



CINDERS

SEPTEMBER 1993



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Volume 54

Newsletter of the

Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

"STONY CREEK RAMBLE II" TO ROLL OCTOBER 10

Rare-mileage aficionados and rail buffs of all stripes will have a second chance to ride the ex-Reading Stony Creek branch on Sunday, October 10, when Philadelphia Chapter operates its "Stony Creek Ramble II" excursion.

Reopened for freight service just last February after a 12-year shutdown, the ten-mile branch has linked Norristown with Lansdale since it was opened in 1874. But the Stony Creek was never an important passenger route, having lost its only remaining service in 1936. Since World War II just two excursions have been run over the winding single-track branch, one in 1949 and one earlier this year--both sponsored by Philadelphia Chapter.

The October 10 special will leave 30th Street (Upper Level) at 9:20 AM, returning about 4:30 PM. Consisting of SEPTA's rare RL1000 diesel locomotives and five air-conditioned Bombardier coaches, the train is expected to operate over a segment of Conrail freight trackage in Philadelphia as well as SEPTA's Norristown and Chestnut Hill East Lines and the Mainline from Lansdale, returning to 30th Street via the center city tunnel. While clearance restrictions preclude the use of a leased NJ Transit U34CH diesel, it is hoped to have one of these units spotted for photographs if it is still on the property.

Passengers wishing to board the train at Norristown Transportation Center may do so, with departure time set for 11 AM. The return from 30th Street to Norristown may be made on board SEPTA's regular R6 train departing 30th Street at 5:23 PM (fare \$3). Several photo opportunities are planned during the excursion.

Convenient SEPTA and Amtrak service is operated to and from 30th Street Station, and there is ample parking in the area. Free parking is available at Norristown.

Tickets for this unusual fall excursion are priced at \$35 per person. Members of Philadelphia Chapter, however, may take advantage of a special \$10 discount for members of their immediate family (wife, husband, child) upon purchase of their own full-fare ticket. Orders should be sent to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope. Tickets will also be available at the September 17 Chapter meeting.

For information, telephone Frank Tatnall evenings at 215-828-0706 or Larry Eastwood at 215-947-5769.

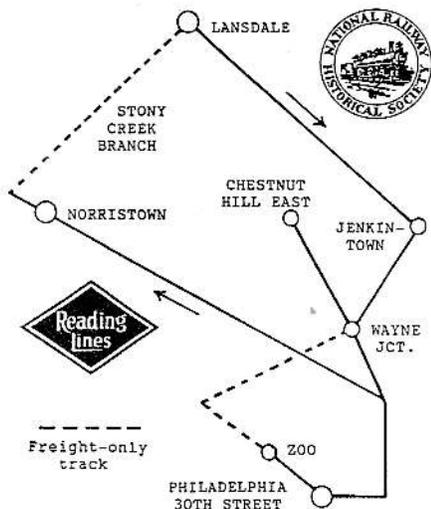
Members are urged to publicize this trip among their friends. Surplus funds from the excursion will go toward supporting the Chapter's FP7 locomotive project.

CHAPTER PLANS GROUP EXCURSION ON ICE TRAIN

Philadelphia Chapter is planning another group excursion to New York, this time aboard Amtrak's German-built InterCity Express (ICE) train. The proposed date is Saturday, November 20. It is expected that the ICE will operate as Saturday Metroliner #206 that date, leaving 30th Street Station at 11:08 AM, with arrival in New York's Penn Station at 12:25 PM. The fare is expected to be about \$35, including the weekend discount.

Capable of cruising at over 200 mph, the sleek ICE trainset is testing this summer and fall on Amtrak, along with the Swedish X2000. By next year Amtrak plans to develop specifications for a fleet of 26 high-speed trains to operate on the Northeast Corridor between Boston and Washington. In current New York-Washington revenue service, the X2000 is limited to a maximum of 135 mph, and the ICE will have a similar restriction.

As he did with our X2000 excursion last March, Frank Tatnall will coordinate ticket arrangements for the ICE trip. Interested members should telephone him at 215-828-0706.



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

CHAPTER OFFICERS:

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Membership.....Sheila A. Dorr
Newsletter.....R. L. Eastwood, Jr.
Program.....Douglas W. Watts
Publications.....Harrison Garforth, Jr.
Publicity.....Thomas F. Moran
Trip.....Michael P. 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, SEPTEMBER 17, 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)

Join us for another season of Philadelphia Chapter meetings on Friday, September 17, as we have our traditional member participation program covering your summer activities for 1993. Each member is invited to bring about 15-20 slides of their rail-related events from this past summer. Also included will be coverage of the 1993 NRHS Convention at Chicago, IL during July.

The usual sit-down dinner will be served in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18.75 this year, beginning at 6:15 PM. DINNER RESERVATIONS ARE MANDATORY, AND MUST BE MADE BY TUESDAY EVENING, SEPTEMBER 14, 1993 to President Frank Tatnall at 215-828-0706, before 6 PM or after 7:30 PM. The ordering deadline is strict, and please specify when ordering if you desire a fish dinner.

Come out, get reacquainted with your fellow members, and find out what happened during the summer of 1993 -- all on Friday, September 17.

SEPTA RENUMBERING 26 SILVERLINER IV CARS

SEPTA is in the process of renumbering 26 of its 231-car fleet of Silverliner IV's, to indicate that they now contain "PCB-free" transformers. The first car, #410, was released June 18 and others are being renumbered as they visit the shop. They may be identified by the blue stripe painted in front of the operating cabs.

Old and new numbers are as follows:

OLD #	NEW #						
270	401	9029	408	305	415	329	421
271	402	9030	409	304	416	328	422
272	403	9031	410	307	417	377	423
273	404	133	411	306	418	376	424
274	405	134	412	311	419	379	425
275	406	147	413	310	420	378	426
294	407	148	414				

DEGRAW TO TEACH COURSE ON PUBLIC TRANSPORTATION

"Going Places: How Our Grandparents Got Around" is the title of a five-week adult course to be presented by Chapter Member Ron DeGraw, beginning Thursday evening, September 23. Now special assistant to the general manager at SEPTA, Ron will cover the development of public transportation in the Philadelphia region, emphasizing the Main Line and Delaware County. Ron, who is author of the definitive book on the Red Arrow system, will also discuss the growth of the Pennsylvania, Reading, Philadelphia & Western and other lines.

The course will be held Thursday evenings from 7 to 8:30 PM as part of the "School Night" adult education program at Conestoga High School, Conestoga & Irish Roads, Berwyn, PA. The cost is \$37 per person for the five-week course. Registration cards may be obtained by writing to: "School Night", P. O. Box 8176, Radnor, PA 19087. The course number is 052.

JOAN TILGHMAN

September 5, 1993

At presstime, we learned of the passing of Chapter Member Dick Tilghman's wife, Joan, on Sunday, September 5, 1993. Joan, who was a Family Member of Philadelphia Chapter and the Society, had been with us at the Chapter's annual summer dinner in Media on August 20. She had always been very supportive of and had participated in many Chapter activities with Dick. The Chapter extends its sincere sympathy to Dick and their son, Bob, at this time.

FP7 REBUILDING CONTINUES AT MORRISON KNUDSEN SHOP

Restoring former Reading FP7 diesel locomotives #902 and 903 to active service remains a primary goal of Philadelphia and Lancaster Chapters, who are progressing the work as a joint project. The 902 is owned by Lancaster Chapter and 903 by Philadelphia Chapter.



The two units, coupled back to back, spent more than three years at the Amherst Industries shop near Landisville, PA, where members of the two chapters put in many hours of work on the 1950's-vintage passenger locomotives. Part of this involved replacing all of the deteriorated plymetal side panels with newly-fabricated steel panels. With the exteriors fully restored, the sleek cab units were placed in the Amherst shop, where highly-durable Imron paint in authentic Reading green, black and gold colors was applied. The painting and lettering diagrams were painstakingly reproduced for NRHS by Philadelphia Member Michael Burshtin, and numerous other Chapter members helped on the project. The effort was led by Equipment Chairman Mike Hopkins and Project Coordinator Bob Morris, who spent many long hours at Landisville.

Because Amherst needed additional storage space for its normal freight car repair business, the Chapters had to seek a new home for the FP7's. This was located through the assistance of Octoraro Railway officials. Resplendent in their shiny new paint, the units were moved during April from Landisville to Pocopson, PA, on the former Reading Wilmington & Northern branch, via Conrail, Brandywine Valley and Octoraro freight service. They remained there while bids were sought for the replacement of damaged bearings and other work needed to finally place the FP7's in operating condition. Morrison Knudsen was the low bidder and in late May the units were again on the move, this time from Pocopson to MK's modern shop at Mountain Top, PA, near Wilkes-Barre. They arrived there on May 26.

Since then the chapters' insurance carriers have agreed to pay for the bearing replacements and other incidental work, and by late August the parts had been received for installation. Currently, MK is preparing a complete inspection report on the units, the first step toward issuance of a Federal Railroad Administration blue card which is required if the units are to be operated under their own power. That, of course, is the long-sought objective of this project, but it is difficult at this time to predict just when the locomotives will be ready for service. Initially, it is planned to run them on occasional Chadds Ford & Brandywine excursions over the Octoraro's W&N route between South Modena and Chadds Ford, PA.

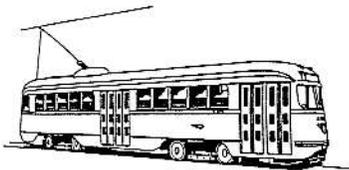
While insurance payments will cover repairs to the prime movers, more funds will be needed for certain electrical and glazing work, inspections and replacement parts. The purpose of running excursions such as the upcoming "Stony Creek Ramble" on October 10 and other Chapter-sponsored activities is to raise funds for this extensive but rewarding project. Now a Philadelphia Chapter member has donated \$500 toward the restoration, and pledges another \$500 IF CHAPTER MEMBERS AND FRIENDS WILL MATCH THAT AMOUNT.

This is a match that's hard to beat--\$500 gets us \$1,000! Anyone wishing to help us meet this worthy goal should send a check marked "FP7 Fund" to Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. All gifts will be acknowledged with thanks.

It is hoped that the first excursion with the FP7's will be exclusively for Philadelphia and Lancaster Chapter members and their families. Let's work toward the day when our beautiful locomotives proudly lead a passenger train down the Brandywine Valley over familiar Reading trackage!

SEPTA PLANS "TROLLEYFEST" CELEBRATION FOR OCTOBER 2-3

SEPTA has decided to pull out all the stops in celebrating 100 years of electric trolley operation in Philadelphia. The Light Rail Division has announced "Trolleyfest '93," a gala two-day spectacular on the weekend of October 2 and 3.



Among major events will be the Saturday operation of four PCC cars, including two of the green-and-cream repaints, on Route 23 trackage between Chestnut Hill loop and Erie Avenue, and the running of ex-PTC Peter Witt #8534 over the diversion route between 40th & Market and Woodland shop, then on to the subway-surface portal. The 8534 has been borrowed from Buckingham Valley Trolley Association for this occasion. A PCC will also be used in this service. Additionally, Kawasaki cars are to run between 40th & Filbert Streets and 26th & Poplar Streets via the northern diversion route and part of Route 15, past the Philadelphia Zoo. BVRTA's Penn's Landing trolleys will be in full operation.

This "Second Century" weekend will also feature a trolley festival, most likely on Dilworth Plaza adjacent to Philadelphia City Hall, during which a green PCC or historic car #2054 will be displayed in a scene reminiscent of the City's first PCC which was showcased near there in 1938. A retired PCC will actually be sold at auction, light rail videos shown and souvenir merchandise will be available for purchase.

SEPTA will sell special Trolleyfest weekend passes for \$10 (adults) and \$5 (children). These will be good on regular SEPTA vehicles during the weekend as well as on board the excursion cars. It is understood that these passes will be obtainable at most regular SEPTA sales locations and at the Penn's Landing Trolley.

SEPTA and Penn's Landing are looking for knowledgeable volunteers to help staff these unique events. Those interested may call Mike DeGrasse at SEPTA's Light Rail Division (215-580-3508) or BVRTA Vice President Operations Gary Pfeiffer (215-342-8725).

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA's massive RailWorks project was completed on schedule September 4, with normal service on the "Reading" side of the system resuming the next day. On Tuesday the 7th, the day after Labor Day, many formerly displaced passengers enjoyed their one-seat rides to center city for the first time since April 30, along with a two-to-four-minute speedup over the four miles of rebuilt Mainline in North Philadelphia. The new \$7-million Temple University station at 10th & Berks Streets opened at the same time, and North Broad station with its re-located outboard platforms is now served only by certain R5 and R6 trains.



SEPTA understandably is crowing over the fact that RailWorks, originally projected to cost \$354 million, came in about \$90 million below budget. SEPTA credits this to tight management, good weather and "hungry" contractors willing to cut their bids to get the work. Now the question is whether some of the money saved can be diverted to other projects..... SEPTA ran test trains during the week of August 30 to check out the new track, signals and catenary, but ruled out a full weekday rehearsal on Sunday the 5th.....A companion track project on the Norristown Line, however, left some doubts as to whether R6 trains would resume operations at the same time. When they do, riders on this lightly-traveled route will notice a smoother ride due to freshly-ballasted track and welded rail north of Miquon. Track speed, in fact, will be raised to 60 mph between Conshohocken and Norristown, probably the fastest in the long history of this ex-Reading line. Overall running times to center city have been cut by four to ten minutes.

With the completion of its most costly and ambitious railroad project, SEPTA is poised to begin an extensive advertising and marketing campaign to win back the hosts of passengers who defected during RailWorks. One immediate result is a series of "new look" public timetables, somewhat larger than the old versions, with attractive graphics (see inset) and more readable type. All carry a logo reading "Convention Center Route--SEPTA Transit." Also newly-issued is a 24-page "Guide to Regional Rail Travel" containing fare and station information--plus the same hard-to-read zone map SEPTA has been using for some time. The second issue of "Connections," the RailWorks newsletter, is also out with a complete description of the improvements.....Among those most pleased by the project's completion are residents near the work zone in North Philadelphia.

Improved schedules are in effect on several lines, including faster running times and more frequent service. On R3 West Trenton, two more PM expresses were added and all trains speeded up by five minutes. Peak-period service on R7 Chestnut Hill East and R8 Fox Chase were beefed up to pre-RailWorks levels with 20-minute headways. Hourly R7 trains from Trenton on Sunday are alternately routed to Chestnut Hill East and Fox Chase. AM and PM express runs have been added to R6 Norristown. R8 Chestnut Hill West retains its RailWorks-inspired half-hourly off-peak service on weekdays, with rush-hour trains every 20 minutes and hourly weekend service. Similar weekend service applies to both sides of the R2, Warminster and Marcus Hook. R1 Airport trains again will run alternately to Warminster and Glenside. Several poorly patronized stations such as North Philly on the R8 are eliminated or now are flag stops. New timetables may be expected at the change of time October 31.

SEPTA's Service Guarantee Program, initiated on the "Reading" side during RailWorks, is now extended to all Regional Rail lines and the Broad Street subway. SEPTA offers a free future ride if it fails to deliver a passenger to his or her destination within 15 minutes of the published arrival time. The guarantee applies only to SEPTA-induced delays--not to those caused by extreme weather conditions or by AMTRAK or CONRAIL. Claim forms are available at major stations.....Fern Rock Transportation Center is now a Zone 2 instead of a free transfer station.....The Ambler parking lot has been greatly expanded and equipped with electronic fee-payment devices. Total cost of the improvements was \$966,000. Six lots on the R3 West Trenton line are also expanded or otherwise improved.

To handle increased service demands, SEPTA last month brought ten Budd Silverliner II cars out of storage, leaving only five still stored.....AEM-7 #2305 was recalled from NJ TRANSIT in early September to handle one of the six scheduled push-pull trains. SEPTA has no spare AEM-7's because #2302 has been laid up at Frazer shop since June with a major electrical failure.....Chapter Member Joe Black was the subject of a photo-article in the latest issue of the employee publication SEPTA Lines. Joe served efficiently as terminal supervisor at Fern Rock during RailWorks.....AMTRAK has notified SEPTA that all Corridor users will be required to replace the present four-aspect cab signal system with new nine-aspect cab signals. New on-board scanner-processors will be installed to enforce speed restrictions and positive-stop rules at interlocking home signals.

The final month of SEPTA's RailWorks diesel service was a mixed bag. West Trenton-30th Street trains 6305-6334 ran reliably until the final day on September 3, with NJT-painted U34CH #4158 on the point the last three weeks after blue U34CH #4154 suffered a massive engine breakdown on August 9. Both 4154 and sister 4152 were returned to North Jersey during the last weekend of August.....Lansdale diesel riders were not so

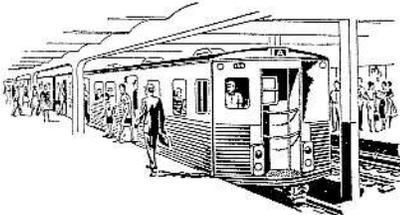
(Continued on Page 5)

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lucky. For a time RL1000 #60 was handling trains 6511-6552 alone with few problems, but an August 18 failure caused the train to be annulled for two days because no U34CH was available. SEPTA then made the decision to terminate the service, and #60-61 made a final round-trip on Friday, August 20.

Work is virtually complete on rebuilt track #15 adjacent to the under-construction Overbrook maintenance facility. At the end of August AMTRAK was installing "Stiles" interlocking at milepost 3.5 on the Harrisburg mainline, just west of Belmont Avenue. Controlled from "Zoo" tower, this facility will connect track #2 to the new SEPTA track.....CONRAIL southbound freight train SECS1 derailed three cars in the newly-rebuilt "Newtown Junction" interlocking in Philadelphia early on September 2, fouling one of SEPTA's two Mainline tracks and delaying some morning R2, R3 and R5 trains. Two hotshot piggyback trains had to be rerouted via Allentown.A heavy rainfall caused minor flooding on Regional Rail during the morning of August 17. Some West Trenton trains were delayed when water rose above the rails at Trevoise station.....On August 21 members of the Anti-Graffiti Network painted much of the north wall along SEPTA tracks near the 20th Street portal in center city.

SEPTA has sold the last four Blueliners stored at Frazer shop, and will move them to Powelton yard in Philadelphia this month for pickup by CONRAIL. Cars 9110 and 9117 reportedly will go to George Hart's Rail Tours and 9114-9124 to Brian Woodcock, proprietor of the rail museum at Avondale, PA.....What is all that construction going on in Suburban Station?.....SEPTA's TrailPasses for September feature Pennsy keystones and Reading diamonds, as well as a 25-year anniversary logo for SEPTA itself (Wayne Bode).....SEPTA continues to offer a \$2 round-trip fare on Wednesday evenings for center city's "Make It a Night" promo..... A CONRAIL rail train dropped welded rail along the #1 track of SEPTA's West Chester Line in West Philadelphia August 28. A second train is due in October. It's all part of a \$28-million improvement program for the busy line which will see installation of 17.5 miles of new rail, 17 miles of signal cable, 13,000 tons of stone ballast and 16,000 ties. To accommodate this work, the entire line to Elwyn will be bused on weekends starting September 11.....SEPTA has built a new flat roof on "Jenkin" tower at Jenkintown. The former tower is now used by maintenance forces.



SEPTA's quixotic quest for 222 new Market-Frankford cars took a backward turn last month, as its 15-member board failed to muster the eight votes needed to award a contract to low-bidder ABB Traction. A political furor has arisen over the issue of whether ABB is a "responsible" bidder, because of the less-than-sterling performance of another ABB unit in delivering 26 new cars for the Norristown High Speed Line. A number of State legislators--and their representatives on the board--contend that the e1 car contract should go instead to AEG Westinghouse, one of whose parents is based in the Pittsburgh area, even though AEG bid \$17 million more than ABB. More fuel was added to the fire with the disclosure that ABB had also been judged deficient in supplying components to the rebuilt NHSL electrical substations, and that the daughter of General Manager Louis Gambaccini is an attorney for the law firm which represents ABB.

At their regular meeting on August 19 the board deadlocked on the ABB award, deciding only to hold a special meeting the following Tuesday. At the second session members voted to delay the decision until November, and to hire more consultants to examine the "responsibility" of all three of the original bidders (ABB, AEG and Morrison Knudsen). Even one of Mayor Rendell's appointees felt the heat and voted for delay, as did State Representative Anthony Williams who had earlier bewailed the fact that his Philadelphia constituents would be forced to continue riding the old, noisy, non-air-conditioned cars even longer, while the board dithers. Member Andrew Warren of Bucks County spoke out against the "back-alley bludgeoning...by some members of the General Assembly" but found himself on the losing side of the vote. If a decision is finally made in November, it will mark the ninth month since the bids were opened last February. "The vote on the e1 cars was an omen that the clock is turning backward (at SEPTA)," the Inquirer editorialized after the non-decision was announced.

One thing the board did approve at its August 19 meeting was to negotiate the purchase of the 1234 Market Street building for SEPTA's new headquarters. Total cost including renovations is capped at \$64 million.In a just-released forecast, the Delaware Valley Regional Planning Commission projects that the number of jobs in center city Philadelphia will increase 24 percent over the next three decades, even though the City's population will decline by five percent, the Inquirer reported.....SEPTA has issued a series of pamphlets entitled "SEPTA Is Serving The Public's Needs," highlighting perceived virtues such as its efficiency, discounted fares and responsible management.....Chapter Member Ron DeGraw has been named special assistant to the GM.

By the end of August five of the new ABB-built N5 cars had arrived on the Norristown High Speed Line, and SEPTA board members had come out to ride them. (As part of the ongoing struggle over the new e1 cars, members had said they wanted to judge for themselves whether or not ABB could build a good car). Here's the list, with arrival dates: #451 May 22, 1991; #142 June 3, 1993 (in service July 15); #143 July 26 (in service August 3); #144 August 13 (in service August 19), #145 August 18. When yet another car arrives #451 may be returned to the Hornell (NY) shop for upgrading and renumbering to 130).....A new NHSL timetable bearing an August 23 date has been issued, and it features a drawing of the N5 car. But at month's end it had not yet gone into effect because it contains running time speedups of two minutes on Bryn Mawr locals and four minutes on some Norristown runs. These cannot be realized without N5's to replace the last of the ailing Chicago cars, and current track projects are also slowing service.

With arrival of the N5 cars SEPTA has begun returning the five Market-Frankford cars borrowed for Norristown High Speed Line service. Car 609 was returned August 12 and presumably will be retracked to wide gauge, while the other Budds are stored on a siding at 72nd Street shop.....SEPTA has issued an interesting

PHILADELPHIA EXPRESS (Continued from Page 5)

brochure describing the \$11.5-million renovation of the 1907-vintage shop which began last winter. The work is needed because the expected fleet of 26 state-of-the-art N5 cars will be maintained there.....An inbound train of Chicago cars #482-483 split a switch entering 69th Street Terminal about 10:30 AM September 1, but did not derail. Shuttle service past the scene was run for an hour while the cars were removed (Mike McEnaney).....N5's #142-143 were tested in MU last month, but there are no ongoing plans to run two-car trains.....In spite of contrary reports, SEPTA plans to cut in the new signal and speed control system on the NHSL this fall, even though a few non-equipped Chicago cars may still be in operation.....Recent N5 arrivals have the standard gray window area, which is virtually invisible against the stainless steel car sides. By contrast, pilot car #451 has a black window area.

Former State Representative Gordon Linton of Philadelphia was sworn in August 20 as head of the Federal Transit Administration. He was succeeded on the SEPTA board by Philadelphia Representative Anthony Williams, named to the post by State House Majority Leader Ivan Itkin of Pittsburgh.....Two women, a SEPTA police officer and a former officer, have filed suit against SEPTA and one of its doctors, charging sexual abuse during routine physical examinations. Also named in the suit is Assistant General Manager Judith Pierce, who has jurisdiction over SEPTA's police force.....The Consumer Education & Protective Association has charged that SEPTA spends only one-third of one percent of its operating budget on marketing and ridership-building activities.....Trolley route 11 was bused last month while work proceeded to replace the Woodland Avenue bridge over CSX.

SEPTA is considering operation of a trolley loop on 11th and 12th Streets in center city, providing service to the new Pennsylvania Convention Center. To be operated with PCC cars, the service would turn on the existing cutback at Bainbridge Street on the south, and on new track to be built on Noble Street north of the convention center. The 12th Street tunnel beneath the center already contains an overhead trough to be used for installing trolley wire.....SEPTA has installed a contactor on the wire which automatically triggers the opening of the fence gate at the Musgrave Street entrance to Germantown depot. This allows the Chestnut Hill trolleys to proceed directly into the unmanned depot.....Construction of a new retail building has begun inside the Chestnut Hill trolley loop.....Morrison Knudsen reportedly has shipped its first rebuilt SEPTA PCC to SAN FRANCISCO MUNICIPAL RAILWAY. Car #1055 in Philadelphia green paint is ex-SEPTA #2122, one of 18 former Philly cars to be rebuilt for Muni.....The Market Street el was closed on the weekends of August 21-22 and 28-29 for a trackwork project, with buses substituted between 69th and 30th Streets.



The German-built InterCity Express continues its national AMTRAK tour this month, including New England appearances September 14-15 and the 5th anniversary of the reopening of Washington Union Station September 25-26. The ICE will then make a Washington-New York VIP run as Metros #112 and 223 weekdays through October 29, then shift to #112-123 November 1 through December 17 (except November 25). The snow-white speedster will also run Saturdays on October 23, November 6 and 20 and December 11 as trains #206-221, and a Sunday round-trip is planned for November 28. Meanwhile, the Swedish X2000 is taking its curtain calls on trains #106-117 through September 24, with a Saturday run September 11 as trains #206-221 thrown in.

A Federal judge in Washington issued a temporary restraining order on August 24, preventing the United Transportation Union from carrying out a threatened nationwide strike against AMTRAK set for the next day. The dispute was over UTU's contention that its members should operate trains within shop areas such as Beech Grove, IN and Bear, DE, though the actual grievance involved only one employee in Los Angeles. It is likely that the issue will be resolved through mediation procedures.....Jolene Molitoris of Ohio was sworn in last month as head of the Federal Railroad Administration.....AMTRAK has produced new on-board route guides for several trains, including the New York-Chicago Broadway Limited and Cardinal.....AMTRAK planned to operate its annual "Miss America Special" on September 6 to carry the contestants from 30th Street Station to Atlantic City.AMTRAK this year will equip the Silver Meteor and Silver Star with video entertainment systems installed at passengers' seats (Newsbreak).....AMTRAK has closed its center-city ticket office on JFK Blvd.

AMTRAK may yet run a new "Valley Special" across Pennsylvania between Pittsburgh and Easton, and perhaps on to New York. Governor Casey earlier this year vetoed a \$10-million appropriation to buy equipment for such a train, to operate entirely over CONRAIL lines, but the State House of Representatives passed a bill restoring the funds (Harrisburg Chapter Rail Review).....AMTRAK has sold its remaining ex-Pennsy E44 electric locomotives (#540, 541, 543-547) to Naporano Iron & Metal of Newark, NJ, for probable scrapping (Jersey Central Chapter News). Six of them were spotted moving through Reading in CONRAIL train PGAL1 August 11 (P&R Chapter Colebrookdale Local).....Track #2 is still out of service between Overbrook and Bryn Mawr, but it does see occasional work train moves.....Several very faded pink "pumpkin" GP7 and GP9 units may be seen inhabiting Philadelphia's Race Street engine terminal. Repainting into platinum mist seems to have ended.....Until we saw a recent issue of the PRR Technical & Historical Society's High Line, we never knew that back in the late 19th Century there was a large, ornate station at Ridley Park, PA spanning the Philadelphia, Wilmington & Baltimore mainline. It burned in 1880, the year before the PRR acquired control of the PW&B, but was replaced by another station straddling the track which lasted until the 1920's.

This Labor Day is the 50th anniversary of one of the greatest tragedies ever to strike the City of Philadelphia. On September 6, 1943 the New York-bound Advance Congressional was approaching Frankford Junction at 60 mph, and with wartime conditions the 16-car train was heavily loaded. Suddenly, the 7th car flew off the track and smashed into a steel catenary tower, as seven following cars also derailed in a horrifying pileup. A total of 79 passengers were killed and many more injured. It took two days to clear the wreckage, as many trains detoured over the now-abandoned Fort Washington branch to get around the scene. Then, six days later the train-

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

shed of old Broad Street Station was heavily damaged in a spectacular fire. In terms of deaths, Frankford Junction was the 4th worst railroad disaster in U.S. history, and has since been exceeded only by the terrible Woodbridge (NJ) wreck of February 6, 1951, also on the PRR, in which 81 perished. (The latter was also the final major U.S. accident to involve a steam-powered passenger train.)



CONRAIL last month began construction of the Engelside connecting track in North Philadelphia, which will provide a direct link between AMTRAK's Northeast Corridor and Conrail's ex-Reading line at Park Junction. The new track will pass through the former Engelside yard near 33rd Street in Brewerytown, allowing trains to and from Camden a direct route west without the present runaround operation on the High Line. The connection should be ready for service by late fall, although signaling will not be installed until next year.....The Inquirer last month carried a story that the Long Island Power Authority will soon begin a barge-rail transfer of 200 tons of uranium rods from the closed Shoreham nuclear power plant to Philadelphia Electric's Limerick generating station in Montgomery County. After the water transfer from Long Island to Eddystone, the rods--secured in heavy stainless steel casks--will be loaded onto a four-car CONRAIL train for the 30-mile trip to Limerick, the first of 33 such journeys. LIPA is paying PE \$45 million to take the nearly unused fuel.

Work is to begin this month on raising clearances in CONRAIL's New Portage tunnel at Gallitzin, PA, the first actual construction in an \$80-million program to achieve a 20-foot, eight-inch vertical clearance for double-stack containers across the State. The State is paying \$33 million of the cost, with Conrail picking up most of the balance for work at some 140 sites.....CONRAIL announced last month that its huge Hollidaysburg (PA) freight car shop will offer its services to outside customers for the first time. This is similar to the "insourcing" program for locomotives begun in 1990 at the Juniata shop in Altoona. The man who launched that program, a former AMTRAK executive named Frank D. Abate, is now Conrail's general manager of insourcing in Philadelphia.....The Cumberland County Transportation Authority will provide \$30,000 in Federal funds to purchase CONRAIL's abandoned Cumberland Valley bridge over the Susquehanna between Harrisburg and Lemoyne. The bridge may be used to carry a future light rail transit line.

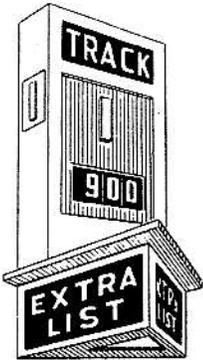
At the end of August CONRAIL's locomotive fleet totaled 2,139 units, made up of 1,865 road units and 274 yard units. Ninety units were leased out (most to SOUTHERN PACIFIC) and 66 were stored.....CONRAIL next year plans to order 30 GP60M's from Electro-Motive, plus its first four AC-drive units--possibly SD70M's.....Juniata shop will rebuild five former CSX GP38's for local train service, with 25 more probable. CONRAIL has identified a need for 39 additional 2,000-hp locomotives. Electro-Motive SD70MAC demonstrators 9500, 9502 and 9503 were testing on CONRAIL in late August and early September.....In July CONRAIL retired 37 GP35's, 23 SD40's and two SW1200's.....CONRAIL is equipping all of its new locomotives with flashing grade crossing lights (sometimes known as "ditch lights"). Conrail, which pioneered the flashing lights, plans to equip 1,475 older units with the lights which have proved effective in deterring motorists from crossing in front of trains--more effective than the non-flashing ditch lights (Inside Track).

CONRAIL plans to operate a special train from Morristown, NJ to Scranton, PA on September 15 to shuttle a variety of locomotives and cars to the Steamtown photographers weekend (see "Extra List"). The train will be routed via the Washington secondary track to Easton and the Lehigh Line via Allentown and Jim Thorpe to Scranton. Anthracite Railroads Historical Society is sending an A-B-A set of Jersey Central-painted F3's to the show, which will be handled in the special train (Jersey Central Chapter News).....CONRAIL experienced its first grade crossing accident on the Stony Creek branch August 5, since the branch was reopened for freight service last February. In spite of flares placed by the crew, a motorist drove into the side of a Conrail locomotive at the Hancock Street crossing in Lansdale.

NJ TRANSIT has ordered five more ALP-44 electric locomotives from ABB at \$5 million each, with a sixth to be built gratis for SEPTA under ABB's recent N5 agreement (see June Cinders).....Meanwhile, NJT has returned AEM-7 #2305 to SEPTA, having used it in regular service on the North Jersey Coast Line this summer. It was swapped for three U34CH's during RailWorks.....NJT has placed three properties on its priority list for purchase: the old Lackawanna Cutoff to Blairstown, the Southern secondary track below Lakehurst and the Jersey City coal yards (DVARP).....NJT will spend \$11.7 million to equip its Northeast Corridor stations with 135 ticket vending machines by the end of 1994. Ascom Automation received the contract (Railway Age).....NJT plans a new train storage and servicing facility at the former Lackawanna Port Morris yard, near Netcong, NJ (Jersey Central Chapter News).



MARC has ordered 19 remanufactured locomotives from Morrison Knudsen at a cost of \$19.5 million. The "GP40WCH-2" units will displace the five aging F9PH's and the six E9CH's currently in use (Railpace, Extra 2200 South).....The Lackawanna County Railroad Authority has selected a new operator for its Scranton-area lines. In late August the DELAWARE LACKAWANNA RAILWAY, a Genesee Valley Transportation subsidiary, began operations over former Lackawanna and Delaware & Hudson lines most recently run by Lackawanna Railway and Lackawanna Valley Railroad. The DL plans to use two former Erie Lackawanna Alco C425 units (L&WV Chapter Laurel Lines).....STEAMTOWN is looking for volunteers for train service and other tasks. Those interested should call Member Dick Roden at 215-343-9290.....Member Dick Reuss was written up in John Corr's Inquirer column on August 23, under the heading "Trainmania in Wynewood"--a reference to Dick's fabulous railroad memorabilia collection.....The Wall Street Journal published a long front-page article on September 3 detailing General Electric's comeback from a builder of locomotives "so unreliable only a mother could love them" to the dominant producer in the field, with 60 percent of the market versus General Motors' 40 percent.



SEPTEMBER 15-19, 1993: Michigan Artrain will be on display at Pottstown, PA near former Reading passenger station. Paintings, prints, photographs and sculptures fill three exhibit railroad cars with the theme "The Romance of Transportation." Admission by donation: \$3 adults, \$1 children.

SEPTEMBER 16: "Crystal Valley and Other Films of the Lehigh Valley 1940-1970," presented by Louis J. G. Buehler, 8 PM at Farinon Center, Lafayette College, Easton, PA. Admission free. Part of Canal Museum fall lecture series.

SEPTEMBER 17-19: Steamtown Railphoto Weekend '93 at Steamtown National Historic Site, Scranton, PA. Events include doubleheaded steam train, RDC trip, night photo session, banquet. For information, telephone Steamtown Volunteer Association at 717-346-0660.

SEPTEMBER 18: J. G. Brill Day at Rockhill Trolley Museum, Rockhill Furnace, PA, sponsored by Railways to Yesterday, will feature operation of trolleys from J. G. Brill Company of Philadelphia. Unlimited photo opportunities and rides available, plus slide presentation and gift shop. All-day tickets: \$3 adults, \$1 children. East Broad Top Railroad adjacent will be in operation. For information, write: RTY, P. O. Box 1601, Allentown, PA 18105 (telephone 215-965-9028).

SEPTEMBER 18-19: "Ironstone Ramble" steam train rides on Blue Mountain & Reading (ex-Reading) Colebrookdale branch between Pottstown and Boyertown, PA. Saturday trips leave Pottstown (Ramada Inn) 10 AM, 1 and 4 PM. Sunday trips leave Boyertown (2nd Street) at 10 AM, 1 and 4 PM. Fares: \$12 adults, \$5 children (12 and under). For tickets and information on Pottstown trips telephone sponsoring Phillies Fire Company (215-326-3260) or Tri-County Area Chamber of Commerce (215-326-2900). On Boyertown trips telephone Keystone Fire Company (215-367-2200) or Tri-County Area CofC (215-367-5300).

SEPTEMBER 18-19: Railfest '93 at Railroad Museum of Pennsylvania, celebrating the history of railroads in Pennsylvania. Regular admission charges apply: \$6 adults, \$5 seniors (60 and over), \$4 youngsters 4-17.

SEPTEMBER 23: Loic Sivien of French National Railroads (SNCF) will speak on SNCF's plans for international high-speed rail service between France, Britain, Germany and the Low Countries. Sponsored by Philadelphia Chapter, Transportation Research Forum, luncheon will be held at Holiday Inn Center City, 18th & Market Streets, Philadelphia. Doors open 11:30 AM, lunch at 12:15 PM. Cost: \$20 per person for non-TRF members. For reservations, telephone Randolph Resor at 609-779-7795 or Alan Braverman at 215-209-5487.

SEPTEMBER 25: Diesel-powered excursion on Reading & Northern Railroad from West Leesport to Schuylkill Haven, PA and return for "Borough Day." Train leaves West Leesport 11 AM, returns 4:30 PM. Fares: \$10 adults, \$5 children (12 and under). Order tickets from: Blue Mountain & Reading Railroad, P. O. Box 425, Hamburg, PA 19526 (telephone 215-562-2102). For Visa or MasterCard orders only, telephone 800-345-7215.

SEPTEMBER 25: Steam-powered excursions on Blue Mountain & Reading Railroad (ex-Reading Perkiomen branch) from Pennsburg to Emmaus, PA and return via Dillinger tunnel, sponsored by Upper Perkiomen Chamber of Commerce. Trains leave Pennsburg 9 AM, 12 Noon, 3 PM. Fares: In advance \$12 adults, \$5 children, \$20 in Vista Dome car. On day of trip, \$14, \$5 and \$22 respectively if available. For information, telephone 215-965-8339.

SEPTEMBER 26: Steam-powered excursions on Blue Mountain & Reading Railroad (ex-Reading Perkiomen branch) from Emmaus to East Greenville, PA and return via Dillinger tunnel, sponsored by Emmaus Area Chamber of Commerce. Trains leave Emmaus (Klines Lane) 9 AM, 12 Noon, 3 PM. Fares and telephone number same as in previous item.

SEPTEMBER 26: Railroadiana and Model Railroad Show & Sale, sponsored by Lehigh Valley Chapter NRHS, at Dieruff Senior High School, Irving Street, Allentown, PA, 10 AM to 4 PM. Admission: \$3 per person, \$5 per family. Tables available. For information, contact: Paul A. Kuehner, P. O. Box 300, Laurys Station, PA 18059.

SEPTEMBER 26: NJ Transit special train from South Jersey to South Philadelphia to Phillies-Atlanta Braves baseball game at Veterans Stadium. Fare: \$20, includes round-trip rail transportation, admission to game and giveaways. Train leaves Atlantic City 9:57 AM, making regular stops to Lindenwold (10:53 AM). For reservations, telephone NJT at 609-343-7162.

OCTOBER 2: Railroad Festival '93 at Whippany Railway Museum, Route 10, Whippany, NJ, 11 AM-4:30 PM. Suggested donation: \$1 adults, children 50 cents. For information, telephone 201-887-8177.

OCTOBER 2-3: "Trolleyfest '93" celebrating 100 years of electric traction in Philadelphia, sponsored by SEPTA Light Rail Division. Events include trolley festival and PCC auction at Dilworth Plaza adjacent to Philadelphia City Hall, PCC rides on Germantown Avenue between Chestnut Hill and Erie Avenue, Peter Witt car operating between 40th & Market Streets and subway-surface portal, historic cars running on Penn's Landing route and tours of various SEPTA light rail facilities. Weekend pass selling for \$10 adults and \$5 children will include all events as well as transportation on all SEPTA rail and bus lines. It will be available at regular sales outlets and at Penn's Landing. For further information, telephone SEPTA at 215-580-3508.

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

OCTOBER 10: "Stony Creek Ramble II" excursion on SEPTA lines, including recently-reopened freight-only Stony Creek branch between Norristown and Lansdale, PA. Diesel power and Bombardier coaches will be used. Train departs 30th Street Station, Philadelphia, 9:20 AM, Norristown Transportation Center 11 AM. Fare: \$35 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. For information, telephone Frank Tatnall at 215-828-0706 or Larry Eastwood at 215-947-5769.

EXTRA LIST (Continued from Page 8)

OCTOBER 10: Steam-powered excursion on Reading & Northern Railroad from Port Clinton to Minersville and Tamaqua, PA and return for Tamaqua "Heritage Festival." Train leaves Port Clinton 8 AM, Minersville 9:20 AM, returns to Port Clinton 3:30 PM, Minersville 4:45 PM. Fares: \$20 adults, children (12 and under) \$5, Vista Dome \$40. Order tickets from: Blue Mountain & Reading Railroad, P. O. Box 425, Hamburg, PA 19526 (telephone 215-562-2102).

OCTOBER 15-31: 7th annual Railroad 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 consist of NJT Comet coaches. Train leaves Hoboken Terminal 8 AM. Fares: \$49 adults, \$25 children (under 12) before September 25. After that date, fares are \$52 adults, \$27 children. Order tickets from: URHS Train Tickets, W-11 Avon Drive, East Windsor, NJ 08530-5647 (telephone 609-443-4746 after 8 PM). Enclose stamped, self-addressed envelope.

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. Fares: \$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 16: "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 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: Railroadiana & 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 as shown in October 10 item.

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 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 there will be several quality photo opportunities. Fare: \$35 per person. 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 (daytime).

CSX ROSTER CORRECTION: The following correction should be made to the CSX Transportation locomotive roster which appeared in the June issue of Cinders: Units 9000-9002, model CW44-8, were delivered by General Electric in July, replacing the last three units of CSX's large order for CW40-8's. The three new 4,400-hp units have a number of advanced features, which led CSX to change the order. The roster should be amended to show the CW40-8 group as 7650-7917 (total 268 units), and add the CW44-8 group 9900-9902. This information is taken from Extra 2200 South and Lake Shore Chapter's Timetable.



AMTRAK MOTIVE POWER ROSTER

(Corrected to September 1, 1993)



ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS	NOTES
7	45-ton	GE	1941	300	B-B	1	
9	65-ton	GE	1942	470	B-B	1	
64-69	RTG Turbo*	ANF/AMTK	1974-75	1140	B-2	6	1
104, 106, 107	RS3C	Alco/AMTK	1951	1200	B-B	3	2
150-163	RTL Turbo*	Rohr	1976	1140	B-2	14	
192-199	GP40H*	GMD	1966	3000	B-B	8	3
200, 201	F40PH*	EMD	1976	3000	B-B	2	
202	F40AC*	EMD/AMTK	1976	3000	B-B	1	1, 4
203-235, 237-245, 247-271, 273-365, 367-409	F40PH*	EMD	1976-88	3000	B-B	204	
410-415	F40PH*	GMD	1978	3000	B-B	6	5
450, 451	F69PH-AC*	EMD	1989	3000	B-B	2	6
484-489	FL9*	EMD	1957	1750	B-A1A	6	7
500-519	P32BH*	GE	1991	3200	B-B	20	
530-539	MP15	EMD	1975	1500	B-B	10	8
550-567	SSB1200	EMD/ATSF	1939-59	1200	B-B	18	9
576-598	CF7	EMD/ATSF	1949-56	1500	B-B	19	10
600-610	E60MA*	GE/AMTK	1974-76	6000	C-C	11	11
620, 621	E60CP	GE	1974	6000	C-C	2	11
732, 736-738, 742, 743	SW1	EMD	1942-50	600	B-B	6	
747-750	SW8	EMD	1951-53	800	B-B	4	12
760	GP7	EMD	1952	1500	B-B	1	
764-768	GP9	EMD	1954	1750	B-B	5	
769	GP7	EMD	1952	1500	B-B	1	
770	GP9	EMD	1957	1750	B-B	1	
771-783	GP7	EMD/GMD	1950-53	1500	B-B	13	
800-845	P40BH*	GE	1993-94	4000	B-B	46	13
901, 902, 904-953	AEM-7*	EMD	1980-88	7000	B-B	52	11

* - Equipped with head-end power

TOTAL AMTRAK UNITS

463

NOTES

- 1 - Rebuilt at AMTK Beech Grove (IN) shop
- 2 - Repowered with EMD 645 engine
- 3 - Purchased from GO Transit 1988
- 4 - Equipped with Brown Boveri AC traction motors (Unit leased out)
- 5 - Purchased from GO Transit 1990
- 6 - Returned to EMD ownership 1993 (Assigned to ICE train tour)
- 7 - Equipped for diesel and 3rd rail DC electric operation
- 8 - Purchased from Pittsburgh & Lake Erie 1993, refurbished by Conrail Altoona (PA) shop
- 9 - Rebuilt by ATSF at Cleburne (TX) from NW2's, SW9's, SW1200's
- 10 - Rebuilt by ATSF at Cleburne (TX) from F3A's, F7A's, F9A's
- 11 - Equipped for AC electric operation
- 12 - Acquired from Conrail in trade 1983
- 13 - New locomotives currently being delivered

BUILDER ABBREVIATIONS

Alco - American Locomotive Company/Alco Products, Inc.
 AMTK - Amtrak
 ANF - ANF Frangecco (France)
 ATSF - Atchison, Topeka & Santa Fe Railway
 EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company
 GMD - General Motors Diesel, Ltd. (Canada)
 Rohr - Rohr Industries, Inc.

SOURCES

Amtrak
 Extra 2200 South Magazine
 Jersey Central Chapter NRHS News
 El Simon
 Cinders Staff

FRA CLASSES OF TRACK EXPLAINED

The Federal Railroad Administration has, for regulatory purposes, classified railroad track into seven categories, based on the construction and condition of that track. These classes are often referred to but not often explained, so Cinders herewith will clear up any confusion that its readers may have:

Class	Maximum Train Speed (MPH)		
	Freight	Passenger	
1	10	15	
2	25	30	
3	40	60	
4	60	80	
5	80	90	
6	110	110 (Note)	(Note: Higher track speeds, such as on Amtrak's Northeast Corridor, may only be operated with special FRA permission)

In addition, certain industrial and yard tracks which fail to meet Class 1 standards are classified as "Excepted Track," on which freight trains are permitted to operate only at restricted speed not exceeding ten mph, not more than five cars of placarded hazardous materials may be handled in a train and no revenue passenger trains may be operated. Individual railroads, of course, may impose other restrictions or maximum speeds lower than those shown above as they see fit.



Amtrak is testing the German ICE train for concepts which may be incorporated into the new generation of Metroliner Service trains. In early September, the train is participating in a national sales tour, in reality selling the expertise of its country and the carbuilders. The trainset consists of six cars flanked by an electric locomotive at each end.

Interior layouts of the equipment are: three second-class coaches, with 42 seats in an open area, and 24 seats in four six-seat compartments. Headset stereos provide three radio, three taped music and two video channels. Coin-operated lockers are available on board, too.

There is one special second-class coach, with part of the coach seating removed to provide a display area. The car contains a four-seat conference room (with fax and phones). A conductor's room, handicapped-accessible lavatory and a phone alcove are added features of this car. A keyboard allows you to send messages and comments to the railroad.

There is a diner-lounge car, which contains a central galley serving a dining room with 24 seats arranged with four on one side and two on the other. The car has a higher profile ceiling and skylights like a low dome. Opposite the dining room is a bar and Bistro section consisting of four side-seating benches and tables. In Metroliner service, plans are to offer a complete meal service at an upscale level and price.

There is one first-class coach, which follows the European practice of seating two on one side and one on the other. An LCD screen built into the seat backs provides a choice of two programs. The car is laid out with 33 seats in open areas and three five-seat compartments. These will be sold at a special charge of \$45.00 for up to five, in addition to the planned "deluxe" surcharge of \$12.00. No free meals, but beverages are included (and, you now have a diner available).

The two power units are normally rated at 6,500 hp each but are derated to 4,200 hp for Corridor service (the train is shorter than those in Germany). The equipment is built by a consortium of builders led by AEG-Siemens.

On a test run on July 27, I was privileged to travel at 162 mph, which appears to be a record for carrying invited guests, as opposed to engineering or test personnel. While the record may not last, it will be fun to remember the trip!

The financial burden Amtrak has shouldered as a result of the midsummer floods along the Missouri and Mississippi Rivers could well have an impact on upcoming service levels. Considerable losses have been incurred in such areas as accommodating passengers, detouring trains, etc. If any rationalization comes about due to lack of funds, most likely candidates would be routes without mail contracts.

The first new Superliner II sleeper deliveries were delayed, but cars should have come on line during August nonetheless. Layout is similar to the earlier cars except that the attendant's room is now on the upper level rather than below. Deluxe sleepers retain the attendant's room on the lower level since the entire upper level is laid out with ten deluxe bedrooms.

At August 20, Amtrak had received two additional General Electric Genesis I locomotives, with units 800-816 now on the property. (The gremlins slipped in last month when we stated they were built by General Motors - Ed.)

The 15 leased Helm "GP40L" units were returned in three stages (four on May 10, seven on June 17 and four on June 29).

Amtrak's leased X2000 trainset visited Canada between July 27 and 31, with displays (and some demonstration trips) scheduled for Windsor, Toronto, Ottawa, Montreal and Quebec City. The train was pulled by Amtrak F40's 351 and 380, coupled to CP Rail business cars Mount Royal and Lacombe, C&NW staff sleepers Lake Bluff, Lake Forest, Lake Geneva and Amtrak baggage car 1241.

At mid-July, VIA Rail Canada was awaiting receipt of the last 16 cars being rebuilt to head-end power. These final cars include 13 sleepers, two sleeper-observations and a baggage car. At the rate of one car per week, the project should be completed by Thanksgiving. Another ten coaches will also be forthcoming, having been transferred from the bankrupt SEPTA Rail rebuilding firm.

CANAC, the sales organization handling disposal of many VIA "blue" passenger cars, has offered 85 cars for sale, some for a second or third time. They specify the price expected for each car, which can run up to \$110,000 per car.

Algoma Central has sold 15 coaches to an unspecified American buyer. Included were 12 former Canadian Pacific and three ex-Central of Georgia cars.

ON THE SCENE (Continued from Page 11)

Chicago Transit Authority has adopted a color identification system for its rapid transit routes. The Blue Line is the former West-Northwest, the Yellow the former Skokie Swift, the Green the Lake-Southside, the Red (Howard-Dan Ryan), Brown (Ravenswood), Gray (Evanston), and the new Midway Line will begin service as the Purple Line.

Los Angeles, meanwhile has ordered 72 light rail cars from Siemens Duewag. Thirty-four will have provisions for operation on the new east-west Green Line (due to open in 1995) and the balance will be assigned to the projected extension of the Blue Line to Pasadena.

Going back a few years, the Reading's Interstate Express had but two reasons for existence -- to move vast quantities of head-traffic out of Reading Terminal for points upstate and beyond and to carry a through Pullman sleeper to Syracuse on the Lackawanna. The latter car line was, in fact, the reason Reading purchased a single sleeper when the Pullman fleet was largely sold off in late 1948. Reading's car was the Ottawa, which like a second car, the Raymilton, was an early 12-section, one drawing room car with electro-mechanical air conditioning.

In later years of operation, coach passengers riding this train could ride northbound to points beyond Bethlehem in through service, but southbound, these unfortunates had to transfer to a Bethlehem Local at Bethlehem. In July 1953, the assigned sleepers on this run were changed to the rare Orchard-series cars, fitted out with eight sections and five single bedrooms (New York Central cars) and in October 1955, Clover-series cars (of a similar type but with double bedrooms) came on line and served until the train was discontinued in August 1957.

In November 1956, Train 301 was carded to leave Reading Terminal at 11:00 PM, Lansdale at 11:38 PM, Jim Thorpe at 1:36 AM, Wilkes-Barre at 3:50 AM, arrive Binghamton at 6:12 AM, terminating at Syracuse at 9:55 AM. Southbound, Lackawanna Train #1910 left Syracuse at 9:20 PM, arriving Binghamton at 11:23 PM. The connection left Binghamton at 11:55 PM, arriving Wilkes-Barre 2:05 AM, and Jim Thorpe at 3:58 AM. Train 306 on the Reading arrived Lansdale at 6:06 AM and Reading Terminal at 6:45 AM. Head-end traffic bound for Buffalo, NY was put on DL&W Train 5, arriving there at 12:35 PM. Eastbound head-end cars left Buffalo via DL&W Train 10 at 5:30 PM. A buffet-lounge between Binghamton and Syracuse served breakfast northbound on connecting Train 1915.

SUMMER DINNER IS ANOTHER SUCCESS

The annual summer dinner of Philadelphia Chapter attracted a good crowd of 29 members to the Towne House Restaurant in Media on the evening of August 20. The friendly Towne House provided excellent food and service in a private room atmosphere. As promised, there was no business conducted.

The Chapter thanks Dinner Chairman Bill Wagner for another fine job. Bill has the benefit of many years' experience in arranging these affairs!

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