



CINDERS



NOVEMBER 1993

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Volume 54 Newsletter of the Number 10

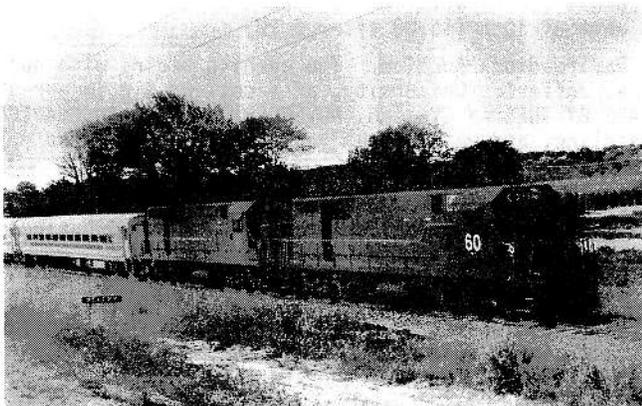
PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OCTOBER SUN BRIGHTENS "STONY CREEK RAMBLE"



Philadelphia Chapter's "Stony Creek Ramble II" excursion on Sunday, October 10, was an artistic if not a financial success.

Slightly more than 100 passengers boarded the three-car SEPTA train at 30th Street Station, departing on time at 9:20 AM. Powered by rare-bird RL1000 diesel locomotives 60 and 61 with Chapter Member Vince Jakubowski at the throttle, the special proceeded past "Zoo" tower and onto Conrail's Harrisburg Line, crossing the Schuylkill River at West Falls and diverging at "Nice" interlocking onto the little-used Blue Line Connecting branch. At Wayne Junction the train, made up of Bombardier coaches 2501, 2513 and cab car 2410, reversed southward on SEPTA's Mainline.

At "16th Street Junction" the Ramble again changed direction to run northward over the recently-upgraded Norristown Line. A photo runby was executed at Conshohocken and, just as the special arrived at Norristown Transportation Center, the sun emerged from behind morning clouds. For the rest of this cool, early-fall day, the skies remained cloudless.

After a 20-minute stop at Norristown, the train moved past "Elm" interlocking onto the ten-mile-long Stony Creek branch, opened in 1874 to connect Norristown with Lansdale. Never a major route, the Stony Creek lost its last regular passenger service in 1936, but was operated for freight traffic by the Reading Company until its conveyance to Conrail in 1976. Shut down in 1981, the branch was turned over to SEPTA as a possible future route for commuter trains, but was reopened for freight service by Conrail in February 1993, after a \$1-million rebuilding. The October 10 excursion was only the third such trip operated over the branch since World War II, all of them sponsored by Philadelphia Chapter. (Stony Creek Ramble I carried nearly 400 passengers on April 25, 1993.)

Another runby was held near the former Belfry station at milepost 4.5 (from Lansdale). Photographers were discharged near the under-construction Blue Bell golf course, the train backed up amid fall foliage and proceeded past the photo line at ten mph--the maximum permissible speed on the branch until installation of flashers and gates is completed at all 13 highway cross-

(Continued on Page 9)

Philadelphia Chapter's "Stony Creek Ramble" special executes a runby (top) at Belfry, PA on October 10, with Mike Hopkins' station sign prominently displayed. In the middle photo, Engineer and Chapter Member Vince Jakubowski leans from the cab of Republic-built #60, which led the Ramble. Bottom, Car Hosts Doug Volk (left) and Wayne Bode wait to reboard photographers at Belfry. --PHOTOS BY FRANK TATNALL

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

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 (\$18.75 per person), Meeting 7:30 PM.

CHAPTER OFFICERS:

President.....Frank G. Tatnall, Jr.
Senior Vice President.....Douglas W. Watts
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Secretary.....Marie K. Eastwood
National Director.....Frank G. Tatnall, Jr.
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Editor.....R. L. Eastwood, Jr.

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.

COMMITTEE CHAIRS

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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, NOVEMBER 19, 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 (\$18.75 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 November 19, 1993 meeting features the Annual Railroadiana Auction. The evening begins with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18.75 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, NOVEMBER 16, 1993 TO CHAPTER PRESIDENT FRANK TATNALL AT 215-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

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

1. Minimum bid price on any one lot is \$2; increments in bidding must be in multiples of 50¢.
2. Each seller is limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot number to be sold. Each item must be listed separately on the registration form. EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.
3. Each BUYER will be given a BIDDER NUMBER. In an effort to speed the auction, payment on all items will not be made until the end of the auction, or until the bidder is finished bidding on lots. Settlement for items sold SHOULD BE MADE at the end of the evening, providing sufficient cash is on hand. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders. The Chapter retains 20% of the proceeds from each sale.
4. HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED WHILE THE AUCTION IS IN PROGRESS. Dig through your attics and come up with a full box of items for sale and a full wallet to buy!

Contributions of lots to the Chapter are especially encouraged once again this year because of our need to raise funds to complete the FP7 restoration project. There will be some nice items sold on behalf of the Chapter which have been previously contributed.

We hope you'll interest a friend in attending Philadelphia Chapter's Annual Railroadiana Auction, to be held Friday evening, November 19, 1993!

MEMBERSHIP RENEWAL NOTICES ARE IN THE MAIL

Philadelphia Chapter members are urged to pay their dues now for the year 1994. Renewal notices were mailed during the first week of November, together with a reminder that the FP7 locomotive restoration project is still in need of funds.

Dues for the next year remain unchanged--\$26 for NRHS national and Chapter membership (\$29 including spouse). Chapter-only members who maintain their national affiliation through another chapter should remit \$13. The January 1994 issue of Cinders will be the last mailed to those who have not paid by the end of January.

Membership in the active Philadelphia Chapter is a bargain! Your officers ask that you renew promptly to insure uninterrupted service.

PAYMENTS DUE NOW FOR ICE TRAIN TRIP

Members who have not yet paid their share of Philadelphia Chapter's group charter on the high-speed ICE train should do so immediately. The special Saturday run of the German-built train will leave 30th Street Station for New York at 11:08 AM on November 20.

Checks for \$37.55 per person should be sent to Frank Tatnall at P. O. Box 289, Plymouth Meeting, PA 19462-0289 and made payable to him. Anyone who has not paid by November 16 will be cancelled.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA's new #4 track from "Stiles" interlocking near 46th Street to Overbrook was to be placed in service during the week of November 1. The stringing of catenary wire was the last work completed before test runs began over this track, to be used for most westbound R5 trains. Located along the south side of the new Overbrook maintenance shop now under construction, it replaces the former #4 recently removed west of the 52nd Street jumpover bridge. (Only the R6 trains to Cynwyd still use the jumpover, now restricted to 15 mph.) Rising on the site of Pennsy's old 52nd Street receiving yard, the shop should open for business in the fall of 1994, allowing closure of the ancient Paoli shop.

SEPTA ran a full complement of special Regional Rail trains for Phillies fans returning home from the three World Series games played at Veterans Stadium on October 19, 20 and 21. The first game, delayed more than an hour by rain, resulted in nine trains leaving Suburban Station between 1:30 and 1:45 AM. At least 1,000 passengers were handled after each game.....SEPTA reported that its "Phantastic" service on the Broad Street Line, with nine extra subway trains running before and after the games, carried more than 10,000 additional riders each night, representing about 18 percent of the Vet's capacity. Tuesday night the 19th was one of the busiest ever at the South Philadelphia sports complex, as game four of the World Series was played next door to a sold-out Madonna concert at the Spectrum.



Rodney Fisk, whose National Interurban Coalition was formed to privatize SEPTA's Bethlehem and Newtown branches (see October Cinders), intends to run his diesel-powered trains directly into center city Philadelphia. In an appearance last month, Fisk said that negotiations with SEPTA are going well and that service should begin in the fall of 1994. Initially, a pair of two-car Dueweg trainsets leased from German Federal Railroads would provide one rush hour and one midday trip on each line, but six more trainsets will be built under license in the U.S. One route would start at a new park-and-ride station

just south of Bethlehem, operate through Lansdale and on to Norristown via the Stony Creek branch, with several stops enroute, then run express to center city. Newtown trains likewise would continue past Fox Chase to Suburban Station. The low-emission Mercedes engines powering the trains would allow them to pass through the center city tunnel, Fisk declared. With operating costs of only about 85 cents per mile, Fisk sees a profit potential using market-based fares. He will lease the two branches from SEPTA for 15 years and seek up to \$5 million in Federal and State funds for track improvements.

SEPTA plans to apply for \$1 million in Federal grants to help restore the classic Strafford station on the Paoli line. Built for the Centennial Exposition in 1876, the building is in a seriously deteriorated condition, and was damaged by fire a few years ago. The grants would be obtained through the same program that earlier this year produced funding for restoration of the historic Overbrook station, dating from 1858. In the meantime, SEPTA plans short-term repairs to the Strafford station this month, including patching holes and painting (Pat Purcell).....Meanwhile, the Sharon Hill Historical Society is working to save the serpentine stone depot at Sharon Hill, built in the 1870's for the Philadelphia, Wilmington & Baltimore Railroad (Railpace).

The last four Blueliner MU cars to be sold by SEPTA were moved by a CONRAIL crew from Powelton yard on October 16. Cars 9110 and 9117 have gone to Rail Tours at Jim Thorpe, PA, while 9114 and 9124 were sold to the Avondale Railroad Center at Avondale, PA....."Slippery rails" is the all-too-familiar reason given by SEPTA for train delays in the fall. On October 24 the Inquirer ran an article entitled "Wet leaves really do delay the trains," in which it was explained that many commuter rail systems experience the same problem. "It's a difficult situation for about a month and a half, and then it goes away," said Ray Courtney, general superintendent of SEPTA's Railroad Division. Because MU cars lack sanding devices, SEPTA again this season is following the time-honored practice of using locomotives each night to sand the more susceptible lines such as Media-Elwyn and West Trenton.

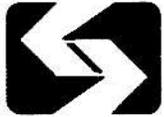
All SEPTA Regional Rail timetables will be reissued effective November 21.....Weekend rail service may be resumed on the Media-Elwyn route late this fall, replacing the buses which have run since a rail replacement program began in September.....SEPTA has awarded a \$5.3-million contract to Safetran Systems for improvements to the wayside signal and crossing protection systems on the Media-Elwyn line (Railway Age)..... Strong protests from North Wales residents and officials followed the September 30 accident in which a ten-year-old girl was struck and killed by a SEPTA train at the Main Street crossing. There were demands that the 55-mph track speed be reduced to 35 mph through town, and the speed has been cut temporarily to 45 mph while SEPTA reviews the situation.....Oil from a Philadelphia Thermal Energy storage tank leaked into the center city tunnel near the north portal on October 8, forcing tracks #1 and 4 to be removed from service over that weekend.

SEPTA push-pull sets are now assigned to R5 expresses #7532-8538-9524-9528-9530-7555-7563-9559-9565-9599 and R7 expresses #9724-9745.....SEPTA #51 is the second of its three SW1200 diesels to be painted blue.Bombardier push-pull controls have been installed in Blueliner #9125 for use on SEPTA's wire train....

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

....Fox Chase train #818 struck a 40-year-old man south of Lawndale station on October 27. Police ruled the death a suicide, the second such incident in the area in six weeks.....The Bucks County Tourist Commission has issued a folder promoting historic attractions in Doylestown in connection with SEPTA rail service. Those purchasing a round-trip ticket at center city Philadelphia stations may also buy a reduced \$7 pass to several museums within walking distance of Doylestown station.



SEPTA's passenger volume continued below budget in September, with revenues for the first three months of Fiscal Year 1994 at \$56.6 million or 1.2 percent under budget. Operating expenses for the period were \$150 million or 1.6 percent over budget, due primarily to increased workers compensation costs and higher service levels.....The Inquirer's lead editorial on October 15, entitled "SEPTA's return to life," praised General Manager Louis Gambaccini on his fifth anniversary with SEPTA. "He has, in effect, taken a dying transit system and restored it to the point where it is once again a source of strength for the region's economy," the newspaper said....."Art in transit" is the theme of new bus shelters placed on center city streets. Some contain maps and color photos with the legend, "Philadelphia: You can get there from here."

SEPTA took delivery of the seventh and eighth N5 cars last month, #147 on October 9 and #149 on October 29. Five of the cars were in regular service on the Norristown High Speed Line.....The Daily News reported that additional penalties for late N5 deliveries were accruing against ABB Traction at the rate of \$3,400 a day, which was confirmed in response to a question at the SEPTA board meeting on October 28. The penalties reportedly continue until the 15th car arrives, probably early in 1994.....SEPTA reissued its Route 100 NHSL timetable effective October 25, with a notice on the cover that "new N5 cars will provide most of the service..." The schedules appear to be the same as those in the August 23 issue, which contained some speedups.A train of Chicago cars derailed at a switch entering 69th Street Terminal on the morning of October 25, near the site where another train split a switch on September 1.

The Environmental Protection Agency has rejected a request from the Penjerdel Council, a business group, to relax the pending Employer Trip Reduction Program. The EPA plan will require major Philadelphia and suburban employers to increase private vehicle occupancy by 25 percent during the morning rush hour, in order to reduce ozone pollution to comply with the Federal Clean Air Act. Greater use of mass transit and carpooling will result, but Penjerdel instead chose to fight the EPA standards.....Word is that SEPTA may make last month's popular Trolleyfest an annual or biennial event. We failed to mention in our Cinders report that visitors to Elmwood depot were not only given rides around the yard in silver PCC #2054 but also were allowed to operate a Kawasaki car--under the watchful eye of a SEPTA instructor. Kawasaki #9111, moved to Germantown depot for service during Trolleyfest, was still parked there in late October.

Amtrak



Congress late last month approved a compromise transportation bill which appropriates \$351.7 million for AMTRAK operations in Fiscal Year 1994, beginning last October 1. This is slightly above what Amtrak received during FY 1993, but is \$30 million less than the railroad requested. Capital projects will get \$195 million, about the same as last year, and \$225 million will go to Northeast Corridor work versus \$204 million in FY 1993. Another \$137 million is allocated for mandatory payments to unemployment and retirement funds, \$20 million is earmarked for maglev research and \$3.5 million for high-speed rail. With passenger revenues remaining below budget, Amtrak has announced service cuts that will produce savings of \$10 million (see El Simon's column), still leaving a \$20 million shortfall. Readers are referred to Don Phillips' column in October Trains Magazine entitled "Don't bet the farm on high-speed rail or Amtrak."

A half-million-dollar contribution from PennDOT has saved three Harrisburg-Philadelphia trains which AMTRAK planned to kill, as well as five stations marked for closure. The State announced on October 29 that the money would keep trains #600, 602 and 617 operating through next June, as well as funding two additional six-days-a-week trains, leaving Harrisburg at 1:55 PM and 30th Street at 11:15 AM. This will increase the number of trains from 78 to 90 per week. Amtrak claimed that the three trains it wanted to kill produced a loss of \$338,000 during FY 1992.....AMTRAK last month also slashed 116 yard jobs nationwide to help close its budget gap. Hardest hit was Penn Coach yard in Philadelphia, where 45 car maintenance workers received pink slips. Last year Amtrak eliminated some 200 positions in its heavy maintenance shops at Beech Grove, IN and Bear, DE.

President Clinton has nominated Daniel Collins, an official of the United Transportation Union, to the "labor" seat on the AMTRAK board previously held by the late Charles Luna. Another vacancy, reserved for the business community, remains unfilled (NARP).....AMTRAK is restructuring its equipment maintenance program to reduce the number of cars in its heavy maintenance program and instead put Superliners and most Amfleet through the overhaul shops annually. Called "progressive maintenance," the plan requires fewer employees but Amtrak claims it "should keep our equipment in better shape." Also, at running repair shops "emphasis will be placed on fixing problems immediately rather than waiting for the 120-day maintenance schedule".....AMTRAK plans to order 15 more hybrid RoadRailer vehicles for a proposed mail service, supplementing the three Road-Railers already acquired. Some may operate on the Broadway Limited.

On October 1 AMTRAK and the freight railroads began paying a higher fuel tax for Federal deficit reduction. Rising from 2.5 cents to 5.55 cents per gallon, the tax will cost Amtrak nearly \$1 million a year for each added penny. On the same day most transportation modes (except airlines) became subject to a new 4.3-cent-per-gallon deficit reduction tax, but Congress cut the original 2.5 cents on railroads to 1.5 cents. Commuter rail systems are now exempt, as is all transit (NARP).....The October 28 Daily News carried an article on AMTRAK's CETC control center at 30th Street Station, which dispatches most of the Northeast Corridor between Morrisville, PA and Washington, DC. Five dispatchers per shift control 112 Amtrak trains each weekday, plus 268 SEPTA trains, 42 MARC trains, 24 NJ TRANSIT trains, 20 CONRAIL freights, two CP RAIL freights and numerous dead-head, maintenance and freight switcher movements.

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

There will be no AMTRAK system timetable again this fall, and press runs of the National and Northeast timetables have been cut in half due to the ongoing budget crunch. Incredibly, two days after the schedules went into effect on October 31, no Northeast timetables were yet available at 30th Street.....AMTRAK is advertising its non-refundable All Aboard America fares as \$69 one-way for one region, \$89 for two regions and \$109 for three regions, but they are still based on round-trip fares of \$138, \$178 and \$218 respectively. They are good through December 16 and from January 4 to June 16, 1994.....Have you noticed the new taxi holding area on the north side of 30th Street Station?.....The Atlantic City line is now using NJT radio frequency 161.40 (AAR 86-86).....A new Route 320 overpass is under construction at Villanova station.....NARP advises that Saturday-only Atlantic City-to-Washington train #666 has been renumbered 668 after comments were received from superstitious gamblers.....AMTRAK is repainting many of its mileposts, replacing the old Pennsy numbers with larger numerals.

The Broadway Limited, train #41, had a very bad day on October 27. As the train pulled into Paoli, a SEPTA crew reported smoke coming from the 15th car, diner #8515, but the AMTRAK conductor found no problem and the train departed. Quickly the operator at "Paoli" tower noticed sparks from the car and radioed the train to stop, which it did at milepost 22 west of Malvern. Further examination by SEPTA and Amtrak personnel revealed six-inch flat spots on the wheels at the "A" end of the diner, and the wheels were locked which prevented movement. Passengers were ordered evacuated from the two cars behind the diner, a sleeper and a slumbercoach, then the three cars were finally cut away and the train proceeded west nearly two hours late minus the diner and two sleepers. The two rear cars were hauled back to 30th Street by GP7 #773 but three days later the diner was still in SEPTA's Paoli yard awaiting a truck changeout. Numerous SEPTA trains were delayed or annulled behind the Broadway. Amtrak train #617 was coupled to SEPTA push-pull train #7563 for movement around the stalled train, and #641 from New York lost almost an hour at Paoli waiting to run around it on track #1.



CONRAIL last month reported a \$3-million net loss for the third quarter of 1993, versus \$75-million net income for the same period in 1992. The 1993 results reflect two non-recurring items, one of them the estimated loss on its Concord Resources waste management subsidiary. Without these items, net income for the quarter would have been \$83 million.....J. B. Hunt, the nation's second largest truckload carrier, began double-stack container service last month between Chicago and North Jersey, via CONRAIL.....The railroad is acquiring 230 45-foot trailers and 507 48-foot containers via lease agreements to help meet mushrooming demand for its inter-

modal service. CONRAIL, along with most major railroads, is experiencing almost unprecedented demand for the service during this busy fall season, with both trailers and containers in short supply systemwide.

CONRAIL has received all 75 of the new SD60M widenose diesels ordered from Electro-Motive for 1993 delivery. The last unit was #5544 with a special "isolated" cab, delivered in late September. A total of 70 widenose C40-8W units has also been received this year from General Electric, up to and including #6229..... The October 4 closure of Enola yard near Harrisburg has put tremendous strain on Allentown yard, with many delays reported in getting trains into and out of the yard. Among new trains in this area resulting from the changes are PGPI/PIPG between South Philadelphia and Conway, PGOI/OIPG between South Philadelphia and Oak Island (Newark, NJ), and MOOI/OIMO between Morrisville and Oak Island. MOPI was reestablished and PGAL/ALPG between Philadelphia and Allentown were discontinued, along with all trains to and from Enola. Ironically, just two years ago Conrail had begun plans for a \$50-million rebuilding of Enola yard.....CONRAIL is planning a new connection between its ex-Pennsy Morrisville Line and ex-Reading Trenton Line at Woodbourne, PA. This will become a double-stack clearance route to North Jersey (Ron Oedemann).

Tom Hilbert, general superintendent-network operations for CONRAIL, presented a most interesting program at the October 15 Philadelphia Chapter meeting. By means of overhead slides, he demonstrated how Conrail planned its three internal transportation "networks"--for intermodal, coal and general merchandise--to provide maximum service at minimum cost. The program elicited numerous questions on these computer-driven networks. Also in attendance as a guest of Member Bill Gardiner was Charles Smith, former Conrail employee and president of the New York Central System Historical Society.....CONRAIL is calling its custom service for handling shipments of large machinery the "Big Easy," and issues a periodic newsletter entitled The Big Picture.

CONRAIL's Philadelphia Division has put together a special Operation Lifesaver display train to bring the public its message of grade crossing safety. The train consists of GP38 #7868 with its special division logo, a 50-foot boxcar equipped with OL displays and bay window caboose #21256 with special lettering (Jersey Central Chapter News).....DVARP reports that CONRAIL has sought an extension until the end of December for installation of automatic crossing protection devices on the Stony Creek branch in Montgomery County..... The U.S. Senate has approved a \$20-million appropriation for local rail freight assistance in Fiscal Year 1994. Funds will be used to rehabilitate track on shortline and regional railroads.....A western Pennsylvania lawmaker has introduced legislation in Harrisburg to revive the Pennsylvania High Speed Rail Commission, which would plan, build and operate a high-speed passenger line across the State.

In a decentralization effort, CSX has created three new operating divisions: the Cumberland, Louisville and Jacksonville Divisions (Bull Sheet).....CP RAIL last month discontinued its Binghamton-Philadelphia trains 272 and 273, combining them with Montreal-Potomac yard trains 556 and 555.....George M. Leilich, the well-known retired vice president-operations of the Western Maryland, died last month in Baltimore. He was 76.....David J. Shirey, 26, a member of Pottstown & Reading Chapter and employee of the BLUE MOUNTAIN & READING RAILROAD, was killed during a rerailling operation October 4 in Schuylkill County, when a large machine fell on him (P&R Chapter Colebrookdale Local).....SOUTHERN RAILROAD OF NEW JERSEY last month received ex-BESSEMER & LAKE ERIE F7A's #727 and 728 (The Short Line).



The past month has been one of marking time for Amtrak as a decision on the successor to President W. Graham Claytor, Jr., is awaited. However, there have been some other important developments.

To help close a projected Fiscal Year 1994 deficit of \$30 million, Amtrak has announced certain service adjustments and reductions. The Eagle becomes a tri-weekly train between St. Louis and San Antonio and the Pioneer does likewise over its entire route between Denver and Seattle. The through coach between Kansas City and New Orleans, marketed as the River Cities, is replaced by a bus connecting Kansas City-St. Louis trains at St. Louis and Chicago-New Orleans service at Centralia, IL. These changes will be effective November 4.

The Harrisburg service was originally scheduled for some sharp rationalization, but a last-minute injection of cash from the Commonwealth of Pennsylvania not only staved off the service reductions, but actually found an added daily round trip.

A number of stations have been identified as losing agents. In the east, I noted only Amsterdam, NY on this list, but North Philadelphia and Johnstown, PA will see reduced hours.

The investigation of the Sunset accident at Saraland, AL continues on several fronts. It appears now that, as mentioned last month, all three locomotives will be definite write-offs and the first three cars likewise, but Amtrak hopes to salvage the Superliner coach which was fully submerged in Bayou Canot. There was no indication of any wrongdoing at all on the part of Amtrak or CSX, and, in fact, several employees of both companies were noted to have performed in an exemplary manner. Genesis locomotive #819 led a very short life on Amtrak, having been outshopped on September 1, and expiring just three weeks later. It will not be replaced.

Two AMD103's have been deleted from the original order of 46; we'll now see only 44 (and, of course, the 819 has been wrecked). All standard models will be delivered by the end of 1993, and the ten dual-mode units for Empire Service are due in January and February of 1995.

The second Superliner II sleeper, 32073-California, was outshopped in September and the third, 32070-Alabama and fourth, 32071-Arizona, were due in October. Initial deliveries have been slower than expected, but Amtrak still hopes to reach the projected monthly rate of five to six cars shortly. With the addition of some 55 cars to the Superliner II order, production will not be increased, but deliveries will now be extended through the end of 1996. Amtrak hopes to receive 18 cars in 1993, 59 cars in 1994, 63 cars in 1995 and 55 cars in 1996.

The 50 Viewliner sleepers will all come during 1995, except for the prototype due in October 1994.

Amtrak ridership for the January-August 1993 period is in a dead heat with the prior year. Metroliner service is up 13 percent while conventional Corridor ridership is off two percent. Atlantic City ridership is down ten percent, but the entire Corridor is up overall 0.2 percent. Other short-distance service is up two percent but long-haul travel declined more than six percent, especially Seattle-L.A. and Chicago-L.A. segments.

Riders age 62 and older are eligible for a 15-percent discount on the lowest available rail fares, subject to holiday blackouts and also subject to limited availability. These fares, however, are not good on Auto Train or Metroliner services and accommodation charges remain as is.

The Boston CETC has been commissioned between Old Saybrook and Groton, and between Mystic River and Westerly.

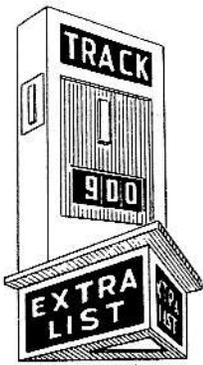
The ICE dining-lounge is offering two upscale menu cycles. Each includes two hot entrees such as orange chicken or grilled shrimp with pasta, or alternate filet mignon or rack of lamb. In addition, you may order a salad entree (a Caesar salad or grilled chicken salad, or alternately a grilled vegetable and Mozzarella platter). Beverages and three dessert items are available a la carte.

At mid-October, VIA Rail Canada was on target for a mid-December completion of the rebuilding program covering 157 "Canadian" cars. AMF will then finish 10 coaches stranded by the bankruptcy of contractor SEPTA Rail, then will rebuild 33 cars for southwestern Ontario service. The Atlantic has been running 13 cars and sometimes 14. A sleeper fare reduction in September six sleepers and the dome observation, with a sleeping car capacity of close to 150 passengers.

In a transit note, the program to rebuild the 35 New Orleans streetcars on the St. Charles car line has reached 25 cars, with five more in process. Plans are progressing to restore streetcars to Canal Street, using 38 new cars patterned after the St. Charles cars.

The Jersey Central's Blue Comet ran for less than 13 years, from the fall of 1928 through 1941. The big change was deluxe coach seating, a smoking car, ladies' lounge and an observation--all in a special blue paint scheme inside and out. Initially, two trains made morning and afternoon trips each way from Jersey City to Atlantic City is about three hours, operating via Red Bank and finishing the journey on the former Reading Atlantic City Railroad, merged to form Pennsylvania-Reading Seashore Lines in 1933. Only the morning train had a cafe car, serving lunch to the shore, and dinner coming back.

The 1929 season saw a third such train (down Friday evening, back later on Sunday), running one season only. The Sunday evening train left about an hour later (4:30 PM) than the regular Blue Comet, from Atlantic City. By the summer of 1933, no dining service was carried and the afternoon train was now a Friday-only run (but a half holiday Saturday train had been added). Still, two Sunday trains back from the Shore were operated during the summer.



NOVEMBER 12-14, 1993: NRHS national directors meeting at Wilmington, DE with events open to all members. Friday will feature Wilmington & Western trip with ex-Pennsy doodlebug #4662, Saturday a tour of Amtrak's Bear (DE) shop and steam special on W&W, plus banquet with Amtrak Engineering Manager Edward Lombardi as principal speaker. Board meeting is Sunday morning. Information may be obtained from Ed Thornton, national director of the sponsoring Wilmington Chapter at 215-869-9305.

NOVEMBER 13-14: Greenberg's Great Train, Dollhouse & Toy Show at Garden State Park, Route 70 & Haddonfield Road, Cherry Hill, NJ, 11 AM-5 PM both days. Admission: \$5 adults, \$2 children (6-12). For information, telephone 609-488-8400.

NOVEMBER 14: Fall '93 Railroad Extravaganza at Parsippany P.A.L., 33 Baldwin Road, Parsippany, NJ, sponsored by Tri-State Chapter NRHS. Numerous rail authors and displays, as well as dealers in railroadiana will be featured. Admission: \$4 adults, \$3 seniors and children, \$6 families. For information, write: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962.

NOVEMBER 20: 7th annual Holiday Railroad Extravaganza, sponsored by Abington Township Police Association, at Abington Junior High School Gymnasium, Susquehanna Road west of Old York Road, Abington, PA, 9 AM to 3 PM. Admission charge unavailable at presstime.

NOVEMBER 20: Auction of railroadiana at Ridge Fire Company, Route 23, west of Phoenixville, PA, 10 AM. Preview Friday November 19 from 7 to 9 PM and Saturday from 8 AM. Included in this auction will be numerous excess items from the NRHS Library in Philadelphia.

NOVEMBER 20: Metro-North excursion using ex-New York Central 1100-series MU cars from Grand Central Terminal, New York, to Brewster North, Croton-Harmon and return, sponsored by Electric Railroaders' Association. Several photo stops and tour of Harmon shop are planned. Train leaves Grand Central 8:30 AM. Fare: \$39 per person in advance, \$44 on day of trip. Order tickets from: Glenn Smith, ERA, P. O. Box 3001, New York, NY 10008, making checks payable to "Electric Railroaders' Association" and enclosing stamped, self-addressed envelope.

NOVEMBER 21: Charter trip with 1926-vintage Peter Witt car #8534 on SEPTA trolley lines, sponsored by Buckingham Valley Trolley Association. (Previously-announced Broad Street subway trip on this date has been cancelled.) Freshly-repainted car leaves Elmwood depot, Island & Elmwood Avenues, at 10 AM, 40th & Woodland portal at 10:30 AM. Fares: \$20 for BVTA members, \$25 for non-members, \$30 on day of trip (if available). Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, enclosing stamped, self-addressed envelope. For information, telephone 215-565-0528.

NOVEMBER 28: Toy Train Show at Fairless Hills Fire Company, Hood Blvd., Fairless Hills, PA, sponsored by Toy Trains in Motion, 9 AM to 2 PM. Admission: \$2 per person (free after 1 PM). For information, telephone 215-537-0770 (9 AM-5 PM) or 215-551-8426 (6-10 PM).

NOVEMBER 28: National Association of Timetable Collectors show at American Legion Hall, 2 Legion Place, Dover, NJ, 10 AM to 3 PM. Admission: \$2 adults, \$1 children (under 12), \$5 family. For information, contact: William G. Sosnowski, RD #2, Box 2132, Mount Bethel, PA 18343.

DECEMBER 4: "Holly Tree by the Tracks Special" from Baltimore to Jackson, MD and return via CSX, sponsored by B&O Railroad Museum. Train leaves Baltimore (Mount Clare) 3 PM, returns at 8:15 PM, with two hours at Jackson to witness the traditional lighting of famous B&O holly tree by the track. Fare: \$20 per person. Order tickets from: B&O Railroad Museum Excursions, 901 West Pratt Street, Baltimore, MD 21223-2699, or by telephone from 410-752-2393.

DECEMBER 4, 5, JANUARY 8, 9, 22, 23, 1994: GATSMELines HO-scale model railroad club open house at Madison & Prospect Avenues, Fort Washington, PA, 1 to 5 PM. Donation suggested. For information, telephone Job Luning Prak at 215-646-2033.

DECEMBER 11-12: Greenberg's Great Train, Dollhouse & Toy Show at Hall B, Philadelphia Civic Center, 34th Street below Spruce, Philadelphia, 11 AM-5 PM both days. Philadelphia Chapter will be represented with a table. Admission: \$6 adults, \$2 children (6-12), with free parking. For information, telephone 410-795-7447.

DECEMBER 11, 12, 18, 19: Annual "Santa Claus Specials" on Penn's Landing Trolley, leaving hourly from Columbus Blvd. & Dock Street, Philadelphia, 10 AM to 5 PM. Two-car train will be decorated for season, and Santa Claus will be on board for all trips. Fare: \$2.50 per person. For reservations and information, telephone 215-627-0807.

JANUARY 22, 1994: "Snowflake Special" Amtrak train from Boston, MA to the Berkshires and return via Conrail Boston Line, sponsored by Mystic Valley Railway Society. Train leaves Boston South Station at 8 AM, returns at 8 PM. Choice of sleigh rides, seasonal activities and meals, or continue on train to Albany, NY. Fares: \$70 adults, \$45 children (under 12), including lunch. Order tickets from: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486, enclosing stamped, self-addressed envelope. For information, telephone 617-361-4445.

ON THE SCENE (Continued from Page 6)

In 1934, though, cafe service was back, and from 1936 through 1939, a daily 10 AM morning train and 4:20 PM Friday train (summer-only) left Liberty Street Ferry Terminal in New York. The extra train left Atlantic City at 6:20 PM on summer Sundays in those years. In its last two years only the 10:00 AM train down and the 4:25 PM train back (4:30 PM Sundays) hung on. From 1935, some (different) cars were air-conditioned and a 1938 wreck at Chatsworth, NJ forced the use of (gasp!) a Reading cafe car. In exchange, an observation (in green) went on the Reading's Wall Street Special, where it served until the introduction of the streamlined Wall Street in 1948. Apparently, this car is the one which survives as New Jersey Transit NJT-1 today.

FP7'S STARTED IN SHOP; MORE WORK AND FUNDS NEEDED

On October 14 Philadelphia Chapter's FP7 locomotive #903 and Lancaster Chapter's #902 were started and their prime movers successfully operated for a half-hour, following completion of bearing replacement work at the Morrison Knudsen shop, Mountain Top, PA. However, three minor radiator leaks were discovered in the 903, necessitating removal and repair of that unit's radiator. A complete inspection of both locomotives will also be necessary, as a first step toward securing the "blue cards" required by the Federal Railroad Administration for actual road operation.

Some \$1,500 has been raised in voluntary donations to Philadelphia Chapter's FP7 fund since June, in addition to profits from the sale of the new FP7 T-shirts. But considerably more will be needed to pay for work performed by MK following the bearing replacement, which was covered by insurance. The Chapter long term must also repay a \$10,000 loan from Lancaster which financed the Imron repainting performed last winter at Landisville shop.

A flyer explaining the FP7 fund is included with dues renewal notices mailed this month. Members of the Chapter and others interested in the successful restoration of these handsome Reading passenger units are urged to be generous, making checks payable to "Philadelphia Chapter NRHS" and marking them for the "FP7 Fund." All contributions will be acknowledged.

FP7 T-SHIRT SALE CONTINUES

Philadelphia Chapter's beautiful FP7 T-shirts are still available, Sales Committee Chairman Harry Garforth has announced. They may be purchased at Chapter meetings on November 19 and December 10, at the Abington train show on November 20 and at Greenberg's on December 11-12. Available in sizes M, L, XL and XXL, the shirts are priced at \$10 each for Chapter members and \$12 for non-members. All proceeds will go to the FP7 restoration fund. Consideration is being given to selling the shirts by mail as well.

OPERATION LIFESAVER OFFERS UNIQUE GIFT IDEA

Operation Lifesaver, the national program aimed at reducing grade crossing and other rail-related accidents, is offering an attractive Christmas gift idea. A pack of 36 high-quality plastic cards, each with a photo of a locomotive from a different U.S. railroad on one side and an Operation Lifesaver message on the other, is available for \$5 per set (plus \$3.50 postage and handling). Order from: Operation Lifesaver, Inc., National Support Center, 1420 King Street, #401, Alexandria, VA 22314.

"ALL ABOARD" RAIL FILM TO BE SHOWN ON AMC CABLE

"All Aboard," the story of trains told through classic film clips and vintage railroad footage, will be shown on the American Movie Classics (AMC) cable television network on Thursday, December 2. Included will be interviews with actors, filmmakers, rail historians and others. Check your cable listing for the exact time. (From Jersey Central Chapter News).

PHILADELPHIA EXPRESS (Continued from Page 5)

Pennsylvania has been found wanting in the area of flexible spending for transit projects, under the terms of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). In an analysis published by the Inquirer on October 31 the State was revealed as spending only one-half of one percent of the Federal highway funds which under ISTEA can be diverted to transit each year, while Massachusetts by contrast is spending 20 percent, New Jersey 13 percent and New York nine percent. However, in testimony before a House committee, State DOT Secretary Howard Yerusolim disputed suggestions that transit was being shortchanged, saying that Pennsylvania is a largely rural state and needs all the money it can get to maintain its 41,000-mile highway system. One problem identified in the article is the fact that SEPTA is not represented on the Delaware Valley Regional Planning Commission, which has been given much responsibility for determining the allocation of transportation dollars among the various modes in southeastern Pennsylvania and South Jersey. "While ISTEA seeks to place transportation decisions in the hands of the locals," said Bucks County Commission Chairman Andrew Warren, "In our region the so-called partnership is really little more than a continuation of the status quo. SEPTA has not really benefited in a way that its supporters expected."

A provision to transfer the functions of the Railroad Retirement Board was contained in Vice President Gore's National Performance Review, released in September. Under the proposal, the agency would be dissolved as part of the drive to streamline the Federal government, but the plan has drawn heavy fire from both the railroad industry and the unions who see vastly increased costs to be shouldered by the railroads..... Ex-Pennsy K4s #1361 will eventually be restored to full operation by means of a Federal grant of \$420,000. But there is no indication how soon this work will take place, according to a report in Ties & Tracks. CONRAIL, however, has backed down on its demand that the Railroaders' Memorial Museum remove the locomotive from its storage site in the Juniata shop complex.....If you think that railfans will collect almost anything, note the following classified ad from Airliners Magazine: "Collector seeks U.S. and foreign airsickness bags. All airlines and countries." If anyone wishes this collector's name and address, please contact the writer.

FAMOUS PHILLY CHAPTER FANTRIPS OF THE PAST

(First of a Series)

Soon after its formation in 1936, Philadelphia Chapter NRHS began sponsoring fantrips (or "inspection trips" as they were sometimes called) over local railroad and trolley lines. One of its most ambitious efforts in the early days was the hosting of the national convention in October 1938--the first such gathering--when there were only 11 chapters in existence.



With this issue Cinders begins a periodic series of "flashbacks" to recall some of the notable excursions sponsored by this Chapter. Senior members with personal recollections of other interesting Chapter outings are urged to submit brief articles for publication in future issues.

"All Around the Town" was the name of the excursion operated for NRHS by the Pennsylvania Railroad on Sunday, June 11, 1939. The steam-powered special, which included a PRR "inspection car," departed from Broad Street Station in center city at 10:05 AM, and after a stop at 30th Street Station proceeded west to the 44th Street freight yard in West Philadelphia, reversing there for a run through the so-called New York & Pittsburgh subway before pausing to pick up additional passengers at North Philadelphia station. It continued eastward on the New York Division mainline past a roll call of industries listed on the trip brochure--virtually all of which have since vanished.

Reaching "Ford" tower just beyond Frankford Junction, the train again reversed down the Kensington branch, sometimes known as the Trenton Avenue elevated, past many more industrial sidings and into the old Kensington station at Front & Norris Streets. Changing directions once more, the train returned to Tioga Street over track now abandoned, entering the street-level Kensington & Tacony branch and following this industrial track past numerous riverside industries and beneath the Delair railroad bridge.

Re-entering the mainline at Tacony, the special proceeded eastward to Holmesburg Junction, diverging there onto the rural Bustleton branch for the 4.1-mile journey to the end of the line at Bustleton (this outer segment later abandoned). After a stop there "to stretch our legs (with) a short stroll around this old settlement," passengers reboarded the train for the return trip via the electrified mainline to 30th Street and Broad Street Station. Arrival there was expected about 4:30 PM, "subject to sightseeing along the road."

Talk about a rare-mileage trip! While impossible to arrange today, the excursion was evidently no problem in 1938, the Chapter noting that it was able to "obtain the services of several representatives of the Pennsylvania Railroad who will be glad to answer your questions." Without a concern about insurance liability, the brochure also stated that "one or two additional stops will be made enroute, particularly for camera purposes," although no photo runbys were scheduled.

OCTOBER SUN BRIGHTENS "STONY CREEK RAMBLE"

(Continued from Page 1)

ings. After everyone reboarded, the train continued north (or west by timetable direction) to Lansdale, where it was parked at the historic station for an hour-and-a-half lunch stop. With the cab car now facing south, many photos were taken of the "Stony Creek Ramble" sign below the cab window, posted there by Member Hank Habbersett who rode the train as a SEPTA road supervisor.

Leaving Lansdale at 2 PM, the special ran via the Mainline southward to Wayne Junction, then reversed onto the Chestnut Hill East branch. Photo stops were made at historic Gravers station, designed by renowned Architect Frank Furness, then at the end-of-line Chestnut Hill East station, opened by the Reading Company in 1931. The sun was perfect for photos at both locations. The train then returned to 30th Street via Wayne Junction and the center city tunnel, arriving on time at 4:30 PM.

The "Stony Creek Ramble" attracted prominent coverage in both the Norristown Times Herald, which gave it front-page space with a color photo, and in the Reporter of Lansdale. Writers from both newspapers conducted interviews on board, with Train Director Larry Eastwood, Engineer Jakubowski and Member Ken Havens featured in the stories.

Thanks are due to all Chapter members who helped staff the Ramble: Train Director Larry Eastwood; Assistant Director Frank Tatnall who made the arrangements with SEPTA; Trip Committee Chairman Mike Hopkins who painted the authentic-looking "Belfry" station sign displayed at the photo run; Sales Committee Chairman Harry Garforth who helped sell a number of the Chapter's new FP7 T-shirts on board; and Car Hoses Wayne Bode, Marie Eastwood, Dan Knouse, Dave Kopena and Doug Volk. The Chapter also appreciates the efforts of Members Habbersett and Jakubowski who served on the crew, as well as Conductor Daniel Crawford and Passenger Attendant Ed Connelly. Thanks are also extended to SEPTA and Conrail for their cooperation in operating "Stony Creek Ramble II."

FRED WEISENBACH RECOVERING FROM ACCIDENT

Member Fred Weisenbach continues to recover from a serious automobile accident which occurred in late June. He is currently residing at the Devon Manor, 235 Lancaster Avenue, Devon, PA 19333-1560.

Those wishing to send Fred a card or other message of cheer may reach him at the above address.