



CINDERS

February 1988



IN THIS ISSUE

Philadelphia Chapter Meeting Notice and News.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4
ON THE SCENE, by El Simon.....	8
Extra List.....	10
1988 Norfolk Southern Excursion Schedule.....	11

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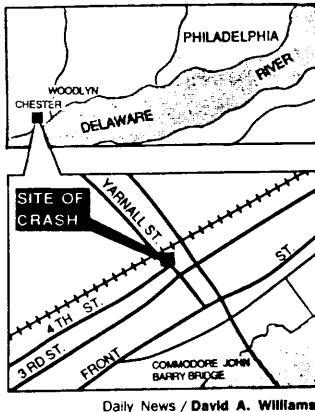
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"Night Owl" Crashes in Chester

Outside, the weather was clear and cold in the early morning darkness of Friday, January 29, as Thomas Connor, the block operator in Amtrak's "Hook" tower just north of Marcus Hook station, began his third trick tour of duty. The northbound Night Owl, train #66, was running three minutes late out of Wilmington as it flashed by "Hook" at 90 mph enroute from Washington to Boston.

As usual, the overnighiter was lined for track #2 because SEPTA local train #7266 to Philadelphia is scheduled to pass "Hook" a minute earlier on track #1. (The four-track Northeast Corridor mainline here is numbered 1-2-3-4 from east to west.) Fortunately for the passengers and crew of #7266, made up of Silverliners 109-110, the southbound local was late arriving at Marcus Hook on this particular morning and was still waiting to cross over from #4 to #1 as the Owl clattered by the tower. If #7266 had departed close to schedule it might have found itself in the middle of what happened a few moments later.



Daily News / David A. Williams

As #66 raced northward on the tangent track toward's Conrail's abandoned Thurlow freight yard, Engineer Mark Kenny seated in AEM-7 electric locomotive #941 saw the headlights of a track machine dead ahead. In an instant Kenny threw his train into emergency and, as its speed was slackening, #941 plowed into self-propelled ballast regulator #4249. A few seconds before impact, the two workers manning the machine had glanced up to see the onrushing train and were able to jump clear. They were uninjured. But the train, pushing the bright orange contraption down the track for some distance, derailed in the vicinity of the Engle Avenue underpass in Chester, coming to rest on the 20-foot-high right-of-way just south of the Commodore Barry bridge. The time was 12:32 AM.

The train's momentum apparently launched #941 over the wreckage of the track machine and down the east side of the snow-covered embankment, where it landed in a ditch. Alone in the cab, Engineer Kenny miraculously escaped with only bruises and facial cuts, while six other crew members and 18 passengers were injured as the five Amfleet and three Heritage cars derailed but remained upright. There was no panic and no one was killed. The second AEM-7, #904, flipped on its side on #3 track while stainless steel baggage car #1248 immediately behind it also overturned. The next car, baggage #1374, was leaning to the left. The derailed passenger cars from north to south were: Amfleet coaches 21232, 21205, 21118 and 21131, Amclub 20137 and Heritage 10-6 sleepers #2987, 2900, 2924. It is 1.9 miles from "Hook" to the scene of the derailment.

Rescue teams quickly reached the stricken train and took the injured to nearby hospitals, while five SEPTA buses were summoned to carry the approximately 125 passengers who were unhurt to 30th Street Station. At 5:45 AM extra train 66 departed 30th Street for New York and Boston with AEM-7's #906-918 and four cars. Meanwhile, a massive force of men and machines was mobilized to clear the wreckage and restore the heavily-traveled Corridor to full operation. Drug and alcohol tests were administered to all involved employees--except for Operator Connor who fled the tower shortly after the accident and did not reappear for three days. His failure to execute a dispatcher's order to place track #2 out of service north of "Hook" for maintenance work was the apparent cause of the derailment, a situation which investigators from the National Transportation Safety Board and Amtrak were most anxious to discuss with Connor.

"Hook" is an old tower which lacks certain backup safety devices, but still requires that a "can" be placed over the switch levers to indicate that a track is out of service. It is seven miles north of "Landlith" interlocking in Wilmington, which marks the northern limits of the Corridor trackage now centrally controlled from Amtrak's new "CETC" center at 30th Street. An additional factor much discussed in the press is the nearly universal practice of insulating work equipment, such as the ballast regulator, so as not to shunt track circuits, thus allowing signals to display a clear indication despite the presence of such equipment. It is therefore necessary to take the track out of service by train orders or other means.

(Continued on Page 3)

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

CHAPTER OFFICERS:

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Engineers' Club, 1317 Spruce St., Philadelphia, PA.
Dinner at Club 6 PM. No meetings July or August.

ANNUAL MEMBERSHIP DUES: \$19.00 per person, which includes Chapter and National dues. Chapter-only dues \$10.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

ADDRESS CHANGES should be sent to the Editor at: Post Office Box 41, Huntingdon Valley, PA 19006-0041.

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EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 41, Huntingdon Valley, PA 19006-0041.

INCLEMENT WEATHER NOTICE

If a severe snowstorm occurs on the date of our meeting, Friday, February 19, it may be necessary to postpone the meeting. Members in doubt should telephone Larry Eastwood at 215-947-5769 on that date, and will receive a recorded message concerning the status of the meeting.

OUR MEETING:

FRIDAY EVENING, FEBRUARY 19, 1988

The Engineers' Club, 1317 Spruce St., Philadelphia, PA
Dinner at 6:00 PM in the Club Dining Room (\$12 per person)
Meeting at 7:15 PM in the Conference Room (3rd Floor)

Our February, 1988 meeting will feature the annual Ray Muller Slide Contest, named in honor of the Philadelphia Chapter member/photographer who passed away in November, 1986. Rules for the contest are shown below.

Our usual sit-down dinner will be served in the Club Dining Room, at \$12 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, FEBRUARY 17, 1988, to Larry Eastwood at 215-947-5769 for the February meeting ONLY. Leave a message on the recorder.

You are invited to screen your best slides for the enjoyment of your fellow members, and compete for film prizes to enable you to shoot future winners at our annual Ray Muller Slide Contest, February 19, 1988. PLEASE NOTE THAT OUR MEETING WILL BEGIN AT 7:15 PM TO ENABLE THE JUDGES MORE DELIBERATION TIME.

Annual RAY MULLER Slide Contest Rules

1. No entry form is required for the 1988 Ray Muller Slide Contest, but entrants must register in person, beginning at 6:45 PM. Registration closes at 7:10 PM, with no entries accepted after that hour. THE SLIDE CONTEST IS OPEN TO 1988 PAID-UP PHILADELPHIA CHAPTER MEMBERS ONLY!

2. There are six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1978, and category (f) ONLY subject matter BEFORE March 1, 1978. In case of uncertainties, the contest manager will rule on appropriate categories or will disqualify any unsuitable entries.

- (a) Steam
- (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) Mainline electric (including multiple-unit equipment)
- (d) Trolleys/rapid transit/interurbans
- (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, railfans, etc.)
- (f) Oldies, but Goodies (any subject prior to March 1, 1978)

3. Each contestant may exhibit a maximum of 4 slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name MUST be on the slide. After the initial screening, entrant will select ONE SLIDE in each category which he/she considers BEST in the category, which will be given to the projectionist for final judging. Thus, only 6 slides are permitted in the final presentation.

4. Film prizes will be awarded on basis of first, second and third place in each category, with the judges reserving the right to not award a prize in any category they feel is not well represented. A panel of five (5) judges, none of whom may be a contestant, will be chosen at the meeting, and their decisions are final.

MEMBERSHIP APPLICATIONS AVAILABLE FOR ENGINEERS' CLUB

The Engineers' Club of Philadelphia, at which Philadelphia Chapter holds its monthly meetings, has several categories of membership available. Prospective members are not required to be engineers.

Membership applications are available on the first floor of the clubhouse or from Frank Tatnall. Both Frank and Fred Weisenbach are also members of the Engineers' Club, and will be glad to point out the advantages of membership in this 110-year-old organization.

"NIGHT OWL" CRASHES IN CHESTER (Continued from Page 1)

By 6 AM undamaged track #4 at the wreck scene had been okayed for service and at 6:11 traction power was restored to that track so that trains could begin moving through the area at reduced speed. "Baldwin" tower, three miles to the north, was reopened temporarily to allow crossover movements, but long delays to all Amtrak trains continued throughout the day and into Saturday. SEPTA's R2 service was handled by bus between Marcus Hook and Philadelphia until train operations were resumed on Saturday morning, and Conrail detoured several freight trains over CSX between Park Junction, Philadelphia and Anacostia in Washington.

Hulcher Emergency Services of Gettysburg arrived with its heavy work equipment at 6 AM Friday, Amtrak's Philadelphia work train with GP9 #770 was at the scene by 7:30 and several other work trains plus Amtrak and Conrail highway equipment soon joined in the cleanup effort. Interestingly, a pair of locomotives sent from Wilmington to assist in rerailing the passenger cars included Amtrak's only AC-drive diesel unit, F40PHAC #202, coupled to GP9 #768. All of the cars were rerailed by Saturday morning and AEM-7 #904 was loaded onto a flatcar early that afternoon for movement to Wilmington. By 2 PM #4 track was restored to normal speed and #3 track was opened for 30 mph, but #1 was not back in service until 8 AM on Sunday. The remaining track, #2, was expected to be out of service for at least two weeks because of structural damage to a bridge. Locomotive #941 had to be hauled to Wilmington on a special flatbed highway trailer.

Amtrak unofficially estimated the damage to the two locomotives at \$2.2 million and to the cars at nearly \$1 million, with track repair to cost \$60,000 and bridge structures \$135,000. The most heavily damaged car was coach #21205, fourth in the train, with repairs estimated at \$300,000. It is believed that all equipment can be rebuilt.

With two AEM-7's destroyed in the January 4, 1987 collision near Chase, MD and another out for extensive fire damage, the loss of these two additional units creates a serious motive power problem for Amtrak. The immediate result was an announcement late Friday that effective Monday, February 1, all 600-series Harrisburg trains would originate and terminate at the lower level of 30th Street Station rather than in Suburban Station. This change allows the use of diesel power rather than AEM-7's and is expected to continue indefinitely--at least until the arrival of seven new AEM-7's from Electro-Motive later this year.

Meanwhile, the strange case of Operator Connor, who had deserted his post at "Hook" after the accident, drew a great deal of attention in the press and on television. Accompanied by his attorney, the 30-year-old resident of Aldan, Delaware County, appeared remorseful at a Monday afternoon meeting with NTSB investigators in Philadelphia. Connor, who has seven years' seniority with Amtrak, reportedly admitted that he had caused the crash by failing to divert the Night Owl from track #2 to track #1 at "Hook" as he had been instructed to do, then panicked and fled. He was suspended without pay pending further investigation and the formal hearing to which Amtrak employees are entitled. Delaware County District Attorney William H. Ryan, Jr. told the Inquirer that, on the request of Amtrak, county detectives would be assigned "to determine if any criminal statutes were violated."

By Monday, all traffic on the Northeast Corridor had returned to normal, but the fallout from this accident can be expected to haunt Amtrak and the railroad industry for some time to come.

WILLIAM L. GOODWIN**November 14, 1987**

It is with regret that we inform you of the passing of Chapter Member William L. Goodwin of Glenolden, PA on Saturday, November 14, 1987. While Mr. Goodwin had been a member of the Chapter only since 1986, his family told us that he thoroughly enjoyed railroading, and his association with our Society and Chapter. We extend our sincere sympathy to the Goodwins.

FOUR CHAPTER MEMBERS TO RECEIVE NRHS 50-YEAR PINS

Four members of Philadelphia Chapter this year will be awarded gold pins commemorating 50 years of uninterrupted membership in the National Railway Historical Society. They are:

Harry P. Albrecht
Joseph M. Mannix

Willard H. Hart
Homer J. Stineman

It is hoped that a ceremony can be arranged at a future Chapter meeting at which all four of these faithful members can be brought together for the presentation.

Philadelphia Chapter, which celebrated its own golden anniversary in 1986, has three other members who were previously honored with 50-year pins. They are: Richard S. Clover, Earle P. Finkbiner and Hugh R. Gibb.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

On January 18 SEPTA placed a third five-car set of Bombardier push-pull equipment in revenue service. Effective February 1, SEPTA issued a schedule for the "Bomb" cars which was to be operated until further notice--probably for several weeks. Here are the train numbers: Set #1 - 6324, 6321, 550, 539, 6376, 379. Set #2 - 6514, 513, 9014, 7559. Set #3 - 7528, 9010, 725, 736, 737, 752, 6756. It will be observed that Set #3 makes one morning trip in from Downingtown and Set #2 runs west to Downingtown in the afternoon. Sets #1 and 3 also operate during midday hours.....Four SEPTA AEM-7's are available for service while the other three (#2305, 2306, 2307) were returned to Electro-Motive in early January to complete testing.



A loaded covered hopper car rolled away from an industrial siding on the Stony Creek branch near SEPTA's Elm Street station in Norristown about 1:50 PM on January 12. Gathering speed as it passed over two grade crossings, the car ran into SEPTA train 0626 with Silverliner III's #232-236, derailing the lead MU and buckling its front end. Seven of the 18 passengers received minor injuries in the accident, the effects of which were lessened by the quick thinking of SEPTA conductor Lenny Friel, who alerted the passengers to the impending collision and helped them stay calm afterward. He received a citation from SEPTA for his actions--his 21st such award--and a feature article with photos in the *Inquirer* two weeks later. The freight car reportedly got loose as a CONRAIL inspector was trying to free its brakes on the Matlack siding. MU #236 will be repaired at Wayne shop but #232 will be sent out for heavier work.

SEPTA suffered other problems on its Regional Rail Division during January, a month in which the City experienced some extremely cold temperatures. On January 11 frozen switches near Glenside, Jenkintown and Wayne Junction caused extensive delays during the morning rush and a failure of signal power on the Warminster Line added to the misery. On January 15 train #758 bound for Chestnut Hill East damaged a pantograph at Wayne Junction, blocking the branch and delaying passengers while buses were ordered. Then, on the morning of the 27th, a downed wire on the West Chester Line just south of "Arsenal" interlocking knocked out power for the R2, R3 and Airport trains. Trains 0202, 0204 and 0206 from Marcus Hook were routed through the Lower Level of 30th Street to "Zoo," then back to Suburban Station. Power was soon restored in the interlocking, but the Media-Elwyn trains did not run until mid-morning. Finally, a CONRAIL yard shifter derailed a boxcar in Midvale yard early on the 28th, damaging a catenary pole and knocking wires down on the Chestnut Hill West Line. Service was not restored until the next day.

SEPTA now has ten Silverliner II's at Morrison-Knudsen's shop in Hornell, NY. They are the vanguard of 38 cars to receive heavy overhauls--the first in two decades. Prototypes #213 and 9010 should return soon to Philadelphia.....The *Inquirer* reports that construction could begin next year on an \$8-million rail station in West Philadelphia's University City area. The 1988 Federal budget contains \$2.85 million for the project, and \$5.7 million for a new rail station to serve Temple University.....Developer Willard Rouse III said last month that the \$468-million convention center, to be built in the Reading Terminal area of center city, will be completed in 1991 "on time and on budget." Rouse is chairman of the convention center authority.

Qualification classes are scheduled to begin next month for uniform operating rules developed by NORAC--the Northeast Operating Rules Advisory Committee. Member roads include SEPTA, AMTRAK, CONRAIL and NJ TRANSIT.....A Chester County developer is planning a one-million-square-foot office park along the AMTRAK mainline at Glen Loch. Included in his plans is a new SEPTA commuter station (Jim Davies).....Member Gerry Williams has two photos published of Philadelphia Chapter's Pioneer III trip of last November. They appear in *Passenger Train Journal* for January and the March issue of *Trains*.....The *Wall Street Journal* last month reported that parking at suburban commuter stations is becoming a major headache in many areas. SEPTA parking lots, particularly on the Paoli line, are often jammed and, the *Journal* says, "SEPTA police issue at least 4,000 parking tickets a month." Actually, many tickets are issued by private parking enforcers.....The *Inquirer* in its "Weekend" section of February 5 carried a two-page article on touring the Main Line suburbs. How to do it? Use the Paoli local.....The Pioneer III cars are running regularly on Paoli trains 9536-9557.



In our last episode, both SEPTA General Manager William Stead and Chairman Lewis F. Gould, Jr. had resigned their posts, in the wake of a vicious political feud. Since that time, no long-term solutions to SEPTA's problems have been found, but several things have happened:

- Former GM Stead, now reinstated as head of the SAN FRANCISCO MUNICIPAL RAILWAY, told reporters that he left SEPTA because he didn't want to work in a "shark tank." He said that SEPTA will collapse if it doesn't put together a strategic plan for its future. The system "is just being let go," he declared.

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

- Amid charges that political patronage is a major benefit of the unpaid chairman's job at SEPTA, the Inquirer reported that in the five years since David Girard-diCarlo resigned as chairman his law firm has become SEPTA's principal outside counsel. The firm collected some \$1.2 million in legal fees from SEPTA in 1987, the newspaper said.

- "Round the world with Lewis Gould" read the Daily News headline, over a story describing how the former SEPTA chairman spent more than \$15,000 of Authority money to attend eight transit conventions and meetings in Europe and Canada over the past three years. Gould, a patent attorney, defended his expense accounts--which totaled about \$49,000 during the three-year period--because "it would be a mistake for SEPTA not to be involved in the national and international mass transit community."

- The State expanded its investigation of SEPTA, asking for additional documentation on contracts and expense accounts over and above the 22 cartons of files already delivered to PennDOT last month.

- The Urban Mass Transportation Administration, at the urging of Philadelphia Congressman William H. Gray III, agreed to investigate the operations of SEPTA, which UMTA Administrator Alfred DelliBovi described as "rudderless." DelliBovi also met with Pennsylvania Senators John Heinz and Arlen Specter, Congressman Lawrence Coughlin and SEPTA Board Chairman Robert J. Thompson in Washington to discuss funding sources for badly-needed capital improvements on SEPTA. About 80 percent of SEPTA's \$123-million annual capital budget comes from the Federal government.

- Senator Specter said that he would try to expedite a \$400,000 consultant's study of Philadelphia-area mass transit needs. The study is being done for the Delaware Valley Regional Planning Commission.

- The SEPTA board voted to give Acting General Manager James F. Kilcur a \$2,500-a-month pay raise, retroactive to January 1. This will bring his annual salary to \$95,000.

- Frank Wilson, SEPTA's former assistant general manager for operations whose employment contract set off the dispute between Stead and Gould (see January Cinders), began work last month as deputy executive director of the CHICAGO TRANSIT AUTHORITY. He has also hired a lawyer to collect the \$110,000 in severance pay which he says he is owed by SEPTA under the controversial contract. Board Chairman Thompson, however, said that SEPTA would not agree to the payment because "My feeling is that Mr. Wilson resigned voluntarily."

- Governor Casey has recommended former Acting U.S. Attorney J. Clayton Undercofler III, a 47-year-old Chester County Republican, to be the new chairman of SEPTA's board. The current chairman, Robert Thompson of Chester County, has said that he will retire this month, opening a slot for Undercofler's appointment to the board and his election as chairman. A meeting of political leaders of the City and four suburban counties on February 5, however, failed to produce a consensus on the subject.

- The meeting did reveal that a leading candidate for general manager of the Authority is Louis J. Gambaccini, 56, assistant executive director of the Port Authority Trans-Hudson Corp. which runs the bi-state PATH system. Gambaccini is also a former New Jersey commissioner of transportation.

Bullet cars are again operating both Saturdays and Sundays on SEPTA's Norristown High Speed Line, effective January 23. With the return of car 206 to service, there are now five active Bullets--with four needed for Saturdays and three for Sundays.....Buckingham Valley Trolley Association will sponsor a Bullet-car excursion on Sunday morning March 20 (see "Extra List"). BVTa hesitates to advertise it as a "farewell" trip for the 56-year-old cars, but their near-term future is cloudy at best.....With the addition of ex-CTA married pairs 476-477 (ex-6069-6070) and 478-479 (ex-6175-6176), there are now seven sets of the 1951-vintage cars in service on the NHSL.....Hill International, Inc. has been selected by UMTA to provide consulting oversight for the rehab of SEPTA's Norristown High Speed Line. Fifteen separate Federal grants totaling over \$100 million are involved in the project, including money for track and signal modernization and the purchase of 26 new AC-drive cars from Asea-AMTRAK (see January Cinders). The ex-P&W line is 13.7 miles long (Railway Age).

Kawasaki LRV #127 will go out for rebuilding, after it was damaged last fall in a freak collision with an el train in SEPTA's 69th Street yard.....Eight passengers were hurt when a Route 23 PCC rammed the rear of another trolley in East Mount Airy January 29. There was little damage to the cars.....A Route 55 bus struck and killed a woman February 2 as she was crossing Broad Street near 65th Avenue.....Transport Workers Union Local 234 President Roger Tauss last month accused SEPTA of unsafe operating practices and urged Governor Casey to appoint a management team to run SEPTA until a new general manager is found. One of Tauss' accusations was that dynamic brakes on Kawasaki-built trolleys sometimes fail, and that drivers had not been instructed on how to deal with the problem. A few days later SEPTA sent instructors to show the operators what to do if the dynamic braking system does not operate. The cars also have friction brakes.

PennDOT on February 1 began the last and most difficult segment of its Schuylkill Expressway rebuilding project, when it closed certain lanes in the center city area between Girard Avenue and 30th Street Station. SEPTA, which expects to pick up riders on its rail lines as a result of the expected traffic problems, also said that it would not detour its Expressway bus routes unless major tieups develop.....SEPTA experi-

PHILADELPHIA EXPRESS (Continued from Page 5)

enced some storm problems last month, but nothing really serious. A two-inch snowfall during the morning rush on January 4 forced some bus reroutings, and three to six inches on January 8 was handled in stride. The closing of all City schools was a big help on the latter day. Then, on the morning of the 13th a freezing rain produced one of the iciest rush hours in years. The surprise storm caused a number of minor bus accidents.

SEPTA made it official last month: no fare hike during this fiscal year through June 30. SEPTA said that it could erase a feared \$21-million deficit by cutting its staff, getting a fiscal break from the State and slowing down the overhaul program for its Regional Rail Silverliners. In addition, an unexpected increase of 2.4 million riders since last July 1 has brought in about \$2 million in extra revenues. Overall ridership had been falling, from 263 million fares in Fiscal Year 1985 to 252 million in 1986 (after two major strikes) and to 251 million in 1987.....SEPTA said that its on-time performance during the last four months of 1987 rose to 85.9 percent, and the mean distance between failures for City Transit Division buses was at an all-time high of 5,432 miles in December--a 39 percent improvement over December a year ago. The MDBF for the Broad Street subway fleet improved 21.7 percent to 78,635 miles in December.

A total of 1,040 new cars was delivered to rail and transit operators in the U.S. and Canada last year, reflecting the continuing renaissance of the steel wheel in passenger service. The average cost was about \$1 million per car (Railway Age).....The Inquirer's "Weekend" section of January 22 featured a full-page article on the joys of riding SEPTA trolley lines.....The Daily News and KYW-Channel 3 have teamed up in a survey of SEPTA riders. A "report card" appeared for a week in the News with Columnist "Phantom Rider" urging SEPTA patrons to register their views on system performance. A series of articles will follow.....The News also reports a San Francisco Chronicle story on ex-SEPTA Chief William Stead, who after complaining about poor safety practices on SEPTA now finds that California inspectors have shut several of his MUNI shops because of "unsafe conditions." The paper quotes Stead as saying that it will take "several years and several million dollars to fix all the safety problems."

A Federal judge last month ruled that SEPTA may begin a program of random drug tests of its employees, after he has had a chance to review a revised testing proposal. Last year the same judge had barred SEPTA from beginning such a program after several unions sued to challenge its constitutionality.....Another Federal judge ruled last month that U.S. transit systems must not put a limit on the amount of money that they spend on serving handicapped riders. The U.S. DOT in 1986 had issued a regulation that transit agencies do not have to spend more than three percent of their operating budgets to serve the handicapped.....The City has served SEPTA and PATCO with 397 notices of Fire Code violations for unsafe emergency exits and other safety problems discovered in the subway system. The transit agencies were given 30 days to correct the violations.....Lawyers for PennDOT said last month that SEPTA board members must file the financial-disclosure statements required of public officials by the State ethics-in-government law.


Amtrak

The continuing resolution signed by President Reagan on December 22 contains funding for all Fiscal 1988 government activities, including \$580.8 million for AMTRAK, down 3.8 percent from last year's \$602 million. It is the smallest appropriation received by Amtrak since 1976. However, the Northeast Corridor Improvement Project will receive \$27.6 million, up 62.5 percent from last year's \$17 million--mainly as the result of last year's fatal crash near Chase, MD. Funding for UMTA is \$3.21 billion, down seven percent from the \$3.45 billion in 1987 (NARP News).....Budget Director James C. Miller III said last month that the Reagan Administration will try one last time to sell AMTRAK, according to a report in Investor's Daily. A similar proposal has previously been shot down by Congress.

AMTRAK on January 25 issued a Form 5 schedule change for its 600-series Harrisburg trains, in which running times were increased by as much as 15 minutes based on the speed of E60 locomotives. The last of the self-propelled Capitliners had their MU controls removed last month, so that they must be locomotive-hauled (as they have been most of the time for the last several months). Following the January 29 wreck at Chester, however (see page 1), a shortage of AEM-7 locomotives forced Amtrak to vacate Suburban Station in center city and originate all of its Harrisburg trains at the Lower Level of 30th Street Station. Diesels can now be used to haul Amfleet or Heritage consists on the 600 trains, while the steam E60's can pull Capitliners cars with the pantographs up for light and heat. During the week of February 1, however, all trains to Harrisburg were powered by F40 diesels. This phaseout of electrified service to the State Capitol--whether permanent or temporary--occurred just a little more than 50 years after the Pennsylvania Railroad ran its first electrically-powered train to Harrisburg (behind GG1 #4859) on January 15, 1938.

To make room for the seven new AEM-7's due to arrive this year from Electro-Motive, AMTRAK has re-numbered steam-boiler E60CP #950 to #510 in the work locomotive series (Hugh Jenkins).....One of AMTRAK's nine brand-new F40PH diesels, #405, was spotted at 30th Street last month.....Correcting an item in January Cinders, AMTRAK has approved SEPTA's push-pull trains for 100 mph in the pull mode but only 90 mph in the push mode.....AMTRAK has told Railway Age that it is discussing the possible testing of a French-built high-speed TGV train in the Northeast Corridor. Amtrak also announced that it will begin testing a train of Talgo tilt-body cars this spring between Boston and New York. The cars will be supplied by Spain's Renfe-Talgo.

A National Transportation Safety Board report released last month said that the probable cause of last year's fatal collision between AMTRAK's Colonial and three CONRAIL light engines was the Conrail engineer's failure to heed stop signals because of his "impairment from marijuana." Contributing factors in the accident, the NTSB said, were the failure of Amtrak and the Federal Railroad Administration to require automatic braking devices on all locomotives using the Northeast Corridor, and the fact that the Amtrak train was exceeding its

PHILADELPHIA EXPRESS (Continued from Page 6)

authorized speed of 105 mph. The Conrail engineer goes on trial in Baltimore this month on 16 counts of manslaughter, representing the 16 deaths which resulted from the crash.....On January 4 hundreds of people marked the first anniversary of the accident at a trackside ceremony where the train derailed in "Gunpow" interlocking near Chase, MD. A plaque was dedicated to nearby residents who provided food, clothing and assistance to survivors after the collision.

Railroads operating in the Northeast Corridor must order automatic train control (ATC) devices for their locomotives within 30 days under terms of final rules issued by the FRA on January 21. Installation must be completed by July 1, 1990. All AMTRAK passenger locomotives are already equipped, but CONRAIL, the commuter agencies and other freight carriers are affected by the new rules.....CONRAIL last month said it had agreed to establish a \$7.5-million fund to settle claims from the 175 persons injured in last year's Colonial derailment, but would seek reimbursement from AMTRAK under terms of a contract between the two railroads.

On January 15 AMTRAK began final acceptance tests for its high-tech Centralized Electrification & Traffic Control (CETC) system, with which dispatchers in Philadelphia electronically control all train movements and catenary power in the Northeast Corridor between Wilmington, DE and Washington. Full operation of CETC began last October (Amtrak Newsbreak).....The General Services Administration has awarded AMTRAK seven city-pair routes for the handling of Federal employees who travel on government business. Included are New York-Philadelphia, New York-Washington and Philadelphia-Washington, some of which had previously been awarded to airlines.....The Broadway Limited is now operating almost exclusively with Heritage equipment, sometimes supplemented by an Amfleet lounge car.....A mentally-handicapped man was struck and killed by AMTRAK train #143 on February 1 as he walked beside the tracks in Bristol, PA.

CONRAIL

The FRA has sharply criticized CONRAIL for failing to carry out effective safety programs, sometimes using track and equipment that was not up to minimum safety standards and sometimes underreporting accidents. The 800-page safety audit--largest ever performed on a single carrier--details some 1,700 violations which could result in fines of up to \$2 million, said Administrator John H. Riley. Conrail said that it would disagree with a number of the conclusions, but where appropriate "Conrail investigated and...took corrective action".....Two CONRAIL freight trains collided head-on near Thompsonstown, PA, 40 miles west of Harrisburg, on January 14, killing four of the six crew members. An eastbound coal train, UBT-506, apparently ran a stop signal at "CP-Thompson" and crashed into westbound piggyback train TV-61, which was to cross to another track at that point. Heavily damaged were both SD40's on the eastbound, #6349 and 6265, along with B36-7 #5017, GP40-2 #3394 and GP40 #3054 on the westbound. AMTRAK train #41, the Broadway Limited on January 14 detoured Harrisburg-Hagerstown-Cherry Run, then westbound on the former B&O mainline to Pittsburgh from there, and eastbound #40 on January 15 took the same detour route in reverse, providing some unusual trackage for any fans on board.

CONRAIL has reported net income of \$79 million for the fourth quarter of 1987 and \$299 million for the full year. Quarterly revenues of \$840 million were 5.9 percent higher than in the year-ago period and 1987 revenues of \$3.247 billion were up 3.3 percent over 1986.....CONRAIL has expanded its SteelNET rail-truck distribution system to a total of 13 terminals, including an 120,000-square-foot facility at Essington near Philadelphia. Steel products arrive by rail and are distributed by truck from the SteelNET centers.....CONRAIL will acquire 400 fully-enclosed tri-level railcars this year valued at \$13.8 million, for the movement of new automobiles.....CONRAIL has established a point called "Berry" near Byberry Road in Northeast Philadelphia, along the ex-Reading New York Short Line. South of this point the line has been single-tracked in a recent clearance project (see December Cinders).

PATCO reports a 4.5-percent increase in ridership in 1987 over the previous year. The high-speed line is handling a substantial volume of local riders between 8th and 16th Streets in Philadelphia, where the fare is only 75 cents.....A Camden man apparently tried to commit suicide on February 1 by leaping from the pedestrian walkway to the PATCO track on the Ben Franklin bridge. A train passed over him but his only injuries were from the fall.....Ross Rowland, Jr. is expected to move his two 4-8-4 steam locomotives from Hagerstown, MD to Allen Park, MI this spring. Recently-rebuilt ex-Reading #2100 and ex-Chesapeake & Ohio #614 will be offered for excursion service by a new entity known as the 2100 Corp.....CSX is holding talks with the Railway Labor Executives Association about a possible joint purchase of the cash-starved PITTSBURGH & LAKE ERIE. CSX operates over the P&LE for 60 miles in the Pittsburgh area.....CSX has set up an independent, non-profit foundation known as the B&O Railroad Museum, Inc., then donated the B&O Museum in Baltimore to the new organization along with a \$5-million endowment. Rail Historian Herbert H. Harwood, Jr. has been appointed interim operating director (RRE High Green).

A 1988 desk calendar issued by the WINCHESTER & WESTERN identifies the carrier as "The Standard Shortline Railroad of the World." Chapter Member Fred Winkler is general agent of the W&W.....Contrary to our report here last month, the NEW HOPE & IVYLAND is not shut down--it just looks that way. Though owner Bucks County tried to oust the McHugh Brothers firm as operator of the railroad, McHugh has a contract with the county which extends until next year. At the moment, only occasional freight movements are required. The NEW HOPE STEAM RAILWAY tourist line, however, has plans to operate its excursions this season and will execute a direct lease with the county rather than through the NH&I. Ex-Reading coaches are to be painted in traditional Reading green.....NJ TRANSIT E8A #4320 (ex-New York Central 4068) was not sold to the Friends of the Railroad Museum of Pennsylvania, as reported elsewhere. It was actually bought by several individuals from the Albany (NY) area.

(Continued on Page 12)



The LRC equipment once used on Amtrak between New York and Boston is being rebuilt by Bombardier for use between Chicago and Toronto. The eight coaches will be numbered 3501-3508, while the two cafe cars will be numbered 3511-3512. The tilting mechanisms will be removed and the equipment will be hauled by F40's.

The RTG-II turbo set has been modified to satisfy Metro-North's requirements and entered Empire Service shortly before Christmas. It's generally assigned to trains 73 and 78.

The first two cars released from Bear, DE were Amcoaches 44184 on December 17 and 44121 on December 31.

Two early 1988 Amtrak accidents will place further constraints on an already-tight equipment situation. Eastbound Amtrak Train 6, the California Zephyr, collided with a Burlington Northern freight train near Omaha, NE on the morning of February 4. At presstime, the only damaged part of the consist to be identified was F40 #394, the lead unit. The second accident, the collision of the Night Owl, Train 66 from Washington to Boston near Chester, PA on the morning of January 29, is covered in our lead story on Page 1, this issue.

I rode the Coast Starlight from Los Angeles to San Jose on Christmas Day, returning on the San Joaquin. The former train surprisingly was sold out and as a result the dining and lounge facilities were somewhat taxed. I was ushered into one of the baggage-coaches, which are allocated to shorter distance passengers (they have no leg rests), and we left two hours late because a San Diegan had expired with connecting passengers.

Many of our members may not have experienced the high-level Superliners, so I'll provide a brief description of their amenities. Six types of cars are provided, with all carrying most (or all) passengers on the upper level and you pass between cars on the upper level.

Three types of coaches are provided. Most have 62 seats upstairs and 15 downstairs. Handicapped or elderly passengers like the lower level because these seats are near the baggage and restroom facilities. Eleven of the cars have a snack bar downstairs instead of seating, and 48 cars have a baggage room with a large sliding door in lieu of the lower level seats; they have 78 seats upstairs with reduced leg room.

The Sightseer lounge has large side and roof windows (no forward vision, of course). Various combinations of seats and cafe tables are provided, served from a small snack bar. The dining cars seat 72 - all in four-place booths similar to those found in Amdinettes. The kitchen and pantry, obviously, are downstairs.

Superliner sleepers have rooms on both levels. On the upper level, ten economy rooms, a stairway and a public toilet are found, plus five deluxe bedrooms (including showers). Downstairs one will find a family bedroom (with a crosswise upper and lower berth and two shorter lowers for kids). Four economy rooms (numbered 11 to 14), the stairway, five double bedrooms and a special (handicapped) bedroom complete the lower level. Economy rooms are the only accommodations which don't have private lavatories.

My return trip on the San Joaquin featured a mix of Superliner and "Hi-level" cars inherited from the Santa Fe. We had a diner-lounge serving full meals (the other round trip has only snack bar service). The Desert Wind and San Joaquin are assigned six former El Capitan diners, rebuilt with 10 four-seat dining booths, a serving area, snack bar and a cafe section with seats like those in an Amlounge.

On the Coast Starlight, the menu selection offered eggs or French toast with a choice of meats for breakfast, plus cereal for those desiring something lighter. Lunches are generally soup and sandwich selections, including one of the chef's choice (others are beefburgers or grilled cheese). Dinners include salad, rolls and beverage, and five choices included a grilled ten-ounce New York strip steak, vegetarian platter, baked chicken, a fish selection and a regional special.

An Amtrak release stated that 100 extra sections and 1090 coach lines were operated over Thanksgiving, and another release noted 92 cars being borrowed from other carriers, including 26 MARC, 32 SEPTA, 27 MBTA and seven Metro-North cars. These latter cars operated on Train 80 to Albany and were, indeed, steam-heated cars once again.

VIA Rail Canada is using Budd-built coach 104 and sleeper Aylmer Manor as their HEP prototypes. The organization doing the evaluation is (gasp!) SEPTA RAIL, so named because they use door seven (French is "sept") in a leased Montreal facility!

(Continued on Page 9)

ON THE SCENE (Continued from Page 8)

In VIA equipment items, LRC club cars are to receive reversible seats to improve customer satisfaction. Coaches will retain their fixed formation for now. Numbers have been assigned by VIA to four cars recently purchased to augment its fleet of stainless steel cars. Dome-buffet-lounges Silver Kettle and Silver Shop will become VIA 518-519, baggage car 96506 (nee 854) becomes 618 and sleeper-observation Silver Sky will become VIA 15519-Fundy Park (2nd).

South of the Border, Member Ed Von Nordeck conducts tours to Mexico from Riverside, CA and now is doing an occasional column for Pacific Rail News. Ed has been good enough to keep me informed on developments from Mexico, which have reached levels not seen in many years. Briefly, some new coaches built in Mexico to Japanese designs have come on stream--these special First Class cars (Primera Especiales) have been combined with refurbished sleepers and meal cars on one route after another, to the point where now the only principal services not re-equipped are those of the former Pacific Railroad and the Mexico City-Ciudad Juarez route (both carry many second class coaches, and they would have to be reaccommodated if their trains were upgraded). As an example of the new upgrades, lounge car service has been restored to the overnight trains from Mexico City to Uruapan and Vera Cruz.

Over 400 passenger cars were ordered in 1987, and my records indicate they were broken down as follows: eight intercity cars built for the Alaska Railroad by Daewoo of Korea; 96 commuter rail cars, all built by Bombardier as follows: 40 MBTA, 23 Metro-North and 33 NJ Transit. There were 226 rapid transit cars ordered, with 200 going to NYCTA from Kawasaki and the other 26 for SEPTA's Norristown High Speed Line from ASEA-Amtrak. Light rail cars include 54 Nippon-Sharyo cars for Los Angeles and 20 Siemens-DuWag cars for San Diego.

Cinders staff prides itself in the accuracy of our reports; as an audit supervisor, I have a keen appreciation for accuracy. With that in mind, following are reports on several projects which should correct articles in two national fan magazines (we'll leave you to figure out which).

The M-4 program by Tokyu Car consists of 18 triplexes, or 54 cars in all for Metro-North's New Haven Line out of Grand Central. The middle car is a blind motor, and these are numbered 8951 to 8985 (odd numbers only) and the end cars are numbered 8900-8935. The cars are marshalled in sequence, so 8900-8951-8901 run together. The outer cars have pantographs, with all cars in the sets having third rail shoes (to avoid "gapping" in Grand Central interlockings). Also on Metro-North, two of the four "steam" trainsets have been discontinued, and with them the prewar former Empire State Express coaches. Only the former SEMTA cars are still operating.

The speed limit for Amtrak trains operating on the Shore Line east of New Haven (at at least Stonington) is limited by the curving shoreline, but an account of a private car ride marveled that the train soon got up to 110 mph after leaving New Haven. Truly, this must have been a trip worth reporting about!

Another account on NJ Transit projects confused two separate rebuildings with interesting results; we'll attempt here to correctly sort things out. First, 147 Comet I coaches were refurbished and rebuilt by Bombardier at Montreal (this project was completed in December). The subsidiary Bombardier plant at Barre, VT, which built SEPTA's new cars, only stripped the cars of seats, batteries, trucks, etc. The cars were then shipped to Montreal (to the former MLW plant in East Montreal) for work. Reconditioned or new components were restored at Barre to complete the program.

A completely separate program by Morrison-Knudsen at Hornell, NY, however, is rebuilding 30 Arrow I MU cars into Comet I-B coaches. Fifteen cars are coming out as control cars 5155-5169 for push-pull service, with the remaining 15 emerging as trailer coaches 5220-5234. There are 33 surviving cars, but three fire-damaged cars were not included in the program.

On a personal note, I develop most of my news on my own, but contributors, though needed and appreciated, should check out their sources. The hapless editor, trying to get a commercial magazine out, hasn't got time to check things out, yet gets hung if an author provides inaccurate information. Ultimately, however, an editor gets to know who to trust and who to shun, but the choice isn't always evident right off.

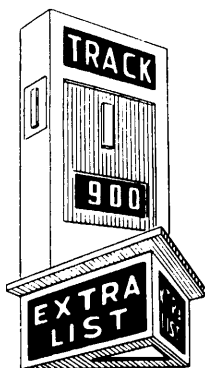
In commuter rail news, Long Island introduced limited electric service to Ronkonkoma on December 28 and full service on January 18. The usual advantages claimed for electrification have been included--speeded up schedules, hourly off-peak trains and through service to Penn Station. One diesel trainset makes four week-day round-trips from Ronkonkoma to Yaphank, Riverhead and Greenport. The MU connecting to and from the Greenport train has no stops or one stop west of Ronkonkoma.

NJ Transit has 24 5400-series coaches yet, but completion of the Comet I overhaul program may return these ex-Pennsy coaches to storage. Coach 5412, re-equipped for HEP, was among seven sold recently. Twenty-seven former BN 5300-series coaches were also on the books, but many may go to the museum when the project becomes operational.

In transit items, Toronto has installed its first new articulated LRV into service, on the Long Branch northside crosstown line. The new H-6 subway cars are replacing red Gloucester cars on the Yonge Street line, although the new cars are going into service on the Bloor-Danforth line.

New York has been purchasing 75-foot cars lately for its Division 2 (IND-BMT) lines, but reports claim it is considering 67-foot cars (same as the old Broad Street subway or BMT "standards") if and when an order is placed for cars for the "Eastern District" BMT lines (the J, L and M). Unlike other modern cars, they would be built in three-unit sets.

(Continued on Page 10)



FEBRUARY 27-28, 1988: Greenberg's Great Train, Doll House & Toy Show at the Philadelphia Civic Center, 34th Street below Spruce, 11 AM to 5 PM both days. Special admission price to show of \$5 per person also covers parking at Civic Center garage (children under 12 admitted free with adult). Philadelphia Chapter will be represented with a booth for sale of railroadiana and distribution of membership information. For further information on the show, telephone 301-876-8640.

FEBRUARY 27-28: Spring Thaw Train Meet at Allentown Fairgrounds Agricultural Hall, Lafayette Street between Chew and Liberty Streets, Allentown, PA, 9 AM to 6 PM on Saturday, 9 AM to 4 PM on Sunday. Admission: \$3 adults, \$1.50 children.

MARCH 13: Annual Train Show & Sale at Mother Seton High School, Clark, NJ, 9 AM to 3:30 PM, sponsored by Jersey Central Chapter NRHS. Model trains, books, railroadiana, movies and a circus train exhibit will be featured. Location is at Clark Circle, Garden State Parkway Exit 135. Admission: \$4 adults, children under 12 free, maximum per family \$6. For information, write: Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066.

MARCH 20: "Double-header" excursions on two SEPTA lines, sponsored by Buckingham Valley Trolley Association, covering Norristown High Speed Line and Broad Street subway. Both trips will feature endangered species of SEPTA cars--the ex-P&W Bullets in the morning and old Broad Street cars in the afternoon. Morning trip leaves 69th Street Terminal at 9:45 AM with one or two Bullets (only five are available for weekend operations), and the afternoon trip leaves Fern Rock at 1 PM (Walnut-Locust station southbound at 1:30 PM) with a three-car train made up of all three types of old cars. Fare: \$15 per person for each trip (\$18 on day of trip if tickets still available), \$26 for both trips for BVTa members only. A complimentary SEPTA token will be provided for those buying tickets for both trips, to ride from 69th Street to center city or Fern Rock. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063, specifying which trip (or both) is desired and making checks payable to "BVTa." Stamped, self-addressed envelope should be enclosed.

APRIL 10: Excursion on Metro-North's Hudson and Harlem Lines using ex-New York Central 1100-series MU cars, sponsored by Branford Electric Railway Association. Trip includes shop tour at Brewster. Special train leaves Grand Central Terminal, New York, at 10:15 AM. Fares: \$44 adults, \$39 children (\$5 additional on day of trip). For tickets and information, contact: William Wall, BERA Trip Coordinator, P. O. Box 2264, Short Beach, CT 06405, enclosing stamped, self-addressed envelope.

APRIL 24: Harrisburg Train Show and Sale, sponsored by Harrisburg Chapter NRHS at Harrisburg River Rescue Building, 1119 South Cameron St., Harrisburg, PA, 10:00 AM to 4:00 PM. Admission, \$2.00 per person, families \$5.00. Tables: \$15.00 first table, \$10.00 each additional table. For further information, contact: Harrisburg Chapter NRHS, 1110 Green St., Harrisburg, PA 17102 (telephone 717-787-9730).

ARCHITECTS SEEK AID IN RESTORING STRAFFORD STATION

The architectural firm hired by SEPTA to assist in restoration of the fire-damaged commuter station at Strafford, on the R5 Paoli-Downingtown line, has asked NRHS to help provide historical information for use in the work.

Architectural Concepts of Exton, PA will perform the design work in the effort to restore the 112-year-old building to a historically accurate condition. Listed on the National Register of Historic Places, Strafford station was originally built for Philadelphia's Centennial Exposition of 1876 and later moved to its present site.

Anyone who knows the whereabouts of photographs, drawings or other information which could be of use in accurately restoring the structure is asked to write:

Mark R. Bohrer, AIA
Architectural Concepts
Stone Bank Professional Center, Suite 200
967 East Swedesford Road
Exton, PA 19341

The firm will compensate the owner for any reasonable reproduction costs. Mr. Bohrer may be reached by telephone at 215-647-4325.

ON THE SCENE (Continued from Page 9)

Only about 100 non-air-conditioned subway cars survive on the IRT lines; they can be found on Line S-Lexington Avenue-White Plains Road Express while the remaining air-conditioned cars are refurbished. New York operates many non-air-conditioned cars on the IND-BMT, with the oldest being 140 40-year-old R-10's on the rush-hour C line to the Bronx. Over 500 R-27 and R-30 class cars run on eight other lines, but many will be replaced by further deliveries of R-68 and R-68A class cars.

Digging into my historical scrapbook, the Reading always ran comparatively short trains to New York. When the premier 7:00 and 8:00 expresses were fully air-conditioned in 1934, only 12 cars were required. The Seven O'Clocker had a combine and coach for its namesake commuter club, two other coaches, a cafe and a Pullman parlor. The Wall Street Special had a combine, two coaches, cafe, Pullman parlor and Pullman lounge car Wall Street. Reading never owned an open-platform observation-lounge--the car seen on fantrips was an ex-Blue Comet CNJ car, probably the 1179 (the car ran on the Wall Street Special between 1939 and 1948).

Norfolk Southern Sets 1988 Excursions

Carl S. Jensen, manager steam operations for Norfolk Southern, last month announced a wide-ranging steam and diesel excursion schedule for the 1988 season.

Returning to the scene will be the two stars of the 1987 NRHS convention in Roanoke — A class 2-6-6-4 #1218 and streamlined 4-8-4 #611. These mighty Norfolk & Western steam locomotives will be supplemented by diesel power from the NS freight roster, because high maintenance costs have forced the four passenger FP7 units into semi-retirement. NS also said that Southern 2-8-2 #4501, out of service for a number of years, has been moved to the Tennessee Valley Railroad Museum in Chattanooga for restoration.

Following is the proposed schedule together with expected locomotives to be used and the NRHS chapters or other organizations handling ticket sales. A complete mailing list of the sponsoring organizations will be available at the February meeting of Philadelphia Chapter, or by mail from the Chapter if a large, stamped, self-addressed envelope is enclosed.

Date	Excursion	Power	Sponsoring Chapter
April 9-10	Birmingham, AL-Chattanooga, TN (RT)	1218	Heart of Dixie
April 16	Atlanta-Toccoa, GA (RT)	1218	Atlanta
April 17	Atlanta, GA-Chattanooga, TN (RT)	1218	Atlanta
April 23-24	Asheville-Statesville, NC (RT)	1218	Asheville
April 30	Huntsville, AL-Chattanooga, TN (RT)	Diesel	North Alabama
May 7	Greensboro, NC-Spartanburg, SC (RT)	1218	Greensboro
May 7	Knoxville-Chattanooga, TN (RT)	Diesel	Old Smoky
May 8	Greensboro, NC-Roanoke, VA	1218 OW, Diesel Return	Greensboro
May 14	Alexandria-Lynchburg, VA	Diesel OW, 1218 Return	Washington, Potomac
May 14	Bristol-Roanoke, VA (RT)	Diesel	Watauga Valley
May 15	Alexandria-Front Royal, VA (RT)	1218	Washington, Potomac
May 15	Johnson City, TN-Asheville, NC (RT)	Diesel	Watauga Valley
May 21	Alexandria-Front Royal, VA (possibly beyond) (RT)	1218/Diesel	Washington, Potomac
May 22	Alexandria-Charlottesville, VA	1218 OW, Diesel Return	Washington, Potomac
May 28	Richmond-Roanoke, VA (RT)	Diesel to Crewe, 1218 OW Crewe to Roanoke, Diesel Return	Old Dominion
May 29	Richmond-Keysville or Appomattox, VA (RT)	Diesel	Old Dominion
June 4	Charlotte, NC-Charleston, SC (OW)	Diesel	(Discovery Place)
June 5	Charleston, SC-Charlotte, NC (OW)	Diesel	(Discovery Place)
June 9	Roanoke, VA-Bluefield, WV (OW) *IL	1218	Roanoke
June 10	Bluefield, WV-Portsmouth, OH (OW) *IL	1218	Roanoke
June 11	Portsmouth, OH-Fort Wayne, IN (OW) *IL	1218 (via Bellevue, OH)	Roanoke
June 12	Fort Wayne, IN-Chicago, IL (OW) *IL	1218	Roanoke
June 11	Winston Salem-North Wilkesboro, NC (RT)	Diesel	(Southbound Model)
June 12	Winston Salem, NC-Roanoke, VA (RT)	Diesel	(Southbound Model)
June 18	Raleigh-Spencer, NC (RT)	Diesel	East Carolina
June 19	Raleigh-Winston Salem, NC (RT)	Diesel	East Carolina
June 18	Chicago, IL-Fort Wayne, IN (RT)	1218	Chicago
June 19	Chicago-Forest, IL (RT)	Diesel	Chicago
July 9-10	Detroit, MI-Fort Wayne, IN (RT)	1218	Bluewater Michigan
July 16	Detroit, MI-Ft. Wayne, IN-Cincinnati, OH (OW)	1218/Diesel	Bluewater Michigan
July 17	Cincinnati, OH-Detroit, MI (OW)	Diesel/1218	Bluewater Michigan
July 23-24	Buffalo, NY-St. Thomas, Ont. (RT) (destination tentative)	1218	Niagara Frontier
August 6	Conneaut, OH-Buffalo, NY (RT)	1218	Lake Shore
August 7	Conneaut, OH-Bellevue, OH	1218 OW, Diesel Return	Lake Shore
August 13-14	Cleveland-Columbus, OH (Diesel Cleveland-Bellevue RT, 1218 between Bellevue-Columbus RT) (Ohio State Fair)		(Mad River & NKP)
August 20	Toledo-Columbus, OH (RT) (Ohio State Fair)	1218	(Mad River & NKP)
August 27	Portsmouth, OH-Iaeger, WV (RT)	1218	C. P. Huntington
August 28	Portsmouth, OH-Kenova, WV (RT)	1218	C. P. Huntington
September 17-18	Columbus-Portsmouth, OH (RT) (Bicentennial Northwest Territory)	1218	(Ohio Bicentennial)
September 24	Johnson City, TN-Natural Tunnel, VA (RT)	Diesel	Watauga Valley
September 25	Johnson City or Bristol, TN to unknown dest.	Diesel	Watauga Valley
September 25	Lexington, KY-Chattanooga, TN (OW)	1218	(Bluegrass Museum)
September 25	Chattanooga, TN-Lexington, KY (OW)	611	(Bluegrass Museum)
October 1	Cincinnati, OH-Muncie, IN (RT)	611	(Cincinnati RR Club)
October 1	Roanoke-Abingdon, VA (RT)	Diesel	Roanoke
October 2	Roanoke, VA-Winston Salem, NC (RT)	Diesel	Roanoke
October 2	Cincinnati, OH-Danville, KY (RT)	611	(Cincinnati RR Club)

(Continued on Page 12)

NORFOLK SOUTHERN SETS 1988 EXCURSIONS (Continued from Page 11)

Date	Excursion	Power	Sponsoring Chapter
October 8-9	Birmingham, AL to unknown destination (RT)	1218	Heart of Dixie
October 8-9	Hagerstown, MD-Luray, VA (RT)	Diesel	Winchester
October 15-16	Chattanooga-Oneida, TN (RT)	611	Tennessee Valley
October 15	Norfolk-Emporia, VA (RT) (ex-NF&D Suffolk)	Diesel	Tidewater
October 16	Norfolk, VA-Edenton, NC (RT)	Diesel	Tidewater
October 19-20	Spencer-Raleigh, NC (RT) (NC State Fair)	Diesel	(NC Trans. History)
October 22-23	Chattanooga-Oneida, TN (RT)	611	Tennessee Valley
October 22	Asheville, NC-Bulls Gap, TN (RT)	Diesel	Asheville
October 23	Asheville-Pisgah Forest, NC (RT)	Diesel	Asheville
October 29	Charlotte-Asheville, NC (RT)	Diesel	Piedmont Carolinas
October 29	Atlanta-Toccoa, GA (RT)	611	Atlanta
October 30	Atlanta, GA-Chattanooga, TN (RT)	611	Atlanta
October 30	Charlotte, NC-Unknown Destination (RT)	Diesel	Piedmont Carolinas
November 4	Greenville, SC-Chattanooga, TN (OW)	611	Greenville
November 5	Chattanooga, TN-Attalla, AL (RT)	611	Tennessee Valley
November 6	Chattanooga, TN-Greenville, SC (OW)	611/Diesel	Greenville
	(611 off at Atlanta, Diesel to Greenville)		
November 5	Atlanta-Toccoa, GA (RT)	Diesel	Atlanta
November 6	Atlanta, GA-Chattanooga, TN (RT)	Diesel	Atlanta
November 12-13	Jacksonville, FL-Valdosta, GA (RT)	611	North Florida

(RT) - Round Trip (OW) - One Way *IL - Independence Limited

PHILADELPHIA EXPRESS (Continued from Page 7)

Harrisburg Chapter marked the 50th anniversary of electrification into Harrisburg by posing display GG1 #4859 at the AMTRAK station beside AEM-7 #927 and Heritage coaches just in from Philadelphia (Harrisburg Chapter Rail Review).....GUILFORD Vice President F. Colin Pease has again denied continuing reports that the DELAWARE & HUDSON will be sold to NORFOLK SOUTHERN (Boston Chapter Steel Wheels).....CSX TRANSPORTATION has filed a petition with the Interstate Commerce Commission to merge several obscure subsidiaries into the parent carrier, including Baltimore Belt Railroad, Curtis Bay Railroad, Lancaster, Cecil & Southern Railroad, Metropolitan Southern Railroad, Washington County Railroad, Winchester & Potomac Railroad, Winchester & Strasburg Railroad (Traffic World).....The Electro-Motive Division of General Motors has announced plans to move all locomotive production from the LaGrange (IL) plant to its Canadian plant at London, Ont. Production at LaGrange has fallen from a peak of 5-1/2 units per day in 1979 to only one a day in 1987 (AAR Rail News Update).

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