



CINDERS

OCTOBER 1994



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Volume 55 Newsletter of the Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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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 (\$19.50 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$28.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 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-only status.

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:

Eakins Lounge, Alumni Hall, Thomas Jefferson University, 1020 Locust Street, Philadelphia, PA (three blocks south of Market East station)
Dinner at 6:15 PM (\$19.50 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 21 meeting will feature Chapter Member Robert M. Stacy, who will regale members with his many fine memories of the Indiana Railroad. Bob spent many of his early career years in the Midwest, and is eminently qualified to speak on this long-abandoned property. You'll want to be on hand to learn first-person what the Indiana Railroad and traction in the Hoosier State were all about.

Our usual sit-down dinner will be held, in the Eakins Lounge, Alumni Hall, beginning at 6:15 PM, at a cost of \$19.50 per person. DINNER RESERVATIONS, WHICH ARE MANDATORY, MUST BE MADE ON OR BEFORE TUESDAY EVENING, OCTOBER 18, 1994 to President Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

As an advance reminder, you should begin combing through your attics, basements and archives now to accumulate some material for the Chapter's Annual Railroadiana Auction, to be held this year on Friday evening, November 18, 1994. Meanwhile, come out and relive the great Indiana Railroad with Bob Stacy on October 21st!

VOLUNTEERS STILL NEEDED AT FP7 WORK SITE

Restoration work is continuing on Philadelphia Chapter's ex-Reading FP7 locomotive #903, together with sister unit 902 owner by Lancaster Chapter. Equipment Chairman Mike Hopkins reports that volunteers, both skilled and unskilled, are vital to this cooperative project.



Regular work sessions are being held each Saturday between 9 AM and 5 PM at Pocopson, located on Route 926 in Chester County. Those wishing to volunteer for any period of time are asked to call Bob Morris at 610-543-8010 for details. An excursion has been scheduled on the Reading & Northern during next year's NRHS convention with the two FP7's as motive power, but this depends on completion of all necessary work on the locomotives.

Donations to the FP7 restoration fund are still needed. Checks may be made payable to "Philadelphia Chapter NRHS" and mailed to the Chapter at P. O. Box 7302, Philadelphia, PA 19101-7302, with appropriate notation for the FP7 project.



In one of the most significant revisions to Northeast Corridor schedules ever, Amtrak plans to revise over 80 different train schedules in ways more significant than merely changing a few minutes here or there, as new fall and winter schedules are issued at the end of this month. Preliminary schedules, which may be revised before finalization, can be summarized as follows:

1. A new series of peak-period 190-series trains will run between New York and Washington. For example, Train 195 will run Sundays out of New York at 12:40 PM.
2. Several Boston-Washington trains, renumbered into the 160-series, will operate as all-reserved New England Express trains north of New York and as conventional unreserved trains between New York-Washington.
3. Inland route trains via Springfield will now run as through Washington-Boston trains, rather than cutting off a few head cars. Most trains at Springfield, however, will continue to operate as at present.
4. New England Express trains between New York and Boston are revised.
5. The basic pattern of hourly Metroliner and hourly conventional trains between New York and Washington remains, but service which has in the past continued to Boston may now go to New York, and vice versa.

Since the final schedules are not available for this early deadline, I'd rather not discuss specific changes until they're made public.

Amtrak is considering stopping the weekend Harrisburg-Atlantic City trains at North Philadelphia. The Springfield-Atlantic City trains will now operate via 30th Street. While this will take longer, it will be less hassle than trying to change power at Frankford Junction and will facilitate cutting the mail cars in and out. It will also provide another service between Philadelphia and Springfield line points.

On the Harrisburg route, Train 643 from New York will be cut back to operate (as Train 611) between Philadelphia and Harrisburg only (and it will also operate Saturdays). There will be a later through train from New York, continuing west on the present schedule of Train 615 (which won't run Saturdays). A number of trains will switch numbers. The eastbound Pennsylvanian will operate a little more than an hour later Monday-Saturday.

With the schedule change the new connection between Conrail and CSX will enter service at New Castle, PA. The westbound Broadway Limited will operate 20 minutes earlier between Youngstown and Chicago, while the eastbound counterpart will run 20 minutes later between these points as the more direct route begins operation.

In other planned changes, a major revision will occur in Florida service. To eliminate the hassle of splitting the Silver Star at Auburndale, FL, the following changes will take place:

The Palmetto, currently a New York-Jacksonville train, will be extended to Orlando and Tampa. It's expected that the southbound train will depart Philadelphia at 10:58 AM, arriving Orlando at 6:43 AM and Tampa at 8:40 AM. The train is expected to operate with a 10-6 sleeper, lounge, Amdinette and five Amfleet II coaches. The equipment from Train 89 (Palmetto) will turn at Tampa to Train 82 (Silver Star) northbound. The northbound train is expected to leave Tampa at 9:15 PM, Orlando 11 PM, arriving Philadelphia 7:47 PM. This will permit an evening at Disney World in Orlando before departure back home.

The Silver Meteor will serve only the east coast (to Miami) via Orlando. The southbound train returns to its traditional earlier departure from New York and will run about 2 hours, 30 minutes earlier. The northbound train will operate about one hour earlier than at present. There will be a bus connection from and to trains 87-88 at Winter Haven, FL, operating between there and points Tampa-Fort Myers.

The Silver Star will operate over its existing route as far south as Jacksonville, leaving New York southbound at 10:45 AM. There, it will be split into east and west coast sections and will replace the Meteor operating via Ocala to Miami and via Orlando to Tampa. The northbound counterpart will be about four hours earlier to provide better service from South Florida.

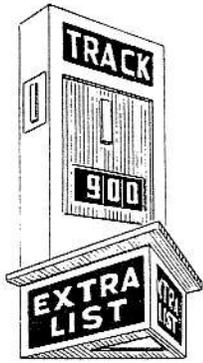
In conjunction with the above changes, the Palmetto will no longer operate as part of a Corridor schedule, and the Carolinian to Charlotte will now run an hour later.

Also in the south, Amtrak is discontinuing service to Lee Hall, VA, between Williamsburg and Newport News. This stop was close to the Army's Fort Eustis base.

On New York's Empire Service, eastbound Train 286 will operate daily, replacing Sunday Train 282. The southbound Adirondack will run about two hours later Sundays again this winter season.

While on the subject of the Empire Service, an intense four-alarm fire heavily damaged a RTG Turbo set at New York's Penn Station on Sunday, September 11, disrupting schedules and causing heavy smoke to pour from the entrances to the underground facility. Turbo cab 64 was destroyed in the fire, with its frame bent

(Continued on Page 7)



OCTOBER 15, 1994: "Jim Thorpe Autumn Leaf Special" from West Leesport to Jim Thorpe, PA and return via Reading & Northern and Carbon & Schuylkill Railroads. Diesel-powered train departs West Leesport 9 AM, returns about 8 PM. Fares: \$35 adults, \$7 children (12 and under), vista dome \$55. Order tickets from: Blue Mountain & Reading Railroad, P. O. Box 425, Hamburg, PA 19526 (telephone 610-562-2102).

OCTOBER 15: "Autumn Glory Special" from Baltimore to Cumberland and Frostburg, MD operating via CSX mainline and Western Maryland Scenic Railroad, sponsored by B&O Railroad Museum. Train departs Baltimore (Mount Clare) 7:30 AM, arriving Frostburg 12:40 PM, leaving Frostburg 2:30 PM and arriving Baltimore 8 PM. Fares: \$65 adults, \$60 children. Order tickets from: B&O Railroad Museum Excursions, 901 West Pratt Street, Baltimore, MD 21223-2699. Credit card orders may be submitted by telephone (call 410-752-2393 Monday-Friday 9 AM to 5 PM). MARC equipment will be used.

OCTOBER 15: "Highball to Harmon" diesel-powered excursion from Danbury, CT to Croton-Harmon, NY and return via Metro-North New Haven & Hudson Lines, sponsored by Western Connecticut Chapter NRHS. Trip will feature vintage New Haven-painted FL9 locomotives and guided tour of Harmon shops. Train leaves Danbury 10:15 AM. Fares: \$45 adults, \$25 children (5-12). Order tickets from: WestConn Chapter NRHS, P. O. Box 1188, Southport, CT 06490, enclosing stamped, self-addressed envelope.

OCTOBER 15: Railroadiana Auction from the Collection of the late Philadelphia Chapter Member Richard S. Clover, conducted by Auctioneer Ted Maurer at Ridge Fire Company, Route 23, between Phoenixville, PA and intersection of PA Route 100. More than 500 lots of material, including early bound volumes of Trains Magazine, a large selection of old railroad passes and other paper will be sold, beginning at 10 AM. Preview of auction material from 7-9 PM Friday, October 14 and from 8 AM Saturday. For information, telephone 610-323-1573.

OCTOBER 16: "Fall Festival Rail Excursion" from Hoboken, NJ to Port Jervis, NY and return via NJ Transit and Conrail, sponsored by United Railroad Historical Society. NJT E8 locomotives painted in Erie Railroad paint scheme will be used. Train departs Hoboken Terminal 9 AM, returns about 6 PM. During stopover at Port Jervis, passengers may participate in the city's Fall Festival. Fares: \$40 adults, \$25 children (under 12). First-class accommodations also available. Order tickets from: URHS, P. O. Box 564, Park Ridge, NJ 07656, making checks payable to "URHS." For information and reservations, telephone 908-671-9644 (after 6 PM).

OCTOBER 20: "Chesapeake & Ohio Canal as Seen by Artists and Filmmakers", lecture by Lee Struble, retired curator of C&O Canal National Historic Site, at Farinon Center of Lafayette College, Easton, PA, beginning at 8 PM. Slides, videos and paintings will be shown as part of presentation, sponsored by Hugh Moore Historical Park & Museums and Pennsylvania Canal Society. Admission free. For information, telephone Canal Museum at 610-250-6700.

OCTOBER 22: Special Amtrak train from Harrisburg-Paoli-Philadelphia to Fredericksburg, VA and return, including visit to historic Old Town area, sponsored by Lancaster Chapter NRHS. Train leaves Harrisburg 5:15 AM, Lancaster 7 AM, Paoli 7:45 AM and Philadelphia (30th Street Station) 8:15 AM, returning 9:30, 10, 10:50 and 11:59 PM respectively. Fare: \$74 per person. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, specifying boarding location and enclosing stamped, self-addressed envelope.

OCTOBER 22: "Autumn Leaves Special" from Hagerstown, MD to Gettysburg and New Oxford, PA via CSX's former Western Maryland "Dutch Line," sponsored by Hagerstown Chapter NRHS and Hagerstown Roundhouse Museum. MARC equipment will be used. Train departs Hagerstown 8:30 AM, arrives Gettysburg 10:35 AM, New Oxford 11 AM. Returning, train leaves New Oxford 2 PM, Gettysburg 2:30 PM, arriving Hagerstown 4:30 PM. Fares: \$40 adults, \$35 seniors, \$25 children (3-12), and lunch \$6.50. Order tickets from: Hagerstown Roundhouse Museum, 300 South Burhans Blvd., Hagerstown, MD 21741-2858, enclosing stamped, self-addressed envelope. For information, telephone 310-739-4665.

OCTOBER 23: "Autumn Foliage Ramble" over the northern section of SEPTA's Route 23 aboard historic Peter Witt car #8534, sponsored by Buckingham Valley Trolley Association. Only one car will be used on this excursion. Car leaves Germantown depot, Germantown Avenue & Westview Street, at 10 AM, returning about 2 PM. Fare: \$25 per person (BVTA members \$20). Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, enclosing stamped, self-addressed envelope.

OCTOBER 23: "Big Band at Pen Mar Specials" from Hagerstown to Pen Mar, MD and return, via CSX's former Western Maryland mainline, sponsored by Hagerstown Chapter NRHS and Hagerstown Railroad Museum. MARC equipment will be used. Trains leave Hagerstown 9 AM and 2 PM, returning at 1 PM and 6 PM. Band concert and concessionaires will be featured at historic Pen Mar Park. Fares: \$15 adults, \$12.50 seniors, \$7.50 children (3-12). Order tickets as in October 22 item above.

OCTOBER 29: "Old Main Line Special" from Baltimore, MD to Harpers Ferry and Martinsburg, WV, via CSX's freight-only Old Main Line Subdivision, sponsored by B&O Railroad Museum. Train departs Baltimore (Mount Clare) 7:30 AM, arrives Harpers Ferry 11:25 AM, Martinsburg 12 Noon. Returning, train leaves Martinsburg 4 PM, Harpers Ferry 4:30 PM, arriving Baltimore 7:15 PM. Fares: \$65 adults, \$60 children. Order tickets as in October 15 "Autumn Glory Special" item. Tickets also good for free admission to B&O Railroad Museum until December 31, 1994.

OCTOBER 29: Great Scale Model Train & Railroad Collectors Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 10 AM to 4 PM. Admission: \$5 adults, \$1 children (6-12), \$10 family. For information, telephone 410-730-1036.

OCTOBER 29: GATSME Lines, the Upper Dublin Model Railroad Club, opens its 40x50 foot layout to the public from 4 to 6 PM, immediately after Great Scale Model Train Show. Signs will direct visitors to location at Madison & Prospect Avenues. For information, telephone 215-646-2033.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA's Railroad Division may get its baptism of fire next January in handling large crowds to and from the new Pennsylvania Convention Center. The annual Auto Show will be the first big "gate show"--one which draws mostly local day-trippers--to move from the old Civic Center in West Philadelphia to the sparkling new hall near Market East Station. (It is not known whether the convenient exit from the station to 12th Street will be reopened.) With some 100,000 paying visitors expected over a nine-day period, this will be a major test to see if showgoers can be induced to use SEPTA rather than trying to park their cars in congested center city. In announcing the move, Mayor Rendell referred to "our great public transportation system" and said that City officials would "sit down and start working with SEPTA to offer an auto-show special for people in the suburbs as a way to get them in." Other large gate shows to follow in the spring are the Boat and Flower Shows, also slated for the Convention Center.

A special Federal court last month handed SEPTA a major victory when it ruled that the Penn Central Railroad is responsible for all contamination of Paoli yard and carshop that occurred before 1976. Until now, PC has contended that it sold the facilities "as is" to CONRAIL, thus absolving it and predecessor Pennsy from liability in the government-mandated cleanup of PCB chemicals. For many years PCB's were used as coolants in electrical transformers and are now suspected cancer-causing agents. The *Inquirer* reported that cleanup of the site will cost an estimated \$28 million, and neighbors have lawsuits pending which allege health problems and property damage resulting from the pollution. In addition to Conrail, owner AMTRAK and present operator SEPTA have been targets of the lawsuits and Federal action, but now Penn Central may have to bear the brunt of these costs. No longer in the railroad business, PC has evolved into American Premier Underwriters, a Cincinnati-based insurance company. Built in 1915, Paoli shop will be closed this year.



SEPTA will shut down all rail service between 30th Street and Suburban Stations on seven consecutive Sundays starting October 9, to complete a catenary replacement program.....SEPTA continues to suffer a shortage of engineers, with many employees working six-day weeks on a regular basis. Road supervisors are sometimes pressed into service as engineers.....Correcting

an item here last month, contracts between SEPTA and the United Transportation Union--as well as the Brotherhood of Locomotive Engineers--have already expired. Negotiations are continuing under provisions of the Railway Labor Act, but a strike is possible by December or sometime next year (Rich Werner).....Those eight Silverliner III cars sporting yellow stripes and Airport logos are operating systemwide and often do not appear on R1 Airport trains. The diversity of routings to and from the Airport make it very difficult to equip all R1 schedules with the two-and-two-seated "yellowbirds".....SEPTA is preparing to seek bids for rebuilding the five ex-Pennsy Pioneer III cars into push-pull coaches.....SEPTA management received its RailWorks award from the American Society of Civil Engineers at a Reading Terminal ceremony on September 19 (see September *Cinders*).

With the failure of Rodney Fisk's proposal to revive the Newtown branch, SEPTA reportedly is considering several options of its own. One would involve building a ramp to CONRAIL's Morrisville Line near County Line station, operating two miles west to a point on the Warminster Line near Fulmor station, then building another connection to allow through service to Philadelphia.....Five miles of the West Chester Line between South Elwyn and Glen Mills have been classified as excepted track, with no passenger trains permitted.....SEPTA will receive a Federal grant for restoration of the historic Strafford station on the R5 Paoli-Parkesburg line, the *Inquirer* reports. The "transportation enhancement fund" will help pay for interior and exterior repairs to the dilapidated building, which dates from Philadelphia's Centennial Exposition of 1876, as well as for platform repairs, improvements to the parking lot and construction of a new pedestrian tunnel. Total cost may reach \$5 million.....SEPTA has started rebuilding the dilapidated platform sheds at Radnor station.

SEPTA is considering a reorganization of its Railroad Division in which a number of "line managers" would be appointed to supervise individual lines. The concept is similar to that already in place on NJ TRANSIT, where a superintendent has responsibility for each line or group of lines.....SEPTA's new University City station in West Philadelphia will open in late fall or early winter, and for fare purposes will become a center city station. Virtually all R1-Airport, R2-Wilmington-Marcus Hook and R3-Media-Elwyn trains will stop there. Though the adjacent Civic Center will be closed in 1995, the station is expected to generate traffic from the nearby healthcare and university complex. New timetables effective October 30 will show University City times, at a date to be announced.

SEPTA ran into heated opposition to its planned closure of Shawmont station, at a September 1 public hearing. SEPTA surveys showed fewer than 25 daily boardings at this quaint R6 station, but a group of riders disputed that and declared that SEPTA's suggested alternative, Ivy Ridge station, is too far away, dangerous and at the bottom of a long flight of stairs. Many of the Shawmont users said that they walk to the station, currently a flag stop, and those who drive pointed out that SEPTA recently paved the small parking lot there.

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PHILADELPHIA EXPRESS (Continued from Page 4)

There was only token opposition to the closure of Wissinoming (R7) and none for Westmoreland (R8).....SEPTA is continuing its series of amusing radio spots which promote Regional Rail service. A recent spot contains an interview with a married couple who purportedly met on a SEPTA train.....On-time performance for the Railroad Division in August was a respectable 95.2 percent.....In mid-September SEPTA was again distributing "rider report cards," with which passengers are invited to grade service performance.



SEPTA last month completed activation of the new cab signal system on the 13-mile Norristown High Speed Line. The most difficult segment, from 69th Street Terminal to West Overbrook, was cut in during the period from Thursday, September 8 to Sunday, September 11. For the first two days trains were run at about 20-minute intervals, making all local stops to and from Norristown (30 minutes in the evening). Two-car trains of N5's accommodated passengers displaced from their usual Bryn Mawr locals and Norristown expresses. On Saturday and Sunday rail service between 69th Street and Bryn Mawr was suspended, as shuttle buses served all stations except West Overbrook and Parkview. Old wayside signals have been removed or turned aside, with low signals installed only at interlockings. Thus, with new cars, power and signal systems, SEPTA's costly transformation of the ex-Philadelphia & Western is nearing completion. Additional welded rail installation and the rebuilt 72nd Street shop are still awaited.....Another NHSL improvement is a new radio base station at Hughes Park, supplementing the main facility on West Chester Pike near Broomall. This has ended a reception problem on the north end.

Another "Try Transit Thursday" was observed on September 22, with SEPTA reducing fares to \$2 on trains and \$1 on transit and NJT charging a \$1 fare between Cherry Hill and Philadelphia. It was all in an effort to lure motorists out of their cars. KYW Newsradio, a co-sponsor, suspended its normal traffic updates for the day, reporting only on transit.....SEPTA has added Spring Garden Street as an express stop on the Broad Street subway, effective September 12. Two morning expresses were also added from Fern Rock and two locals from Pattison to Walnut-Locust.....Daily News Columnist "Phantom Rider" had some fun last month with a New York court ruling which upheld the right of women to ride topless in that city's subways. A SEPTA spokeswoman told Phantom Rider, however, that if a "woman rides SEPTA topless, chances are she'll get busted." At least, until someone brings a discrimination case, as happened in the Big Apple.

SEPTA has not yet started to lay track on Noble Street between 11th and 12th, where the turnback for the proposed Convention Center trolley line will be built (see June Cinders). New switches have been fabricated for the siding to be built on 12th Street north of Market. Service may begin early next year, using surplus PCC's plus Peter Witt #8534 leased from the Penn's Landing group. A second Witt, #8042, has been inspected by SEPTA at Germantown depot and may be restored as well.....Montgomery County has reached agreement with PECO Energy to take over the repair and maintenance responsibility for Norristown dam, which spans the Schuylkill River just north of SEPTA's Route 100 bridge between Bridgeport and Norristown. The original dam was built in 1836 by the old Schuylkill Navigation Company.....Plans for a layover siding at the Route 100 Radnor station apparently have been dropped.



AMTRAK last month was on the verge of issuing bid packages for 26 high-speed trainsets for service on the fully-electrified Northeast Corridor. Just three consortia are still in the running, those headed by ABB Traction, General Electric and Raytheon; Siemens, General Motors and AEG; and Bombardier-GEC Alsthom. One source of delay has been requirements for crashworthiness demanded by the Federal Railroad Administration.....NARP reports that a sticking point in the Amtrak reauthorization

bill, which was before Congress last month, was an amendment to remove the labor protection provisions from the current law. Its passage would make it much easier for Amtrak to eliminate routes outside the Northeast Corridor, and lead to further weakening of the already skeletal rail system.....New Northeast and National timetables are to become effective October 30, with numerous significant changes (see El Simon's column elsewhere).

AMTRAK will institute a new radio frequency on its Harrisburg line, effective in December. The new channel, 160.635, should help reduce traffic on Corridor channel 160.92.....AMTRAK is offering special fares of 50 percent off for someone traveling with a full-fare passenger. These "companion fares" are good through December 11 but tickets must be purchased by October 31.....As part of its ongoing "AMTRAK salutes the American worker" fall promotion, Amtrak operated free excursion trains between 30th Street Station and Paoli on Saturday, September 10. One of a series of "See It Be It Days," the event was aimed at providing role models for children.....P40BH Genesis units #802-834 were spotted at 30th Street on August 29, reportedly turning from Train 20 Crescent to train 19. This is becoming a regular practice.

AMTRAK mail revenues continue to climb, with a projection of \$55.7 million for Fiscal Year 1994 or 13.7 percent higher than FY 1993. Amtrak's board has approved the purchase of 55 additional material handling cars for \$27.6 million to accommodate increases in mail volume (Amtrak Newsbreak).....By this winter a majority of Amfleet II, Horizon and Superliner cars will have gone through the new progressive overhaul program. Amfleet I cars will start next year. Meanwhile, Amtrak will push an "aggressive winterization program on all equipment types" (NARP News).....The 1914-vintage open-platform business car Harrisburg, late of the Pennsy, has been purchased by a Lancaster man and renamed Francis L. Suter. Harrisburg Chapter reports the car moved east from Pittsburgh on the rear of AMTRAK train 44 on August 7, and it was later spotted in 30th Street Station prior to its move to the STRASBURG RAIL ROAD, where it will be based for charters.....AMTRAK Conductor Dennis Corsale is the nation's senior passenger conductor, according to Amtrak records. He hired on with the Delaware & Hudson in July 1941 as a freight brakeman, became a passenger conductor in 1951 and now works between Albany-Rensselaer and New York City. As of early 1994, he was 70 years old (UTU News).

PHILADELPHIA EXPRESS (Continued from Page 5)

A recent FRA study has concluded that nationwide implementation of a Positive Train Control system (PTC) would cost about \$859 million but yield only about \$34 million a year in benefits. The electronic system would be designed primarily to prevent collisions between trains which in a recent five-year period totaled 116 accidents involving 30 deaths. The railroad industry, wary of the cost, is quick to point out that this is a miniscule toll compared with rail-highway accidents which PTC would do nothing to prevent. But after a few serious collisions the National Transportation Safety Board has been pushing hard for PTC. This is related to earlier studies by the industry into an Advanced Train Control System (ACTS) which would allow more traffic on mainlines by electronically controlling their separation. A pilot test of PTC on BURLINGTON NORTHERN and UNION PACIFIC Lines in the Pacific Northwest is in the planning stage, following a disastrous collision there last November. And AMTRAK is working on a PTC project for its rebuilt Northeast Corridor between New Haven and Boston (Railway Age).



Ricky Gates, the infamous former CONRAIL engineer responsible for the January 1987 AMTRAK accident at Chase, MD in which 16 persons were killed, has a new job. Released from prison in 1992 after serving two years of a five-year sentence for manslaughter, the 39-year-old Gates has been working as a counselor in a Maryland center for treating substance abuse. At the request of crash victims and their families he earlier testified in favor of Federal legislation that now requires random drug testing for certain transportation workers, asserting that his use of marijuana was the primary cause of the accident. "I must have been high," he added. "My perception of speed and distance and time were distorted." Testing is necessary, he concluded, because he believes some rail workers continue to abuse drugs and alcohol on the job. "I think that outweighs anybody's right to privacy" (Baltimore Sun).

CONRAIL is one of ten local corporations pledging at least \$1 million each to Philadelphia's Avenue of the Arts project on South Broad Street.....In mid-September CONRAIL was moving numerous military special trains in preparation for an anticipated invasion of Haiti.....The old West Jersey passenger station at Wenonah, NJ, now located on CONRAIL's Vineland secondary track, celebrated its 100th anniversary last year after restoration by a local citizens group.....Ex-BOSTON & MAINE RDC-1 #6143, long stored at Oaks, PA, was spotted September 3 on the rear of a CONRAIL freight train at Abrams yard near Norristown. The car was destined to the CAPE COD RAILROAD, Hyannis, MA, but two other former B&M RDC's remain stored at Oaks. Ex-Reading RDC-1 #9157 is now located at Hyannis.....The 24-mile Philadelphia to Valley Forge Bikeway will finally be completed this fall, after Montgomery County purchased property and easements from CONRAIL in the Norristown and Conshohocken areas. The purchases will allow paving to be applied along sections of the old Pennsy Schuylkill Valley Branch, eliminating two detours over public streets (Norristown Times Herald).....CONRAIL reverted to the "TV" symbol for its prime intermodal trains on September 19, replacing the short-lived "SV" designation. But contrary to earlier reports, the mail trains retain their "MAIL" symbols.

New Jersey Governor Whitman has declined to block an agreement between the Delaware River Port Authority and the City of Philadelphia, under which PATCO will pay the City \$2 million a year in rent for the Locust Street subway (see September Cinders). Public hearings are expected for higher PATCO fares and parking fees....The Inquirer reports that the discovery of PCB contamination at the old Baldwin Locomotive Works property in Eddystone will delay the proposed takeover of the Baldwin office building by Delaware County (see August Cinders).....The Railroad Museum of Pennsylvania at Strasburg has received a \$1.3-million transportation enhancement grant from PennDOT, to be used to cosmetically restore 19 locomotives and railcars in its collection. Among the exhibits to receive work are the ex-Pennsy E7 diesel locomotive, the E44 electric, an MP54 MU, the PRR observation car Tower View and coach 1651, considered the nation's first all-steel passenger coach.

Shortline News: Some 26 percent of U.S. rail trackage is now operated by shortlines, up from six percent in 1970, according to the AAR (Wall Street Journal).....A new shortline, the LEHIGH & SUSQUEHANNA RAILWAY, is now leasing and operating 55 miles of the former Pocono Northeast Railway. (Continued on Page 7)

EBT SHUTDOWN THREATENED; SUPPORT URGED FOR STATE AID

Owners of the narrow-gauge East Broad Top Railroad are threatening to permanently close the historic property at the end of the 1994 season, a support group warned last month. Friends of the East Broad Top issued a letter reporting that the present owners, who revived the defunct coal-hauler in 1960, are running out of assets to sell in order to cover the railroad's chronic operating deficits.



Based at Rockhill Furnace in central Pennsylvania, the little tourist road is a gem of early 20th Century technology, with a fully-equipped shop, roundhouse, large station building, six Mikado-type steam locomotives dating from as far back as 1911 and a vintage Brill-built doodlebug. But ticket revenues rarely have been sufficient to cover costs, and the railroad has survived through the beneficence of the owning Kovalchick family. EBT's final event of 1994--and perhaps forever--will be its annual fall spectacular set for October 8-9.

A registered National Historic Landmark, EBT was included in the State's 1994-95 redevelopment budget, with \$30 million authorized to acquire and restore all 30 remaining miles from Mount Union to Robertsdale as a new State Heritage Park. But with many competing priorities, it often takes years for such funds actually to be appropriated by the Budget Office--time which EBT does not have.

NRHS members interested in seeing this unique historical treasure preserved and restored are urged to write directly to the Governor, expressing the need to appropriate quickly the \$30 million for the East Broad Top Railroad. Here is the address:

Honorable Robert P. Casey
Governor
Capitol Building, Room 225
Harrisburg, PA 17120-0001

ON THE SCENE (Continued from Page 2)

and part of the power car literally "welded" to the tracks. Turbo coach 88 suffered heavy fire damage, snack car 96 smoke damage, and coach 86 and power car 67 received no damage. The train had operated as Train 242 from Albany to New York, arriving at 9:04 AM. The fire was discovered at 9:42 AM, but it was sometime before Amtrak officials could convince New York City firemen that all power had been turned off and it was safe to extinguish the fire, which was declared under control at 12:40 PM.

In other news, the Capitol Limited will convert to Superliner equipment, operating on its present schedule at the time change. The train will carry two Superliner sleepers, a diner, lounge, transition car and three coaches. Because it is the first Superliner train in the east, many of our members will have a chance to ride and sample this equipment, and I'm providing a few notes on these cars which have been a fixture on Western routes, and which will also come to the Auto Train in another year or so.

Superliner coaches seat 77 passengers, 62 of them on the upper level. Restrooms are located on the lower level, along with baggage shelves and a 15-seat area ideal for groups or people not eager to navigate the narrow spiral staircase to the upper level. All Superliners have a center entrance and cannot use a high level platform.

The sleepers are also bi-level, with economy and deluxe bedrooms. An economy bedroom is basically an enclosed section, with a pair of facing seats which make into a lower bed (and with a folding upper bed as well). There are no lavatory facilities in these rooms (they are downstairs). Four economy rooms are downstairs along with a handicapped bedroom (with private lavatory and space for a wheelchair). At the opposite end of the lower level is a family room with space for two adults and two children. Deluxe rooms have a sofa and chair plus a lavatory annex with a shower (economy passengers share a downstairs shower). The attendant's room is being changed from the lower to the upper level.

Lounge cars have full-height glass windows for great sideways viewing. A combination of bench seats and swivel chairs is provided and a bar is built in. Downstairs is another bar and an intimate rathskellar and piano.

Diners are laid out with all four-place tables upstairs, with a kitchen and pantry on the lower level and a dumbwaiter conveying food between levels.

Transition-dormitory coaches are on the head-end of the train and provide an end-of-car stairway to allow access to single-level head-end cars. These are former Santa Fe El Capitan coaches, in which the coach seats at the transition rooms have been replaced by dorm rooms for the crew. Next year, all of these cars will be replaced by new full dormitory Superliners now on order.

Capacity on the train will be increased, especially in the sleepers. The Heritage diners displaced on the Capitol by Superliner equipment should permit restoration of full meal service on the Broadway Limited, and possibly addition of dome coaches to the Adirondack.

Bombardier is currently on schedule with Superliner II deliveries as of August 31, having delivered 62 new cars. Eighteen additional cars are due by year's end: ten sleepers and eight lounges. Projected 1995 production is 72 cars, with the remaining 43 coming in 1996.

Viewliner sleeper 2300 has been at Hornell, NY for months for Morrison Knudsen familiarization (prototype car 62000 is due in October). Sister 2301 apparently made the last Executive Sleeper run between New York and Washington on August 8.

The California car order consists of 47 commuter cars, including 12 cabs. For intercity service, 66 cars in four groups are coming. They will be named and numbered as follows:

Coaches (32)	8001-8032	("River" series)
Baggage-coaches (6)	8201-8206	("Bay" series)
Cab cars (14)	8301-8314	("Mount" series)
Food service (14)	8401-8414	("Valley" series)

In another California item, San Francisco's Muni has ordered 52 LRV's to begin the replacement of their Boeing LRV's. Another 86 cars will be needed to finish the job.

Riders on the Reading-Jersey Central route to Jersey City still affectionately remember the Jersey Central's ferries which finished the journey to lower Manhattan. I recall the last five, all of which were built at Wilmington, DE by Harlan & Hollingsworth between 1901 and 1906. Most distinctive (and longest serving) was the Elizabeth, rebuilt from the fire-ravaged Lakewood with a steel structure. Its wooden sisters were the Cranford, Red Bank, Somerville and Wilkes-Barre. Earlier records show a Plainfield and Westfield as well.

PHILADELPHIA EXPRESS (Continued from Page 6)

Motive power is PNER NW2 #87 and GP9 #1751 (American Shortline Railway Guide).....MARYLAND & DELAWARE was to take over the lease and operation of the DELAWARE COAST LINE out of Georgetown, DE, effective October 1. DCLR's two lines are owned by the State of Delaware (Paul Kutta).....That wooden cabooses recently removed from the defunct Depot Restaurant in Chestnut Hill was purchased from the Raritan River Rail Road, not Lehigh & Hudson River as stated here last month. Thanks to Joe Boscoe for this reminder.

Chapter Member Bill Volkmer has been named chief mechanical officer of Tri-County Rail Authority, Fort Lauderdale, FL, operator of the TRI-RAIL commuter system. Bill, who is moving from California to Florida, has also authored a brand-new Morning Sun book entitled PRR From Hudson to Horseshoe. He earlier produced Pennsy Electric Years, another all-color book from Morning Sun.....Morrison Knudsen has reported a substantial loss for the second quarter of 1994, including \$59 million on its transit car business--mainly because of delays in a M-6 contract with METRO-NORTH.....Philadelphia's still-developing Schuylkill River Park last month received an additional \$1.6 million in Federal grants, to be used for building a pedestrian and bike ramp over CSX tracks between Cherry Street and the park. This is to be a mile-long strip of land between the railroad and the river, to be used by hikers and bikers.

EXTRA LIST (Continued from Page 3)

OCTOBER 30: Second day of Great Scale Model Show at Fort Washington Expo Center, Fort Washington, PA, 10 AM to 4 PM. Admission: \$5 adults, \$1 children (6-12), \$10 family (free admission for Saturday ticket-holders).

OCTOBER 30: "Bar-B-Que Express" from West Leesport to Tremont, PA and return via Reading & Northern Railroad. Diesel-powered train departs West Leesport 9 AM, returns about 5:15 PM. Fares: \$35 adults, \$7 children, vista dome \$55. (Ticket prices include chicken barbecue lunch.) Order tickets as in October 15 Jim Thorpe item.

NOVEMBER 5: Day on Southern Railroad of New Jersey, sponsored by Anthracite Railroads Historical Society and SRNJ, at Winslow Junction, NJ. Events include photo setups with SRNJ locomotives, group photos, train ride and night photo session. Admission: \$30 per person. Order tickets from: Anthracite Railroads Historical Society, P. O. Box 519, Lansdale, PA 19446, enclosing stamped, self-addressed envelope and making checks payable to "ARHS." For information, telephone 610-767-3782 (between 7 and 10 PM).

NOVEMBER 6: NARCOA Day at Wilmington & Western Railroad, Greenbank station, Marshallton, DE. North American Rail Car Operators Association will have fleet of railcars on line, powered by hand, gasoline and steam, with rides available at grove. Regular W&W trains will operate to Mount Cuba, leaving at 12:30, 2 and 3:30 PM. For information, telephone 302-998-1930.

NOVEMBER 12: Special train on Long Island Rail Road as part of NRHS directors meeting in Ronkonkoma, NY. All-parlor car train departs Ronkonkoma 9 AM for Long Island City via Montauk branch, then to Long Beach, Babylon and Hicksville, returning to Ronkonkoma about 5 PM. Complete tour of LIRR's Hillside shop included. NRHS directors will be given preference on this limited-seating train. Fare: \$40 per person (plus required \$15 registration fee). Participants must also furnish NRHS membership number and chapter affiliation. Order tickets from: Fall 1994 NRHS Directors Meeting, Long Island-Sunrise Trail Chapter, P. O. Box 507, Babylon, NY 11702-0507, making checks payable to "LIST-NRHS."

NOVEMBER 12-13: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center, Route 73 & Haddonfield Road, Pennsauken, NJ, 11 AM to 5 PM both days. Admission: \$5 adults, \$2 children (6-12).

NOVEMBER 18-20: 3rd annual convention of Conrail Technical Society at Albany, NY, featuring facility tours, lectures, slide shows, banquet. Advance registration: \$10 per person. For information, write: Conrail Technical Society, P. O. Box 7140, Garden City, NY 11530-7140.

NOVEMBER 19: 8th annual Holiday Railroad Extravaganza sponsored by Abington Township Police Association at Abington Junior High School, Susquehanna Road, Abington, PA, 9 AM to 3 PM. Model railroad layouts, toy trains and railroadiana sales will be featured. Admission: \$3 per person (children under 12 free). Tables: \$15. For information, contact: ATPA, P. O. Box 211, Abington, PA 19001-0211 (telephone 215-345-5017).

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