

CINDERS

OCTOBER 1993



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Volume 54

Newsletter of the

Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

"TROLLEYFEST" DRAWS CROWDS TO SEPTA-SPONSORED WEEKEND

"Trolleyfest '93" is the name coined by SEPTA for its two-day, somewhat belated salute to electric streetcars in Philadelphia. It was conceived by the new chief officer light rail, Kim Heinle, not only to draw attention to trolley service past and present but also to help soften the widespread image SEPTA has gained as an enemy of street rail operations.



Southeastern Pennsylvania Transportation Authority

A highlight of the October 2-3 weekend was the appearance of historic Peter Witt car #8534, built by Brill in 1926. Freshly repainted by SEPTA in its authentic early livery, the car is leased for a year from Buckingham Valley Trolley Association. In addition, three stored PCC cars were placed back on rails at Germantown depot for Chestnut Hill trolley operation and two other PCC's ran in a West Philadelphia loop with 8534. A vendor area under two tents was set up at the 40th & Woodland subway-surface portal, with trolley-related merchandise for sale by SEPTA, BVTA and others. Philadelphia Chapter NRHS also had a table manned by Harry Garforth and Frank Tatnall, at which the Chapter's newly-designed FP7 T-shirts were sold and membership information distributed.

Trolleyfest officially began under sunny skies with a 10:30 gathering Saturday morning on the north plaza of City Hall, Member Tom Moran serving as master of ceremonies. Mayor Rendell appeared and spoke fondly of light-rail operations against a backdrop of two display trolleys on flatbed trailers--green PCC #2750 and Kawasaki #9048. Meanwhile, along Germantown Avenue between Chestnut Hill and Ontario Street several cars were operating as an extension of the regular weekend service. These were green PCC's #2168 and 2785, plus resurrected red, white and blue PCC's 2182, 2728 and 2743, plus Kawasaki #9111. The Saturday-only procession was tied in with a re-enactment of the Battle of Germantown at Cliveden Mansion, 6401 Germantown Avenue, but heavy traffic much of the day made it difficult for the trolleys and regular Route 23 buses to maintain schedules.

In West Philadelphia, a generally crowded car 8534 clattered along on hourly tours between the subway-surface portal and 40th & Market Streets via Woodland shop, with PCC 2724 handling the overflow on this "Quaker City" route. PCC #2711 also made an appearance here. The route was via Woodland Avenue to 49th, north to Chester Avenue, then Chester to 42nd, Spruce and 38th to Filbert, returning via 40th, Spruce, 42nd, Woodland, 49th, Chester and Woodland. (On Sunday, #2724 became the center of attention as it was actually auctioned off for \$1,700 at the vendor area.) In addition, Kawasaki cars were making a "Fairmount Park Trolley" tour from 40th & Market to 26th & Poplar in Brewerytown, via 40th, Spruce, 38th and the diversion route to 40th & Girard Avenue, then east past the Zoo. Also, Kawasaki 9009 ran a shuttle service to Woodland shop and 1974 Flixible bus 6569 in the old tan paint was used on a tour of former carbarns.

Among the weekend's most popular events was the open house at Woodland heavy repair shop, with visitors allowed to tour virtually all of the vast, modern facility at 49th & Woodland Avenue. Elmwood depot at Elmwood & Island Avenues was also open to the public, as silver-painted air-electric PCC #2054 circulated around the yard. The Penn's Landing area was also busy as BVTA operated four of its cars on Columbus Blvd. trackage. At 69th Street Terminal, SEPTA's last remaining Bullet car, #206, and Chicago cars 480-481 were on display, but the goal of operating all N5 cars in regular service could not be achieved. At least one Chicago set was spotted in operation on Saturday.

A special Trolleyfest pass (\$10 adults, \$5 children) was good for all events, and was accepted on all SEPTA buses, trains and trolleys during the weekend. Philadelphia Chapter commends SEPTA's Light Rail Division staff for arranging this ambitious, imaginative Trolleyfest.

Earlier, on the morning of September 30, a monument was dedicated at 4th & Bainbridge Streets in South Philadelphia, commemorating the 100th anniversary of electric streetcars in the City which occurred on December 15, 1992. SEPTA performed excavation of the site and the laying of 15 feet of rail, while Bainbridge Green and the Queen Village Neighbors constructed the monument and furnished the plaque. Member Joseph Mannix, whose drawing of the first Philadelphia streetcar has been widely reproduced, represented Philadelphia Chapter at the ceremony.

PHILADELPHIA CHAPTER, NRHS, Inc.
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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 (\$18.75 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, OCTOBER 15, 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 October 15 meeting will feature an inside look at Conrail's Freight Train Service Network, provided to us by CR Assistant Vice President-Transportation Services William Sheppard. This analysis will give members a good understanding of how Conrail moves the freight traffic it handles in the Northeastern United States.

The usual sit-down dinner will be served in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18.75 per person this year, beginning at 6:15 PM. DINNER RESERVATIONS ARE MANDATORY, AND MUST BE MADE BY TUESDAY EVENING, OCTOBER 12, 1993 to President Frank Tatnall at 215-828-0706, before 6 PM or after 7:30 PM. This month's issue will arrive very close to the deadline, and we ask your immediate attention in making a reservation, specifying when you order if you desire a fish dinner.

We invite you to be on hand October 15 as we learn about Conrail's excellent freight operations.



CHAPTER FP7 T-SHIRTS NOW ON SALE

Philadelphia Chapter's FP7 locomotive #903 is highlighted on a special-edition T-shirt commissioned by the Chapter and now on sale. The distinctive artwork was contributed by talented Member and Professional Artist Joe Mannix, and the project was brought to completion by Sales Committee Chairman Harry Garforth.

Selling for \$10 each for members, \$12 for non-members, the shirts are available in a variety of sizes. They will be available on the October 10 Stony Creek excursion and at the Chapter's monthly meeting on October 15. All proceeds from the sale will go toward the restoration fund for locomotive #903, now at the Morrison Knudsen shop in Mountain Top, PA.

CHAPTER LISTS MEETING DATES FOR 1993-94 SEASON

Following are the Friday meeting dates for Philadelphia Chapter during the upcoming season:

October 15, 1993	January 21, 1994	April 15, 1994
November 19, 1993	February 18, 1994	May 20, 1994
December 10, 1993	March 25, 1994	June 17, 1994

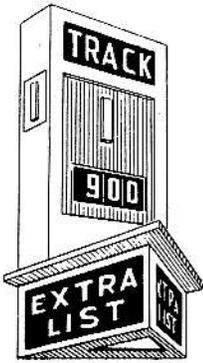
All meetings begin at 7:30 PM, preceded by dinner at 6:15 PM, in the Jefferson Alumni Hall, 1020 Locust Street, Philadelphia.

FOUR MORE CHAPTER MEMBERS EARN 25-YEAR NRHS PINS

Four more members of Philadelphia Chapter this year will be awarded sterling silver pins commemorating 25 years of service to NRHS. They are:

Kenneth J. Andrews
Albert J. Pfeiffer, Jr.
William D. Volkmer
George M. Yocum

The Chapter congratulates these members on completion of a quarter-century of NRHS membership!



OCTOBER 15-31, 1993: 7th annual Art & Photography Show & Sale at Art Gallery of Hanover, 32 Carlisle Street, Hanover, PA. Hours: Monday through Saturday 10 AM-5 PM, Sunday 12 Noon-5 PM. Admission free. Sponsored by Hanover Area Art Guild, Inc., P. O. Box 210, Hanover, PA 17331 (telephone 717-637-6506).

OCTOBER 16: "Pocono Express" excursion from Hoboken, NJ to Lackawaxen and Honesdale, PA and return via NJ Transit, Conrail and Stourbridge Railroad, sponsored by United Railroad Historical Society. Powered by two E8 diesels in Erie Railroad paint scheme, train will leave Hoboken Terminal at 9 AM (tentative) and return in early evening. Consist will be Comet coaches and first class private cars. Photo stops are scheduled. Fares: \$52 adults, \$27 children (under 12). Order tickets from: URHS Train Tickets, W-11 Avon Drive, East Windsor, NJ 08530-5647, enclosing stamped, self-addressed envelope. For information, telephone 609-443-4746 after 8 PM.

OCTOBER 16: "Dover Plains Limited" diesel-powered excursion from Jamaica, Long Island to Dover Plains, NY and return via Long Island Rail Road and Metro-North, sponsored by Long Island-Sunrise Trail Chapter NRHS. Train leaves Jamaica 8 AM, returns about 5 PM. Fare: \$45 adults, \$40 children (5-11) and senior citizens, reserved parlor car seat \$90, box lunch for coach passengers (choice of ham & cheese or turkey) \$7.50. Order tickets from: LIST-NRHS, P. O. Box 507, Babylon, NY 11702, enclosing stamped, self-addressed envelope.

OCTOBER 16: "Old Main Line Special" from Baltimore (B&O Railroad Museum) to Harpers Ferry and Martinsburg, WV via CSX Old Main Line and return. MARC equipment will be used. Train leaves Baltimore 7:30 AM, returns 7:15 PM. Fares: \$65 adults, \$60 children (tickets also good for free admission to museum through December 1993). Order tickets from: B&O Railroad Museum Excursions, 901 West Pratt Street, Baltimore, MD 21223-2699. For information, telephone 410-752-2393 Monday-Friday.

OCTOBER 23: "Autumn Leaf Special" diesel-powered excursion from Hagerstown, MD to Gettysburg and New Oxford, PA and return via CSX's former Western Maryland "Dutch Line," sponsored by Hagerstown and Cumberland Valley Chapters NRHS. Train using MARC equipment leaves Hagerstown (Roundhouse Museum) at 8 AM, returning about 6 PM. Passengers may tour Gettysburg for five hours, or ride Gettysburg Railroad. MARC train will make short trips from Gettysburg to New Oxford, leaving at 11 AM and 1:30 PM. Fares: Hagerstown-Gettysburg \$33 adults, \$30 senior citizens, \$20 children; Hagerstown-New Oxford \$40, \$37, \$25; Gettysburg-New Oxford \$10, \$10, \$5. Order tickets from: Joint Trip Committee, P. O. Box 2858, Hagerstown, MD 21741-2858.

OCTOBER 23: "Autumn Leaf Special" excursion train on New York, Susquehanna & Western from Hawthorne, NJ to Warwick, NY and return behind NYS&W steam locomotive #142, sponsored by Tri-State Chapter NRHS. Passengers may eat picnic lunch at Baird's farm near Warwick, and photo stops are scheduled. Fares: \$30 adult coach, \$25 children (under 12) coach, deluxe \$40 and \$35 respectively, first class \$80 and \$80 respectively. Train leaves Hawthorne 10 AM, Butler 10:50 AM, returning to Hawthorne at 6 PM. Order tickets from: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962, or credit card orders telephone 201-488-5429.

OCTOBER 23: "Autumn Glory Special" from Baltimore (B&O Railroad Museum) to Harpers Ferry and Martinsburg, WV and return, sponsored by B&O Railroad Museum. For schedule and ticket information, see October 16 "Old Main Line Special" item.

OCTOBER 23: Special Amtrak train from Harrisburg and Lancaster to Harpers Ferry, WV and return via Amtrak-CSX, sponsored by Lancaster Chapter NRHS. THIS TRIP SOLD OUT.

OCTOBER 23-24: Railroadians & Train Show at Cherry Hill Armory, Cherry Hill, NJ, sponsored by West Jersey Chapter NRHS. Hours: Saturday 10 AM-5 PM, Sunday 10 AM-3 PM. Donation: \$3 adults, children under 12 free. For information, telephone Jules Ermel at 609-829-4222.

OCTOBER 24: "Tremont Bar-B-Que Express" diesel-powered excursion from West Leesport to Tremont, PA and return via Reading & Northern Railroad. Train leaves West Leesport 9 AM, returns 4:40 PM. Fares: \$35 adults, \$8 children (12 and under), chicken bar-b-que luncheon included in ticket price. Order tickets from: Blue Mountain & Reading Railroad, P. O. Box 425, Hamburg, PA 19526 (telephone 215-562-2102).

OCTOBER 30: "Potomac Valley Special" from Cumberland, MD to Harpers Ferry, WV and return, as part of Railfest '93. MARC-equipped train departs Cumberland Amtrak station at 9:45 AM. Tentative fares: \$26 adults, \$20 children. For reservations and information, telephone 800-TRAIN-50.

OCTOBER 30: 1st annual Southern Railroad of New Jersey Railfan Day at Winslow Junction, NJ, including "rare mileage" tour of Linwood and McKee City spurs on board cabooses. Night photo session at Winslow. Tickets: \$40, with caboose tour \$65 per person. Order from: Vanderbilt Transportation Associates, P. O. Box 568, Maspeth, NY 11378, enclosing stamped, self-addressed envelope.

OCTOBER 31: "West End Mountain Special" from Cumberland, MD to Grafton, WV and return, as part of Railfest '93. MARC-equipped train departs Cumberland Amtrak station at 9 AM. Tentative fares: \$40 adults, \$35 children. For reservations and information, telephone 800-TRAIN-50.

NOVEMBER 6: F-Unit Specials from Jim Thorpe to Haucks, PA and return, sponsored by Anthracite Railroads Historical Society and featuring A-B-A set of restored F3 diesels painted in Jersey Central colors. First train leaves Jim Thorpe 9 AM, returns 1 PM, while second train leaves 2 PM and returns 6 PM. Several photo stops will be made on each trip. Night photo session at 8 PM. Fares: \$24 per person for each rail trip, additional \$6 for lunch or \$11 for dinner in diner Asa Packer. Order tickets from: ARHS, Inc., P. O. Box 519, Lansdale, PA 19446-0519, enclosing stamped, self-addressed envelope.

NOVEMBER 7: "Mount Carmel Limited" rare-mileage excursion aboard RDC's from Port Clinton to Mount Carmel Junction, PA and return via Reading & Northern Railroad, sponsored by Jersey Central Chapter NRHS. Train leaves Port Clinton at 9 AM and returns about 4:30 PM. Several photo stops will be made. Fare: \$35 per person.



Our column begins this month with sadness as we briefly note the tragic Amtrak accident on CSX east of Mobile, AL. While much coverage has been provided in national and local media, for our record, the consist of the Sunset on this date was brand-new GE #819 on the point, F40's 262 and 312, baggage 1139, Hi-level Heritage coach-dorm 39908, Superliner coaches 34083, 34068 and 34040, Hi-level Heritage Lounge 39973, Superliner diner 38030 and Superliner sleeper 32067. The three locomotives, the baggage car and the coach-dorm are all definite write-offs, and the disposition of Superliner coaches 34083 and 34068 are up in the air. They are in fact repairable, but due to the repair cost estimated to be higher than their book value, they could also become write-offs.

Amtrak's new Superliner II cars are moving from the Bombardier plant in Barre, VT in freight service to Palmer, MA, and at that point a light Amtrak locomotive and crew out of Boston moves the car to Albany. The car then continues west on the Lake Shore Limited, immediately behind the locomotives. In the Toledo area, a special restriction at walking speed is required and the train must operate on Conrail's #2 track. Presumably, Conrail will attend to this problem prior to this equipment becoming a regular Capitol Limited assignment.

Production schedules suggest that a maximum delivery rate of five cars per month is expected from Bombardier. It would appear that one line will build 49 sleepers (through March, 1995), six deluxe sleepers (April-June, 1995) and 38 coaches (May-December, 1995). A second line will produce 12 transition-dormitory cars (through February, 1994), 20 dining cars (February-November, 1994) and 15 lounges (November, 1994-May, 1995).

As this column is written, reports suggest that another 35 cars will be ordered. At one time, plans indicated that 35 new transition-dorms would be ordered, which would replace the former El Capitan transition coach-dorms, which could be rebuilt as high-level coaches to provide over 30 additional seats per train. Ten additional diners and lounges would provide an additional diner on the Los Angeles-Chicago run via Salt Lake City. The additional lounges open up several possibilities, and the extra cars would be available if a daily Sunset ever becomes a reality.

All of this is an important component in planning for Amtrak's future. However, a more immediate problem lies ahead. After some brave talk about Amtrak's importance, the Clinton Administration has proposed to cut Amtrak funding. Also, the Corporation has lost big dollars coping with the 1993 floods in the Midwest (covered in depth in October Trains). Amtrak has run some trial balloons up, suggesting in a Philadelphia Inquirer article on Saturday, October 2 that Harrisburg service will be cut some more, and the Texas Eagle and Pioneer may be candidates for tri-weekly instead of daily operation. When the full extent of Amtrak's funding shortfall is finalized, exact service cuts will be announced, most likely in timetable supplements.

Amtrak, of course, also has 50 Viewliner sleepers on order for Eastern trains, and names have been assigned in the View series. Current prototype Viewliners 2300 and 2301 have not been assigned names. And, yes, four of the six names the Pennsylvania Railroad once used will reappear (Mountain, Tower, Metropolitan and Skyline View).

Anticipated schedule changes on the Northeast Corridor for the October 31 schedule change are relatively limited in the Philadelphia area. Summarizing, Metroliner 203 will add Newark as a stop, while Metroliner 215 adds Metropark, while Train 107 skips New Carrollton. Train 129 will operate Fridays now. Train 206 will add Metropark, 210 adds New Carrollton and Metropark, and Train 220 instead of 222 will stop at Trenton and Princeton Junction. Train 228 adds New Carrollton, as do Trains 224, 126, 226 and 128.

All "dwell" times at 30th Street Station will be shown in schedules, so you'll see both arrival and departure times. A Monday-Friday Philadelphia-Washington train is added, leaving at 11:50 AM. Train 669, the Capital City, is a positioning move for Atlantic City equipment and does not offer snack service. Atlantic City-Philadelphia Train 696 runs 40 minutes later while Train 661 to the shore is about 75 minutes earlier. On weekends, Richmond Train 667 runs about ten minutes later than present Train 663.

Other Corridor notes show the afternoon Boston-New York via Springfield train running earlier, connecting at New Haven with Train 175 instead of 177. Train 171 will add Metropark, while 85 skips Princeton Junction and Train 174 adds BWI Airport. Baggage service is also shown now on the Carolinian.

Harrisburg schedule adjustments will find Train 612 running 20 minutes earlier, 614 20 minutes later, 616 ten minutes later and 618 ten minutes earlier. Westbound, Train 619 is 15 minutes later and 696 (from Atlantic City) is 40 minutes later. Trains 642 and 645 add Parkesburg.

Extensive changes are being made to the Empire Service in New York. The same total number of trains each week will be operated, but there are adjustments in destinations and days of operation. The northbound Adirondack to Montreal will leave Penn Station at 7:20 AM, some three hours earlier. This provides a better Montreal arrival and daylight passage through the most scenic portion of the route. On Sundays, the current later service remains.

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ON THE SCENE (Continued from Page 4)

On local long-haul service, the westbound Broadway Limited will run two hours earlier to improve connections at Chicago (as well as providing more timely service to points as far west as Pittsburgh). The Silver Meteor will run 70 minutes later northbound but almost three hours later southbound, with the purpose being to provide additional turnaround time at Sunnyside yard in New York, hopefully improving its current very poor on-time performance.

North of the border, CANAC has offered some VIA Rail Canada motive power and steam generator cars for sale. Included in the latest offering are 24 FP9A and 28 F9B GMD diesels, ten FPA4 and five FPB4 MLW units, 22 Budd RDC-1's (with Cummins engines) and five RDC-9's (Detroit Diesel engines), as well as 15 RDC-2's. Also offered are 14 CCF steam generator cars, one GM steam generator and four National Steel Car steam generators.

On September 18, I visited Cleveland, using Amtrak's lower-cost All-Aboard America fares. The intent was to see the many changes which have occurred since my last visit. The Amtrak station is closed from 3:30 PM to 11:00 PM and is inaccessible during this time frame due to cyclone fencing, with the same being true of Conrail's right-of-way.

You can easily walk up to Public Square, site of Tower City. This is the former Terminal Tower, built in 1930 as the union station. Now, the lower levels and an expanded area have been made into a multi-level shopping mall. Down one level is the rapid transit and Shaker Heights stations, basically opening off each side of a central concourse. The heavy rail line runs through, from Windermere on the east end to the Airport, mostly running alongside Norfolk Southern and Conrail lines. A pocket track is used to turn back alternate three-car trains from Brook Park (one station east of the Airport), while two-car trains run through to Windermere. The cars were built by Tokyu Car Co. of Japan in 1984 and include single as well as paired units. Fares are collected on board except during rush hours.

Shaker Heights uses LRV's built in 1981 by Breda of Italy. They operate from the east pocket track (similar to PATCO's Ferry Avenue station) to the east, along the Windermere line to the shops at East 55th Street station. Here, they diverge on private right-of-way to Shaker Square, thence split into two routes -- Shaker Boulevard (really rich) and Van Aken Boulevard (only moderately rich!). Alternate rush-hour trains at Cleveland go through the station on the heavy rail tracks and turn back west of the station on the high bridge over the Cuyahoga River. Single articulated cars operate in the off-peak, with pairs during the rush.

Los Angeles has announced two future extensions of its heavy rail rapid transit system. The present construction will extend the pilot section north and west into Hollywood and west to Wilshire & Western. The Hollywood route will continue into the San Fernando Valley and the Western Avenue line will move southwest (around suspected methane deposits) to Pico and San Vicente. All this is some seven years off. Subways don't come quickly or cheap!

But light rail is a lot easier, especially when existing rights-of-way are available. So, a light rail line will operate from Los Angeles Union Station north to Pasadena, largely via the Santa Fe. As a result, all rail traffic from the east, including the Southwest Chief, will enter Los Angeles via Fullerton.

As this column was being written, initial reports of the Amtrak accident in Alabama were being reported (see above). September, 1993 also marks the 50th anniversary of the Pennsylvania Railroad derailment at Frankford Junction which had many more casualties than the Sunset incident.

On September 6, 1943, the PRR's Advance Congressional derailed at "Shore" tower killing 79 passengers. Appalling as the accident was, it appears to have resulted in the retirement of only one car, the unfortunate coach 1860, which started the chain of events when a bearing rapidly overheated and broke, causing the car to be deflected upward and down across the massive frame of the westbound signal bridge. To this day, a simplified replacement structure provides mute testimony to the event.

Coach 1860 was torn apart and the following coach (3941) and kitchen-coffee-shop (8023) were heavily damaged. The train was made up of the regular train's equipment, including a twin-unit diner and Pullman parlor cars. The latter were equipped with friction bearings, but 1860, while equipped with air-conditioning and roller bearings, had subsequently lost them.

One personal note on this accident-- my grandmother was a registrar at nearby Northeastern Hospital and a family friend was one of the many off-duty medical personnel called in to deal with the casualties.

FLORIO OKAYS NEW JERSEY RAIL MUSEUM COMMISSION

Governor Florio in late July signed a bill creating the New Jersey Railroad & Transportation Museum Commission, bringing this long-sought project closer to reality. Florio's action rewarded the efforts of the United Railroad Historical Society and Friends of the New Jersey Railroad Museum, which already have a sizeable collection of locomotives, cars and memorabilia in storage awaiting establishment of the museum. A previous commission had recommended locating the museum near Flemington, but other locations such as the government-owned Belle Mead depot are being considered.

Commission membership will be made up of two members from both the State Senate and Assembly, five from various State departments, one from NJ Transit and six public members to be appointed by the Governor including one each from URHS and the Friends.

Several NRHS chapters are members of URHS. Present at the signing ceremony in Trenton were a number of NRHS members associated with the two societies, including Harold H. Carstens, president of the Friends; Walter Grossefinger, URHS president; and Pete Hasler, past president of URHS. Hasler is currently a regional vice president of NRHS.

PHILADELPHIA



FRANK G. TATNALL, JR.

Work has been completed on "Stiles" interlocking in West Philadelphia and on SEPTA's new westbound track from there to Overbrook, but neither is yet in service. Meanwhile, old #4 track has been removed west of the 52nd Street jumpover bridge to make room for construction of the new Overbrook shop complex. All westbound SEPTA and AMTRAK trains are now using the bidirectional #2 track, with SEPTA trains making their Overbrook station stops on #3 track.....Train 529 tore down the catenary at Overbrook about 12:30 PM on September 14, but service was restored for the rush hour.

The SEPTA board on September 23 voted to negotiate with Rodney Fisk's National Interurban Coalition to operated privatized service on the Newtown branch between Newtown and Fox Chase. Fisk's proposal also includes diesel service between Hellertown and Norristown via the Bethlehem and Stony Creek branches. (Rival Robert Regensburger had already dropped out.) The vote was ten in favor, four against and one abstention, with the two Montgomery County members putting up spirited objections. The Daily News reported that the Newtown line "passes through the tiny, wealthy suburb of Bryn Athyn, past the estate of Feodor Pitcairn, the PPG Industries heir who chairs the Montgomery County Planning Commission." It was announced that Fisk had given up on his idea of running trains direct to center city.



SEPTA will reissue all of its Regional Rail timetables in late November, instead of at the October time change.....SEPTA's new Norristown express trains #6613-6650 have been named the Schuylkill Flyer.....Trail-Passes and TransPasses for September were decorated with SEPTA's 25-year logo, and the TrailPasses also carried a field of Reading and Pennsy logos. The October passes feature KYW Newsradio lettering.....Have you noticed those eye-catching posters headlined "What to Take to the Airport?" Along with

luggage, tickets, etc., there is SEPTA's Airport Express.....SEPTA riders enjoyed some unusual entertainment in center city stations during the week of September 29. "Transit dances" were choreographed by members of the Philly Dance Alliance, who displayed even more athletic prowess than commuters rushing for their trains.

SEPTA hauled four Blueliners from Frazer shop to Powelton yard behind SW1200 #52 on September 13. They are due to be moved out early this month via CONRAIL enroute to their buyers.....SW1200 #51 has been painted in SEPTA blue, replacing the former gray livery.....Leased NJ TRANSIT U34CH #4158 had its cab signal equipment removed at Frazer last month, and it was towed to Philadelphia September 24 to await a further move home to North Jersey.....The Norristown Line was back in service September 5 as scheduled.....AEM-7 #2305, returned from NJT, made its first push-pull trip on Parkesburg train #7538 September 8.

SEPTA last month launched a major advertising campaign with the theme "Better than Driving," to win back customers lost during RailWorks and before. Total SEPTA ridership has declined by 16 percent since 1988, with Regional Rail down to 76,000 weekday trips.....Track speeds on the newly-rebuilt Mainline in North Philadelphia are 50 mph north of "16th Street Junction" and 45 mph from there to the former Temple station. Between that point and "Vine" interlocking in the tunnel speeds are 50 mph northbound but only 35 mph southbound.

Several unfortunate events occurred on the Railroad Division last month. A severe wind and rainstorm struck the area on the afternoon of September 27, with fallen trees knocking out the overhead power lines near Elkins Park and Melrose Park stations. Service was suspended from 3:35 to 8:50 PM, halting all West Trenton, Warminster and Lansdale-Doylestown trains through the rush hour. The Media-Elwyn line was also knocked out south of Secane, with one train stranded at the Crum Creek bridge near Wallingford.....Train 564 on September 30 struck and killed a ten-year-old girl returning home from school at the Main Street crossing in North Wales, prompting a local outcry about train speeds.....Deadhead train D9804 bound for Fox Chase killed a 35-year-old man sitting on the track near Lawndale station September 12. The death was ruled a suicide.....Train 4845 was terminated at Queen Lane station September 10 when a rectifier panel beneath a car caught fire. Service on the Chestnut Hill West line was suspended briefly.

"Try Transit Day" September 23 was a cooperative effort by SEPTA, NJ TRANSIT and PATCO to attract commuters who usually drive to work. SEPTA offered \$1 transit fares and \$2 railroad fares, NJT charged \$1 fares between Lindenwold and Philadelphia and PATCO gave free rides all day. KYW Newsradio publicized the event and suspended its regular every-ten-minutes traffic reports in favor of "transit reports." The widely-heard station also has permanently altered these spots to "traffic and transit updates" giving the status of transit lines as well as highways. Results were mildly encouraging, with SEPTA estimating that it carried 20,000 added riders--mostly on rapid transit routes--and PATCO logging a 30-percent increase--mostly off-peak.

New York Governor Mario Cuomo has stepped into the fight over SEPTA's long-delayed award of a \$285-million contract for 222 new Market-Frankford cars (see September Cinders). Cuomo threatened that if ABB Traktion of Elmira Heights, NY, is denied the contract in spite of its low bid, New York State might invoke a new

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statute to disqualify Pennsylvania firms from bidding on large New York City contracts.....SEPTA has named the consulting firm of Hill International to study the "responsibility" of the three bidders on the Market-Frankford cars and to report back by the end of this month. The SEPTA board has postponed a decision until at least this November.

An update on ABB's deliveries of N5 cars to the Norristown High Speed Line: Car #145 delivered August 18 was not yet in service October 1 because of a computer software problem, #146 was delivered September 16 and placed in service on the 25th and #147 was due about October 5. The gray window band was stripped off #146 before delivery and future cars will not have it.....The 34th Street station in the Market Street subway is now an all-stops station during rush hours.....Ads have begun to appear on the back of Neoplan buses, as well as on the sides.....Route 11 subway-surface cars resumed service between center city and 50th & Woodland, effective September 5. But passengers must transfer to buses for the balance of the run to Darby while work proceeds on replacing the Woodland Avenue bridge over CSX tracks, a job expected to continue at least until late 1994.

SEPTA has completed its purchase of the 1234 Market Street building for about \$62 million. It will be refurbished by Brickstone Realty to serve as the Authority's general office beginning in 1995.....The Gallery now has a poster ad in railcars which shows a man and woman standing between the tracks in a SEPTA yard, with two Market-Frankford trains directly behind them. Not a good example for children to see.....Single-tracking continues on the Norristown High Speed Line in off-peak hours between Bryn Mawr and Villanova, as new rail is installed.....Recent installations of third-rail coverboards are not of the wraparound type, which caused problems last winter as snow packed around the power rails.....SEPTA is single-tracking the Broad Street Line south of Snyder Avenue for a rail-renewal project. Shuttle trains operate between Snyder and Pattison stations for a six-week period.



AMTRAK President W. Graham Claytor reportedly has told associates that he plans to retire by the first of the year. However, the 80-year-old Claytor said the same thing a year ago.....The X2000 made its final Metroliner runs on September 29, and was due to be loaded on a ship at Baltimore October 5 for the return voyage to Sweden. On the same day the German-built InterCity Express (ICE) begins regular Washington-New York service as trains #112 and 223 through October 29, shifting to #112-123 November 1 through December 17. Now running under wire with its two locomotives (one on each end), the ICE has shed F69PH-AC diesel units #450-451 which powered it on the recent nationwide tour. The two ex-Amtrak units are painted white with red stripes to match the ICE, and carry Amtrak, Siemens and Electro-Motive lettering on their sides.

AMTRAK intends to cut its Philadelphia-Harrisburg local service by eliminating trains 600, 602 and 617, possibly by November 1. This is the most recent evidence that Amtrak would like to drop its Harrisburg line altogether, turning it over to SEPTA or another State-supported entity. Amtrak reportedly has already given PennDOT notice that it wants to withdraw its equipment from this essentially local service within two years.....AMTRAK Plans to order 15 more RoadRailers to begin U.S. Mail service by next spring. The hybrid trailers may appear on the rear of the Broadway Limited.....AMTRAK is promoting its special non-refundable All Aboard America fares (\$138 one region, \$178 two regions, \$218 three regions) with ads headlined "Plan to get out of town soon."

The new General Electric P40BH diesel locomotives may have handled their first revenue run out of Philadelphia on September 27. Instead of changing from electric to diesel at Washington, train #19 the Crescent dropped E60 #601 at 30th Street and new diesels #800-814 took the train south.....One-of-a-kind conference cab car #9800 was spotted in Penn Coach yard on September 7.....E60 #604 hauling train 82 on September 26 failed just north of Baltimore, and MARC AEM-7 #4901 was commandeered to tow the 16-car train to Philadelphia.AMTRAK AEM-7 #919 with a defective pantograph tore down catenary wire near Edgewood, MD on September 10 while running northbound with train #178. Numerous delays to other trains resulted.....Lake Shore Timetable reports that AMTRAK has cut back its order for new P40BH locomotives from 46 to 44 (#800-843), with deliveries to be completed in 1993. However, this might change with the loss of #819 in the Sunset accident.



CONRAIL has announced the permanent closure of its huge Enola yard near Harrisburg effective October 4, although Enola locomotive shop will remain open. Two hundred jobs will be lost, with classification work shifted to Conway, Allentown and Camden yards.....CONRAIL has filed suit against New York State and 700 local New York jurisdictions, charging that their tax policies violate Federal law. Last year Conrail paid \$23.5 million in property taxes in New York, almost half of its total property tax bill of \$47.6 million throughout the system (Traffic World).....CONRAIL has delayed the extension of its Triple Crown RoadRailer service to North Jersey, probably until early next year.

CONRAIL completed the first shipment of uranium fuel from Eddystone to Philadelphia Electric's Limerick generating station near Pottstown on September 28. In spite of protests from anti-nuclear groups and a few Philadelphia City Council members, the 43-mile trip in the early morning hours was uneventful. Two locomotives hauled a four-car train--a flat car carrying the heavy cask which contained the six tons of uranium rods, two idlers and a Santa Fe caboose for PE officials, police and technicians. Thirty-two more shipments from the closed Shoreham power plant on Long Island will move at about ten-day intervals.

CONRAIL's office car train will emerge from six months' storage on October 14 for an Altoona-Pittsburgh special.....CONRAIL moved the five-car Michigan Artrain in special service from Emmaus, PA to Pottstown on September 14 and to Lewistown on the 20th. Filled with paintings and other art related to transportation, the train is making a series of public display stops across the State.....CONRAIL has repainted two GP38 locomotives in special dress, #7868 with a Philadelphia Division logo reading "Customer service safely per-

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formed," and #7985 with an Operation Lifesaver logo.....The shortline POCONO NORTHEAST RAILWAY shut down last month due to low traffic levels, but neighboring DELAWARE-LACKAWANNA RAILROAD obtained a 60-day directed service order to operate the line.

NJ TRANSIT put U34CH #4152 back in revenue service last month, after its return from SEPTA lease. SEPTA-painted #4154, which blew its engine while in Philadelphia, will have its trucks transferred to another U34CH at Meadows shop.....NJ's baseball special on September 26 made an unusual move over CONRAIL's High Line enroute to South Philly.....NJ has installed a ticket vending machine next to SEPTA's machines in 30th Street Station (DVARP).....Morrison Knudsen said last month that it will lay off up to 700 employees at its Hornell (NY) shop, leaving only 600 workers. This may affect delivery of SEPTA's remaining N5 cars which are assembled there.....Chapter Members Ed Tyrrell and Bill Sawicki have completed a three-month Amtrak training program, and are now qualified sales agents at the Fort Washington Reservation Center.

ADDENDA TO MOTIVE POWER ROSTERS OF SHORTLINE/REGIONAL RAILROADS

The following changes should be made to the motive power rosters of regional and shortline railroads as published in the January through August issues of Cinders:

Add DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA

802	B-B	C425	Alco	1964	Former BC Rail 802
811	B-B	C425	Alco	1964	Former BC Rail 811
901	B-B	U30B	GE	1967	Former Conrail 2888 (Note)
5019	B-B	RS36	Alco	1963	Former Delaware & Hudson 5019 (Note)

Note: Owned by private individual

GETTYSBURG RAILROAD - Correct construction year for 1278 is 1948

LACKAWANNA RAILWAY - This line shut down in August 1993

LACKAWANNA VALLEY RAILROAD - This line shut down in August 1993

NEW YORK, SUSQUEHANNA & WESTERN RAILWAY

Delete SD45's 3620, 3626, 3638, 6515 (sold for scrap)

POCONO NORTHEAST RAILWAY - This line shut down in September 1993

READING, BLUE MOUNTAIN & NORTHERN RAILROAD - Headquarters relocated to Port Clinton, PA

VIRGINIA RAILWAY EXPRESS

Add the following units:

3210	B-B	GP40**	EMD	1968	Former Conrail 3210 (Note)
3268	B-B	GP40**	EMD	1969	Former Conrail 3268 (Note)

Note: Units leased from Conrail

** - Equipped with head-end power

EXTRA LIST (Continued from Page 3)

Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope. For information, telephone 908-454-4848 between 8 AM and 8 PM.

NOVEMBER 12-14: NRHS national directors meeting at Wilmington, DE with events open to 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 on Sunday morning. Information may be obtained at October 15 Philadelphia Chapter meeting or by writing: Wilmington Chapter NRHS, P. O. Box 1261, Wilmington, DE 19899-1261.

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 railroadians 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 19-21: 2nd annual convention of Conrail Technical Society at Ramada Hotel, Altoona, PA. Attractions include tour of Conrail Juniata locomotive shop and Samuel Rea car shop, Horseshoe Curve tour and banquet. For information, write: John P. Krattinger, P. O. Box 7140, Garden City, NY 11570-7140.

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. For information, telephone Paul Myers at 215-887-1460.

NOVEMBER 21: SEPTA Broad Street subway excursion using three remaining historic cars, sponsored by Buckingham Valley Trolley Association. Train leaves Fern Rock 1 PM and for the first time, these cars will use newly-installed express tracks between Olney and Erie stations. Entire Broad Street Line will be covered, plus Ridge Avenue spur and non-revenue trackage. Fares: \$20 for BVTA members, \$25 for non-members, \$30 on day of trip. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope.

CHAPTER TRIP ON ICE TRAIN IS SOLD OUT

Philadelphia Chapter has organized a group trip on Amtrak's high-speed InterCity Express (ICE) on Saturday, November 20, when the train will make one of four weekend trips as Metroliners #206 and 211. Our group will ride from Philadelphia to New York, leaving 30th Street Station at 11:08 AM.

Unfortunately, the Chapter could confirm only 27 seats for the group reservation, so that members who called after September 21 cannot be accommodated. However, because Amtrak allocates only a fixed number of seats for group moves, those members may still be able to make individual reservations.

The fare for each group rider will be \$37.55, including the weekend Metroliner discount and group allowance. Those who are signed up are asked to mail (or give) their checks to President Frank Tatnall, who purchased the ticket, with checks made payable to him.

The group travel is in only one direction. Passengers should make their own return arrangements, via regular Amtrak train or via NJ Transit and SEPTA, or on the ICE train which leaves New York as train 221, leaving at 5:30 PM.

CHAPTER GROWS BUT SLIPS TO 4TH PLACE IN NRHS MEMBERSHIP

In a report released by National on September 1, Philadelphia Chapter's membership increased to 455 but the Chapter slipped from third to fourth place among all 164 chapters in NRHS. The ten largest chapters are shown below, with the number of members who pay their national dues through those chapters:

Bluewater Michigan (Royal Oak, MI).....	522
Central Coast (San Jose, CA).....	508
Chicago.....	478
Philadelphia.....	455
Washington, DC.....	377
C. P. Huntington (Huntington, WV).....	359
Atlanta.....	357
Intermountain (Denver, CO).....	326
Ontario & Western (Middletown, NY).....	320
Pacific Northwest (Portland, OR).....	316

LONG-AWAITED EXTENSION BEGUN AT STATE RAILROAD MUSEUM

Groundbreaking ceremonies were held September 29 at Strasburg to mark the beginning of work on the \$2-million extension of the exhibition hall at the Railroad Museum of Pennsylvania. Among speakers at the ceremonies were Dr. Brent D. Glass, executive director of the Pennsylvania Historical & Museum Commission which oversees the railroad museum; and Robert J. Lawrence, president, Friends of the Railroad Museum which raised more than \$300,000 in voluntary contributions toward the project. The balance was approved by Governor Casey last year as part of the State budget.

Budget Secretary Michael Herschok and Secretary David L. Janetta of the Department of General Services drove two ceremonial spikes in a section of new track. NRHS was represented by several members, including Presidents Frank Tatnall of Philadelphia Chapter and Dennis Allen of Lancaster Chapter. Also representing their organizations were President Phil Klaus of the Pennsylvania Railroad Technical & Historical Society's Philadelphia Chapter; and Steve Gilbert, president of the Reading Company Technical & Historical Society.

The building extension, first proposed more than eight years ago, will nearly double the size of the exhibition space and permit many locomotives and cars now stored in the open to be moved indoors. But it is not yet certain whether original GG1 #4800, owned by Lancaster Chapter and on loan to the Museum, will be moved indoors when work is completed late next year. The State-owned Museum receives more than 150,000 visitors each year, and along with the neighboring Strasburg Rail Road helps draw many tourists to Lancaster County.

STATE BOND ISSUE FOR PARKS, MUSEUMS TO BE ON NOVEMBER 2 BALLOT

Pennsylvania voters on November 2 will have an opportunity to approve a \$50-million bond issue for the Keystone Recreation, Park & Conservation Fund. Of this amount, \$8 million would be designated for the Pennsylvania Historical & Museum Commission for improvements to State museums and historic sites. Among other uses will be \$17 million to improve 114 State parks and 20 State Forests, and \$19.5 million for betterments to local recreation and park facilities.

SEPTA TO OFFER TROLLEYFEST '93 COLLECTOR'S BOOKLET

The History of Trolley Cars in Philadelphia, Trolleyfest '93 Collector's Edition, is a 52-page booklet to be produced by SEPTA following the successful Trolleyfest '93 on October 2-3.

To order a copy, send \$2.50 (plus \$1.50 for postage and handling), to: SEPTA Light Rail Division, 714 Market Street, 4th Floor, Philadelphia, PA 19106.