8907

EAST BROAD TOP RAILROAD - Locomotive M-4 is former Bethlehem Steel 29A

EAST JERSEY RAILROAD & TERMINAL - EJRW has acquired the following unit:
8621 SW8 EMD 1953 Former Conrail 8621

EASTERN SHORE RAILROAD - ESHR has acquired the following units:
2085 MRS1 Alco 1953 Former U.S. Army B-2085
2090 MRS1 Alco 1953 Former U.S. Army B-2090

GP10 2000 and 2001 are former Illinois Central Gulf 8250 (built by EMD 1957 as GP9) and ICG 8362 (built by EMD 1958 as GP9) respectively

LACKAWANNA VALLEY RAILROAD - Delete RS18 1801 (transferred elsewhere)

MARYLAND STATE RAILROAD ADMINISTRATION (MARYLAND RAIL COMMUTER SERVICE) - MARC is classifying its former Burlington Northern/Metra E8A/E9A units 64-69 as model E9CH

NEW JERSEY TRANSIT RAIL OPERATIONS - Delete U34CH's 4154 and 4158 (leased to SEPTA)

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY - SEPTA has leased the following units:
4154 U34CH GE 1970 Former New Jersey Transit 4154
4158 U34CH GE 1970 Former New Jersey Transit 4158

VIRGINIA RAILWAY EXPRESS - Correct number of RP39-2C unit V010 is V10

WINCHESTER & WESTERN RAILROAD (NEW JERSEY DIVISION) - Correct construction year for GP9 811 is 1959

ABBREVIATIONS

Alco - American Locomotive Company
EMD - Electro-Motive Division, General Motors Corp.
GE - General Electric Company

SOURCES

Conrail, Eastern Shore Railroad, Extra 2200 South, Jersey Central Chapter News, MARC, Railpace, The Short Line

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