

# CINDER

March 1988



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Number 3

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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## Sanborn Named to Head Conrail

Ever since Conrail Chairman L. Stanley Crane announced last year that he planned to retire at the end of 1988, speculation has swept the railroad industry and financial circles concerning his successor. One clue was Crane's stated preference for a person with railroad operating experience. Another was the abrupt resignation on December 31 of former President Stuart M. Reed, after being informed that he was not in line for the chairmanship.



On February 29 Conrail's board of directors ended the suspense with its election of Richard D. Sanborn, 51, as president and chief operating officer, effective March 7. Sanborn, who most recently served as president and chief executive officer of CSX Distribution Services, the marketing and sales arm of CSX Transportation, Inc., had frequently been mentioned as a leading candidate for the job. Financial analysts were effusive in their praise of Sanborn as one of the most capable executives in the rail industry. In making the announcement of his election, Crane said that Sanborn's "broad background with CSX Corp., its business units and its predecessor railroads...brings an outstanding combination of senior management experience and freight transportation knowledge to Conrail and its already excellent management team..."

A 1960 graduate of Harvard Law School, Sanborn joined the Atlantic Coast Line in 1961 as an attorney. He later served in a number of executive positions with ACL, its successor Seaboard Coast Line and subsidiary Louisville & Nashville before being named president and CEO of Seaboard System Railroad at Jacksonville, FL in 1982. In 1986, following the restructuring of Seaboard and Chessie System into CSX Transportation, Sanborn was selected to head the marketing unit of CSXT based in Baltimore.

Conrail said that its board intended to elevate Sanborn to the position of chairman and CEO on January 1, 1989, after the 72-year-old Crane retires. In the interim, he will work with Crane and other senior officers of the now-profitable railroad in preparation for what financial observers said will be his major challenges: gaining additional business, continuing to pare costs, fighting off further efforts toward government reregulation, and deciding whether Conrail should remain a pure railroad or diversify into other fields as have competitors CSX and Norfolk Southern. He also will be living with the legend of Stanley Crane, who since 1981 has engineered the remarkable turnaround of deficit-ridden Conrail into one of America's most profitable transportation companies.

Sanborn's enthusiasm for trains has not escaped the attention of the media. The Wall Street Journal in its March 1 edition headlined: "Conrail picks Sanborn, train fancier..." Pointing out that Sanborn shares Crane's "hands-on style of railroading," the Journal described the native of Sanbornville, NH as "the grandson of a locomotive engineer and...a lifelong railroad buff who is afraid to fly and likes to ride trains." In common with Crane, he also believes in the value of inspecting the railroad from ground level, and therefore is likely to maintain Conrail's extensive fleet of office cars. For a number of years, Sanborn was a member of NRHS, most recently through the North Florida Chapter.

NRHS Chairman Emeritus E. Lewis Pardee, interviewed by the Baltimore Sun, told the newspaper that he first met Sanborn about 18 years ago on a steam excursion operated as part of the Charleston (SC) national convention, and was "very impressed" by the young man's grasp of railroading. "The Conrail job had to be filled by a very top guy," said Pardee. "There aren't really all that many and he's definitely a standout. If Conrail is to be operated as a railroad," Pardee concluded, "Dick Sanborn is the ideal guy. If it is to diversify, he goes beyond Stan Crane in the scope of his experience with CSX."

The Sun also quoted an unnamed rail industry executive as saying that Sanborn had shown an "acute concern" for CSX's customer needs at a time when the industry "was much more likely to exhibit a take-it-or-leave-it attitude."

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

**CHAPTER OFFICERS:**

President.....F. G. Tatnall, Jr.  
Senior Vice President.....Michael L. Burshtin  
Vice President & Treasurer.....David L. Kopena  
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National Director.....James S. Myers  
Editor.....R. L. Eastwood, Jr.

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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## OUR MEETING:

FRIDAY EVENING, MARCH 18, 1988

The Engineers' Club, 1317 Spruce Street, Philadelphia, PA  
Dinner is at 6 PM in the Club Dining Room (\$12 per person)  
Meeting at 7:30 PM in the Conference Room (3rd Floor)

The March 18 meeting of Philadelphia Chapter will feature an illustrated slide lecture on the rebuilding of the Atlantic City line, presented by Chapter Member and noted South Jersey Rail Historian Anthony C. (Tony) Macrie. "Atlantic City Mainline Update" will feature a detailed review of track renewal with the Amtrak Track Laying System (TLS) machine, passing siding, crossing protection and signal installation.

Our usual sit-down dinner will be served in the Club Dining Room, at \$12 per person, beginning at 6 PM, by advance reservation. Those members observing Lent or for other reason desiring fish dinner MUST MAKE THIS KNOWN WHEN RESERVING YOUR MEAL. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, MARCH 16, 1988, to President Tatnall at 215-828-0706.

Join us on March 18 as we learn about the forthcoming restoration of service to Atlantic City.

SAVE SUNDAY, JUNE 5 FOR BLUELINER SPECIAL!

### 1988 ANNUAL RAY MULLER SLIDE CONTEST WINNERS

Sixteen Chapter members entered the 1988 Philadelphia Chapter Ray Muller Slide Contest, held at our February 19 meeting. Ten of the entrants shared a total of 19 prizes awarded in the contest, named in memory of the late Chapter member who was an accomplished slide photographer.

Prize winners and their subjects in the six categories were as follows:

STEAM: 1 - Larry DeYoung (PRR 7002 on Strasburg Rail Road)

2 - Doug Rowland (Blue Mountain & Reading 4-8-4 #2102 at Lehigh Gap, PA)

3 - Steve Barry (L&N 152 at Meadowview, VA)

DIESEL: 1 - Larry Eastwood (BC Rail Budd RDC fantrip at Azousetta, B.C.)

2 - Larry DeYoung (Lancaster, Oxford & Southern motorcar at East Strasburg, PA)

3 - Steve Salamon (AT&SF freight train passing horses at Mayfield Green, KS)

HEAVY ELECTRIC: 1 - Gerry Williams (Philadelphia Chapter SEPTA MP54 fantrip at Frankford Jct., PA)

2 - Larry DeYoung (Amtrak Capitliners in snow at Wayne, PA)

3 - Steve Barry (Philadelphia Chapter Blueliner trip and Bullet at Norristown)

LIGHT ELECTRIC: 1 - Steve Salamon (P&W "Strafford" car on Schuylkill River bridge, Norristown)

2 - Gerry Williams (SEPTA LRV passing under Chapter Pioneer III trip, Clifton-Aldan)

3 - Roger Cole (SEPTA Route 23 PCC on shoofly at commuter tunnel site)

GENERAL: 1 - Eric Engman (Sunset over Trenton Cut-Off)

2 - Rodger Fredrick (Norwegian ferry in fjord)

3 (tie) - Steve Salamon (AT&SF semaphores, Wagon Mound, MN)

Larry Eastwood (Hugh Jenkins supervising mounting of PRR keystone on Pioneer III)

OLDIES: 1 - Richard Short (PTC Route 47 PCC car, Lit Brothers store at 8th & Market at Christmas)

2 - Gerry Williams (Chapter FP7 fantrip to Shamokin, PA at Port Clinton, 1972)

3 - Roger Cole (D&RGW K-28 2-8-2 #476 at Durango, CO)

Chief judge for the contest was Phil Mulligan, ably assisted by Lynn Burshtin, Elliot Engels, Willard Hart and Doug Volk. Prizes to be awarded are one 36-exposure roll of color film with processing for first place, one 36-exposure roll of film without processing for second place and one 24-exposure roll of film without processing for third place.

### OFFICIAL SEPTA MUGS FOR SALE AT MARCH MEETING

SEPTA's official "We're Getting There" coffee mugs are of black ceramic, with the logo emblazoned upon them in full color. SEPTA has made a supply of these eye-catching mugs available for sale by Philadelphia Chapter. They will be available, at a price of \$4.50 each, at the March 18 Chapter meeting in the Engineers' Club, but we have only a small quantity. Get there early if you want one!



The later winter doldrums are upon us, so there is not a lot to report in this issue.

The new AEM-7's will be 947-953, and E60 #950 has been renumbered to 510 to make room.

After a delay of several months, Wilmington released a sixth cab control car (#9635) to Los Angeles in February. Extension of service to Santa Barbara remains on hold right now. Bear (DE) is turning out only six-year overhauls now, all with MU jumpers for push-pull service. Car 21830 will be renumbered to 44279 as it is converted from 60 to 84 seats, and following it on the line will be the first "push-pull" Amdinette-- to become 43240.

There are perhaps 25 Superliners in service which have not been restriped in the current scheme, but Amtrak is gradually moving these through Beech Grove. Any cars still in the old scheme, except for some Sightseer lounge cars, have not been repainted since mid-1983.

Watch for Amtrak's testing of six Talgo-type cars borrowed from Spain. They will operate between New York and Boston, a route served by an earlier Talgo 30 years ago-- one of New Haven's trio of lightweight trains built back in 1956-1957. The idea of the guided-axle Talgos is to permit higher speeds on the curving right of year (Six Talgo cars are perhaps equal to two or three regular-size cars).

The second Viewliner, diner 8400, was released from Beech Grove on February 19 and sent to Washington.

VIA Rail Canada assigns power to four locations (Montreal, Toronto, Winnipeg and Edmonton). Most members, of course, are interested in the MLW FPA's and these are all based at Montreal. There were 28 units in service in October, including six "B" units. The 26 new F40's on order will clearly signal the end for these distinctive machines. One should bear in mind, however, that over 50 F units will remain in service.

VIA's Canadian in the off-season is scheduled to leave Vancouver with eight cars -- a steam generator, baggage, Skyline (dome diner-lounge), coach, three sleepers and a "Park" series dome-sleeper-observation. For the Christmas holiday season, the consist was expanded to 13 cars, with a full-diner, coach and sleeper through to Toronto and two sleepers to Calgary. Normally, all cars run Vancouver to Toronto, excepting one sleeper to Montreal via a connecting train from Sudbury, Ont. The 13-car train was normally all Budd-built equipment except for the steam generator. Power is uniformly an F40PH and F9B unit.

The Super Continental runs normally with five cars, including baggage, snack-coach, Skyline or cafe-lounge and two sleepers, which are all "blue" equipment except the Skyline dome. For the holidays, this train gained a sleeper and up to two extra coaches or deluxe Daynites. Power for this train is usually an FP9A-F9B set.

Mexico continues to upgrade overnight trains, using new coaches (built in Mexico to Japanese design) and refurbishing sleepers, diners and lounges to match. The latest trains to receive the treatment are El Purepecha to Uruapan and El Jarocho to Vera Cruz. Basically, the only non-refurbished overnight trains are one Pacific Railway train, the secondary train to Guadalajara and El Fronteriza to Ciudad Juarez.

It's reported that Union Pacific will sell another 15 company service cars, including four coaches, a diner and three sleepers. Fifteen other cars will remain but not all are in service.

For the Super Bowl in San Diego January 31, several interesting moves occurred here in the West. On January 30, Southern Pacific ran a special from Sacramento to Los Angeles with three new GE B39-8's (8038-8037-8039) and 11 company-service cars, including five office cars. I believe this is SP's entire fleet. As is usual practice, the streamlined Sunset brought up the rear.

Long Island's full electrified service to Ronkonkoma operates out of a new nine-track yard at that location, all of which can accommodate twelve-car trains. The early Metropolitans which had been in storage have been refurbished and returned to service and now a number of locomotive-hauled coaches will undoubtedly be placed into storage.

NJ Transit has ordered 12 additional coaches from Bombardier. The cars will be trailer coaches with out lavatories in the 5200 series. NJT has embraced the A C motor concept and the 230 Arrow III's will be rebuilt this way. The 200 married-pair cars will receive new motors on one car only, and the 30 single units will make a total of 130 conversions.

(Continued on Page 4)

## ON THE SCENE (Continued from Page 3)

Maryland's MARC will be receiving 13 new coaches including six trailers (7710-7715) and seven control cabs (7750-7756). The earlier order consisted of 10 coaches and five control cabs. The Budd RDC's will remain in service due to increased passenger loadings.

Transit America, which took over the Budd Red Lion operation on January 1, 1985, never won a single order for new cars, and merely completed a backlog of 188 commuter cars for Long Island and Metro-North and three subway car orders (28 for Baltimore, 66 for Miami and 270 for Chicago) before disbanding.

Eighteen of NJ Transit's 24 Newark PCC cars have now been repainted in the current NJT livery, with only car numbers 1, 6, 11, 15, 16 and 17 remaining in the old red, white and blue scheme.

Chicago has 52 6600-6700-series cars still in service on the Ravenswood Line. An additional 45 single-unit cars were rebuilt several years ago and are assigned to the Skokie Swift and Evanston lines. As the Dan Ryan Expressway is to undergo a major rebuilding this summer, 24 cars have been rescued from scrap lines and will operate in the old green and white scheme. Chicago has 144 surviving cars from the original Budd order from some 19 years ago, and they are slated for rehabilitation this summer.

In New York, meanwhile, a major project will include the modernization of the nearly 600 Budd-built "Brightliners", with these veterans now 25 years old. NYCTA has also asked for bids to construct prototype cars for both the IND and IRT divisions. There will be four prototype trainsets, with prospective builders being expected to participate in development costs, but then only those firms would be eligible for the potentially lucrative contract to build the order.

A new light rail line has been proposed for Baltimore to operate from the northern suburbs through downtown (via a transit mall along Howard Street) and on out to Glen Burnie. The line would open in 1991.

Other new construction may occur in San Francisco, where the J-Church line would be extended down from 30th & Church to Balboa Park, over two miles, mostly via San Jose Avenue. The extension would be a major aid in streamlining operations since cars for the J route would be able to pull in and out of the carhouse in a direct manner.

Toronto is taking delivery of the new H-6 class subway cars and as a result, the pioneering "red" Gloucester cars are leaving the scene. The new cars are going on the Bloor-Danforth line, cascading cars down to replace the "reds" on the University-Yonge line.

Into my history notes I go, and it appears that Baldwin-Lima-Hamilton built at least 79 steam locomotives after the 1950 merger which formed the company. For the record, U. S. Army Transportation Corps 2-8-0 #610 was built in 1952, New South Wales 2-8-2's 5901-5920 and Ecuadorian State 2-8-0's 52-58 came in 1952, and Indian State 2-8-2's 9100-9149 were built in 1955. The 79th locomotive may have actually been a Baldwin-- a 1950 Mikado (2-8-2), Santa Catherina 501.

For sleeping car fans, the last record of a standard-weight sleeper in service around Philadelphia was on February 20, 1967 when PRR Octagon House (13-bedroom) and B&O Sugar Loaf Mountain (14 sections) were noted.

Reading Company sleeping car lines in the last ten years of their operation were limited to one car each to Toronto and Buffalo (via Lehigh Valley) and Syracuse (via CNJ-Lackawanna). By 1954, the Maple Leaf to Toronto had a Fir-class sleeper with sections, roomettes and bedrooms, but the last year or so saw an Oak-class car with roomettes and bedrooms -- both were standard cars. The Star to Buffalo used modernized sleepers (or "betterment" cars) until 1958, then used an Oak-series car its last year (1959). The Interstate Express to Syracuse, meanwhile, went to betterment cars of various types in 1953 but exited the scene in 1957 without ever receiving roomette service.

Members interested in the Reading Crusader equipment will want to secure the February and March issues of Passenger Train Journal, which will contain a two-part article.

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BVTA SCHEDULES REPEAT OF BULLET EXCURSION ON APRIL 24

With its March 20 Bullet car fantrip an early sellout, Buckingham Valley Trolley Association has scheduled a second run for Sunday, April 24. The special train will leave 69th Street Terminal at 10:45 AM and the fare is \$15 per person.

Like the first trip, only one carload of tickets will be sold although a two-car train will be operated if the equipment is available. SEPTA has just five of the 1931-vintage Brill-built cars available for service and three are needed for regular Sunday schedules. Thus, if one car is in the shop for maintenance or repair work, a single spare is available for charter operation.

With only half of the ex-P&W Bullet fleet still in service and their use now confined to weekends, these famed cars are indeed an endangered species. Tickets for the April 24 trip may be ordered for \$15 from: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "BVTA" and enclosing a stamped, self-addressed envelope.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

For the first time SEPTA now has all seven of its AEM-7 electric locomotives available for push-pull service, with #2305 returned from Electro-Motive on February 10, #2306 on February 25 and #2307 on March 1. A fourth set of Bombardier equipment entered revenue service on February 22 and was assigned to train 6376, the afternoon West Trenton express.



On March 1 a revised schedule was issued for the push-pull trains. Following are the train numbers: Set #1 - 6514, 513, 9014, 6850, 9749, 7770; Set #2 - 6324, 6321, 550, 539, 7555, 586; Set #3 - 7532, 348, 349, 7521; Set #4 - 6376, 379. The "Bomb" cars are now grouped into five operating sets, with ten spares stored on an AMTRAK siding south of 30th Street Station. All active trainsets, however, continue to originate and terminate at Penn Coach yard, where Bombardier has located its maintenance base until the Frazer facility opens in May or June.....On February 20 SEPTA ran a push-pull test train to Thorndale with AMTRAK F40 diesel #312 and cars 2520-2519-2515-2525-2409. No problems were encountered.

AEM-7 #2302 lost its pantograph as it was bringing train 7559 into Paoli station on February 24, when an insulator on the overhead catenary dropped down and ensnared the pan. Numerous delays were caused to other trains and their homeward-bound commuters as repairs were not completed until 4 AM the next day. A set of Blue-liners operating as Paoli express #9569 picked up many stranded riders and ran all the way to Downingtown.....We've heard that the push-pull trains will be given semi-permanent assignments effective with the April 10 time change, and some schedules will be lengthened slightly to accommodate them. SEPTA is also looking at the idea of running a Paoli to Trenton express with the push-pulls each morning.....All commuter timetables will be reissued April 10.

SEPTA is reviewing a proposal submitted by the Guardian Company of Bear, DE to operate diesel-powered lightweight passengers cars on the Fox Chase-Newtown line and between Norristown and Pottstown. Ever since SEPTA discontinued its own service on these routes several years ago, various proposals have been made to restore service. They are now the focus of SEPTA's efforts to privatize some of its operations. SEPTA projects 1,300 daily riders for the Pottstown trains and 1,200 on the Newtown run, both of which once used Budd RDC's.....The tubes in center city stations still display "Newtown" as the destination of certain Fox Chase trains, apparently those which connect with the Newtown shuttle buses.

With the completion of track and signal repairs on the Norristown Line, SEPTA on February 28 issued a new R6 timetable reflecting a seven-minute speedup in service. On February 29 two new "limited" rush-hour trains began running between Norristown and center city, skipping North Broad and several smaller stations. They are #0605 in the morning and #0640 in the afternoon. SEPTA's hope is to attract users of the parallel Schuylkill Expressway which is being reconstructed in West Philadelphia. The new R6 timetables appeared in black rather than the normal green, but this was corrected in a later printing.....PennDOT has refused to contribute to the rebuilding of the Ivy Ridge end of the R6 line, which has been shut down beyond Cynwyd since 1986 because of poor track.

SEPTA has taken over from AMTRAK the dispatching of the Ivy Ridge and Chestnut Hill West Lines, effective March 5. "C" desk in the Rail Operations Center at Suburban Station now controls those lines as well as Media-Elwyn and the Airport Line.....SEPTA is seriously considering an increase in service on the Airport Line, from half-hour to 20-minute headways. Currently SEPTA handles about 2,000 passengers a day to and from the Airport.

On February 29 SEPTA introduced the first of its "200-series" bus services, the Route 201 between Fort Washington rail station and the Fort Washington Office Center. Operating Monday through Friday, the new service has the financial backing of several businesses who see it as a way for City residents to reach their jobs in the center. The slick timetable brochure which SEPTA issued for Route 201 calls the service a "rubber-tire extension" of the R5 trains with which it connects. SEPTA hopes to add other 200-series bus routes to link rail lines with some of the 13 suburban industrial complexes which have been identified as needing similar "reverse-commuter" service.

SEPTA wants to build a new commuter rail station on its West Trenton route in lower Bucks County to serve the area's rapidly growing population. A 16-acre site under consideration will be adjacent to the Oxford Valley Mall and would initially have about 400 parking spaces.....On-time performance for the Regional Rail system, according to SEPTA, has been improving markedly in spite of cold winter weather. The average in December and January was 84.5 percent compared to less than 60 percent a year ago (on time means not more than five minutes behind schedule). On February 22, Acting General Manager James Kilcur said, the system chalked up an on-time record of 95 percent, best since SEPTA took over operations in 1983. Ridership is also building again, to about 93,000 a day, after a year-long period of flat or declining volume.

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## PHILADELPHIA EXPRESS (Continued from Page 5)

Ambler is seemingly a bad place for SEPTA's electrical system. On the morning of February 8 train 511 from Lansdale pulled down eight catenary spans as the wire dropped onto the Butler Avenue crossing. Single-track service was maintained with delays until repairs were completed at 9 PM. Then, on February 26 train 511 did it again and single-tracking was again required through Ambler.....The Pioneer III train has recently been running with just three cars, after #247 was shopped last month with a transformer problem. It's expected that either 247 or long-idle #244 will be returned to service.....Blueliner #9117 was returned from a rehab at General Electric in late 1986 but mechanical failures have kept it on the sidelines at Wayne shop ever since. On a normal day about 15 Blues are in service on three trains.

Governor Casey said on March 3 that he will ask the Legislature to increase his current budget request of \$76 million in capital funding for SEPTA. Together with Federal matching funds, the Governor wants \$26 million in additional money for "high-priority" safety items, pointing specifically to deteriorating catenary structures on the Regional Rail Division.....On the Media-Elwyn line, reconstruction of the Cobbs Creek and Ridley Creek bridges will be completed in June. Signal modernization between "Arsenal" and Secane is continuing and to facilitate installation of a double crossover at "Cane" Elwyn service will be based on certain spring weekends. In May, a tie and surfacing project will begin on southbound track #2 from "Arsenal" to Media.

Other RRD improvements are in the works: Welded rail will be installed on the Neshaminy Line's northbound track from Somerton to Trevoise, both tracks on Chestnut Hill East will be surfaced, as will both tracks on the Airport Line, and this summer a track replacement and brush cutting project will begin on the Warminster Line from Glenside to Hatboro. The new Norristown Transportation Center will be completed by the end of the summer and, as part of the project, the outbound platform at DeKalb Street will be extended and improvements made to the inbound platform, the parking lot and pedestrian tunnel.

SEPTA is subsidizing commuter rail service for affluent white suburbanites at the expense of low-income inner-city residents who pay a much higher percentage of their transportation costs. Or at least that is the contention of a Virginia university professor who performed a study for the Transport Workers Union released last month.....A Federal Railroad Administration report says that a CONRAIL employee's "improper handling" of equipment was the major cause of the January 12 accident in Norristown in which a runaway freight car crashed into SEPTA train #0626, injuring seven passengers (see February Cinders).....The reason that SEPTA's AEM-7 locomotives keep their headlights on when operating in the "push" mode is that the builder, EMD, did not install FRA-approved high-visibility marker lights on the units. Instead, they have old-style classification lights which are not sufficiently bright.....Despite reports to the contrary, SEPTA has decided that the AEM-7's can be run in the "push" mode during snowstorms. Fears had been expressed that snow kicked up by the passenger cars might be sucked into the locomotives' traction motors.



AMTRAK has now received all nine of its new F40PH diesels numbered 401-409, but the first of seven new AEM-7 electrics is not expected until mid-August with deliveries completed in December. The two F69PH diesels with AC traction motors will not arrive until next year. ....Electric locomotives have reappeared on some of the 600-series Harrisburg trains, and a "poor man's" push-pull train began operation the first week of March. With the quickie conversion of Capitoline #809 into a cab car, and control cables strung through cars 827 and 828, this set has been making regular round trips between Philadelphia and Harrisburg with either E60 #510 or an F40 diesel on the west end. Frequent assignments have been trains 609-616. Car #809, which was modified at Penn Coach yard, shows little external change except for a shiny new pilot, and all 600 trains still operate into and out of the Lower Level of 30th Street Station. When or if they will return to Suburban Station is unknown at this time.

There were developments last month on two major Northeast Corridor crashes. The operator who fled from AMTRAK's "Hook" tower at Marcus Hook, PA, minutes after he sent the northbound Night Owl on a collision course with a ballast machine on January 29, resigned on the eve of his scheduled disciplinary hearing February 18. Earlier, Thomas Connor admitted causing the accident and, in tests administered four days after he left his post, was found to have traces of marijuana, cocaine and methamphetamine in his system. He still may face criminal charges for his part in the collision, which injured 25 people.....R. L. Gates, the former CONRAIL engineer who ran his light locomotives into the path of the northbound Colonial near Chase, MD on January 4, 1987, pleaded guilty to one count of manslaughter last month in Baltimore. He acknowledged that both he and brakeman Edward Cromwell had smoked marijuana just minutes before the accident, which claimed the lives of 16 people and injured 175. Fifteen other counts of manslaughter against Gates were dropped in a plea bargaining arrangement, but he still faces a maximum of five years in prison and a \$1,000 fine.

Amid charges by Gates and Cromwell that alcohol and drug use is widespread among railroad operating employees, FRA Administrator John Riley criticized Congress for failing to do anything to increase rail safety in the year since the Chase accident. Numerous measures are before Congress, including proposals to require random drug testing for rail, truck, bus and airline workers in safety-related positions. But early in February a U. S. Court of Appeals in San Francisco struck down a two-year-old FRA rule requiring drug and alcohol tests of workers involved in accidents or operating violations. The court said the rule violates the Constitutional ban against unreasonable searches because "accidents...do not create reasonable grounds for suspecting that tests will demonstrate alcohol or drug impairment..." FRA said that it would appeal the decision to the Supreme Court.

## PHILADELPHIA EXPRESS (Continued from Page 6)

President Reagan will try one last time to kill AMTRAK. His Fiscal Year 1989 budget submitted to Congress last month proposes \$1.1 billion in spending cuts for transportation programs, including total elimination of Amtrak and a major cutback in mass transit funding. The President asked for a \$900 million increase in spending on the air traffic control system.....Meanwhile, AMTRAK will ask Congress for a FY89 appropriation of \$630 million, about \$49 million higher than this year. For 1988 Amtrak is aiming to increase system revenues by 7.4 percent above last year's \$973 million and boost the ratio of revenues to expenses from 65 to 67 percent.....Passenger miles for December 1987 were 9.8 percent above the previous December's level and passenger revenues rose 13.3 percent to \$64.7 million. In the same month mail revenues climbed 28.2 percent to a record-breaking \$3 million (Amtrak Newsbreak).

Train 608 was stranded at Overbrook on February 6 after F40 diesel #391 ran out of fuel enroute from Harrisburg. This occurred during the first week of diesel operation of the 600-series trains (see February Cinders).....AMTRAK's new center city ticket office on JFK Boulevard shares space with the Eastern-Continental Airlines counter. All three logos are prominently displayed above the door.....Lancaster Chapter Editor Cindy Fryberger, a mechanic at AMTRAK's Wilmington shop, has begun editing a newsletter for shop employees.

NJ TRANSIT has decided to build the northern terminal for its Atlantic City rail service at Garden State Park in Cherry Hill. AMTRAK, however, still plans only one intermediate stop for its shore trains, and that will be at PATCO's Lindenwold station.....Meanwhile, AMTRAK crews continue work on the 60-mile route. New sidings, improved grade crossings and drainage ditches are in progress and an additional 21 miles of chain-link fencing will be installed. The \$101-million project was considered 85 percent complete at the end of 1987 but welded rail still has to be installed through Pennsauken to the Delair bridge, stations built and bridges reconstructed. The project startup date of spring 1989 is still firm, although an Inquirer reporter found that on-line towns in Camden County plan to enforce their new 39-mph speed laws (West Jersey Chapter Crew Caller).



The strife-torn SEPTA board closed ranks on February 24 when its 11 members unanimously elected J. Clayton Undercofler III of Chester County as chairman. Undercofler, a Republican who has served as acting U.S. attorney in Philadelphia, was proposed by Governor Casey as a candidate who could unite the politically divided board. Appointed last month by the commissioners of Chester County, Undercofler replaces fellow county resident Robert J. Thompson, who had been serving as chairman since the resignation of Montgomery County's Lewis F. Gould, Jr. in late December.

Undercofler said that his first major task would be to find a highly qualified transit professional to fill the job of general manager, left vacant when William G. Stead announced his resignation on December 19 after just five weeks in Philadelphia (see January Cinders). But before last month's board meeting ended, another squabble erupted over a City-sponsored proposal to bring SEPTA's bylaws into conformity with State law by making it clear that day-to-day operations of the vast system will be left to the general manager, while the board confines itself to policy matters. Under current rules, SEPTA's chairman holds the power of chief operating executive, a role frequently exercised by Gould rather than by former GM Joseph T. Mack who was known as a low-key administrator. Another City proposal tabled by the board would have the chairmanship rotate among the five member counties on a predetermined basis.

During his first week on the job, Undercofler found himself on the hotseat in Harrisburg as he and other top SEPTA officials were summoned to appear before the State House Appropriations Committee. Chairman Max Pievsky, a Democrat of Philadelphia, tore into the officials during a 2-1/2-hour grilling with remarks such as "It's clear to me that you have failed." Referring to ex-GM Stead's complaint that SEPTA has never developed a formal strategy, Pievsky charged that "the system spends over \$500 million a year (but) has no plans, no short-term plans, no long-term plans. It's hard for me to believe what I heard." Undercofler responded by saying that he felt "dismay" at the problems confronting him. "I haven't found any solutions," he told Pievsky.

SEPTA is now the object of four concurrent State investigations, as well as a probe by the U.S. Urban Mass Transportation Administration announced on February 22 at the urging of Congressman William H. Gray III of Philadelphia. All of the investigations will focus on the same basic questions: Is SEPTA spending its money in accordance with the law and is it providing safe, efficient service? All told, SEPTA will receive about 40 percent of its \$553 million operating budget for this year from Federal, State and local governments, with users paying the rest. In addition, Uncle Sam covers about 80 percent of SEPTA's capital budget.

A restructured board, resulting in greater State and City control of SEPTA, is another goal frequently mentioned by politicians. State Representative Gordon J. Linton of Philadelphia has introduced a bill to expand the board from 11 to 13 members, of whom the Governor would appoint six, Philadelphia two and each suburban county one each, plus the chairman of SEPTA's Citizen Advisory Committee. This would shift control to the State, which provides the most financial support, and to the City, where most ridership is concentrated. Governor Casey, however, has not endorsed the proposal.

One prominent candidate for general manager of SEPTA, Louis J. Gambaccini of Port Authority Trans-Hudson Corp., has removed himself from consideration by taking a job in the private sector. But SEPTA Chairman Undercofler still hoped to fill with job within 60 days. And the same executive search firm which found William

# PHILADELPHIA EXPRESS (Continued from Page 7)

Stead, MSL International, said that it would abide by a provision in its contract to resume its search because Stead did not remain for at least six months. Many so-called headhunters offer a warranty that their selections will stay on the job for a certain period of time or they will seek someone else.....The Inquirer in its Sunday magazine of February 28 ran a lengthy article entitled "How they bushwacked Bill Stead," describing in detail Stead's short but tumultuous stay in Philadelphia and how he was forced out in a donnybrook with SEPTA's power structure.

SEPTA has repainted ex-P&W line cars #401 and 402 in bright orange with silver roof, red doors and black underframe. The 401 was purchased from St. Louis Car in 1907 and 402 from Eastern Michigan Railways in 1943.....SEPTA's new Suburban Transit rail shop at 69th Street, designed to maintain both the standard-gauge P&W cars and the wide-gauge Media-Sharon Hill cars, will cost \$20 million and is targeted for completion in late 1989.....Groundbreaking for the planned Midvale bus garage in Germantown is set for 1990 and two electrical substations on the Broad Street Line as well as two on the Norristown High Speed Line will be replaced--all part of the huge task of rebuilding SEPTA's well-publicized infrastructure.

Construction is about to begin on a new Radnor station on the P&W, 150 feet south of the present station, together with a new crossover switch for use in turning back cars.....Representatives of Asea Traction and AMTRAK toured the P&W (we should call it the Norristown High Speed Line) on February 6-7. Asea, subsidiary of a Swedish industrial firm which plans to merge with Switzerland's Brown Boveri, will design the 26 new cars for the P&W and supply electrical gear, while Amtrak will assemble them in its Beech Grove (IN) shop. Asea also designed the Amtrak and SEPTA AEM-7's and SEPTA's new Wayne Junction electrical converters.

SEPTA is adopting a new design for its public timetables, eliminating the previous city skyline graphics.....The Daily News last month ran a major article concerning large cost overruns on the Frankford elevated rebuilding project. In 1983 SEPTA estimated that rebuilding five miles of the 65-year-old el would cost \$230 million but City and Federal sources now say the cost could skyrocket to \$600 million. One consultant even suggested that a replacement subway might be cheaper.....A 67-year-old man was struck and killed by a westbound el train at the Tioga station on February 9.....Uncle Sam will award SEPTA \$6.38 million to rebuild the old Courtland Street trolley shop as a maintenance facility for 600 utility vehicles.....In a spot check at Comly garage on February 26, Transport Workers Union inspectors found that 42 out of 51 buses needed repairs for brake system failures, steering defects or bad tires. TWU officials said the results indicated widespread bus problems, a charge which SEPTA denied.....SEPTA held a job fair on February 20 to fill about 100 driver positions and 25 mechanic's helpers. Starting salary is about \$18,000 a year.

Forbes Magazine's February 8 issue carried an article titled "How not to run the railroads." It told of the success which CONRAIL and other lines have had in recapturing business since the Staggers Act of 1980 partially deregulated the industry. Congress, however, under pressure from the coal and electric utility lobbies, is looking seriously at reimposing a measure of government control over rates and mandating "competitive access" for customers served by only one railroad. The railroads are

strongly resisting these efforts and have been joined by many shippers who have benefited from deregulation. "Conrail and other railroads will continue to do well enough," concludes Forbes, "if Congress has the sense to leave well enough alone."

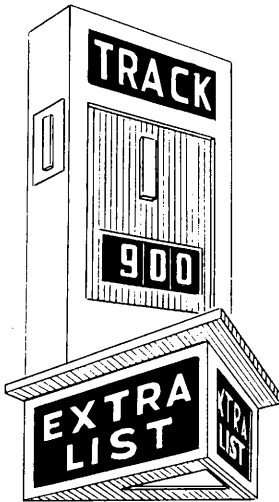
Ringling Bros. & Barnum & Bailey's 44-car Blue Unit was scheduled to pass through Philadelphia on March 7 via CSX and CONRAIL, enroute from Norfolk, VA to East Rutherford, NJ. The circus will return to Philadelphia May 30 for a two-week stand at the Spectrum. The other Ringling train, the 44-car Red Unit, will move from Washington, DC to Binghamton, NY on April 18.....BLUE MOUNTAIN & READING has cancelled its June 12 excursion to Wellsboro Junction, PA and the July 9 Horse Shoe Curve trip because of a 30-mph speed restriction imposed by CONRAIL on BM&R's ex-Erie Lackawanna coaches which are not equipped with tightlock couplers. Shorter trips will be scheduled instead.....The Reading T&H Society is planning two diesel trips from Norristown to Harrisburg and return in late May.....The Railroaders Museum group in Altoona is trying to arrange excursions in August on the MARYLAND & PENNSYLVANIA and STEWARTSTOWN out of York, PA.

CONRAIL has sold about five miles of the old Jersey Central Southern Branch between Landisville and Vineland, NJ. The buyer: Hammonton-based SHORE FAST LINE.....CONRAIL is operating a coal train symbolized UOR from the NORFOLK & WESTERN connection at Hagerstown, MD to Tomkins Cove, NY, usually routed via Philadelphia.....In spite of reports in several newsletters, CONRAIL retired only a few of its stored diesel units in 1987, including all 13 of the ex-Erie Lackawanna U36C's. Many other older diesels are stored, however, and could be retired this year.....CONRAIL has converted the switches at the east end of Enola yard, near Harrisburg, to hand operation, after "Day" tower was destroyed in a derailment last November 6. "Day" was the last active tower on Conrail lines in the Harrisburg-Reading area.....Train ENSE derailed March 4 near Three Bridges, NJ, blocking CONRAIL's east-west Lehigh Line and forcing other freights to detour via AMTRAK and via the ex-Reading Trenton Line.

NJ TRANSIT is considering the use of CONRAIL's Morrisville (PA) yard for a station and maintenance yard to relieve crowded conditions at its Trenton station, the Trenton Times reports. NJT said that ridership on its Northeast Corridor route has increased 65 percent in the past four years.....NJT received only one bid for the six electric locomotives it plans to purchase. EMD bid \$4.6 million each for AEM-7-type units (SEPTA's cost \$3.8 million a copy).....NJT has announced that it wants to raise rail and bus fares in May to plug a \$35-million gap in its 1989 budget. The transit system had hoped for more than the \$18.5 million increase voted by the Legislature, and President Reagan's proposed budget would eliminate \$39 million in Federal funding.

(Continued on Page 9)





MARCH 20, 1988: "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 cars--the ex-P&W Bullets in the morning and the old Broad Street cars in the afternoon. Morning trip leaves 69th Street Terminal at 9:45 AM and the afternoon trip leaves Fern Rock at 1 PM (Walnut-Locust station southbound at 1:30 PM). The morning trip is SOLD OUT but tickets are still available for the afternoon at \$15 per person (\$18 on day of trip). Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope.

MARCH 26: Spring tour from Hoboken, NJ to Port Jervis, NY and Honesdale, PA and return, sponsored by New York Division RRE. Group leaves from Hoboken Terminal at 8:30 AM via NJ Transit train to Suffern, NY, then via Metro-North RDC's to Port Jervis and bus to Hawley, PA for lunch and photo session at Lackawaxen & Stourbridge Railroad, Honesdale. Return to Hoboken will be at 9:30 PM. Cost: \$39.50 per person, including round-trip rail and bus fares and lunch. Order tickets from: RRE New York Division, c/o Frank Bollwage, 621 Emerson Avenue, Elizabeth, NJ 07208, enclosing stamped, self-addressed envelope.

MARCH 26: Special exhibit opening of "A Continuing Legacy: The Coal Mining Industry of Pennsylvania's Panther Valley" at the Canal Museum, State Route 611, Easton, PA. Highlighting the exhibit is a large, animated HO-scale cross-section of a coal mine, as well as photos, artifacts and company records tracing the contributions of the anthracite coal industry. Hours: Daily 10 AM-4 PM, Sunday 1-5 PM through July 31. Admission free.

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 Street, Harrisburg, PA, 10 AM to 4 PM. Admission, \$2 per person, families \$5. Tables: \$15 first table, \$10 each additional table. For further information, contact: Harrisburg Chapter NRHS, 1110 Green Street, Harrisburg, PA 17102 (telephone 717-787-9730).

APRIL 24: Repeat of Bullet car excursion on SEPTA's Norristown High Speed Line, leaving 69th Street Terminal at 10:45 AM, sponsored by Buckingham Valley Trolley Association. Fare: \$15 per person. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope.

MAY 7: 4th annual Railfan Day at Bellefonte, PA, including ride on ex-New Haven, ex-SEPTA RDC-1 sponsored by Bellefonte Historical Railroad Society. Train leaves Bellefonte 10 AM for 40-mile trip over ex-Pennsylvania Railroad branches, returning at 5 PM. Equipment displays also featured. For information, write: Bellefonte Historical Railroad, The Train Station, Bellefonte, PA 16823, enclosing stamped, self-addressed envelope.

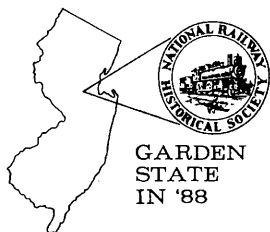
MAY 7: 12th annual railroadiana auction sponsored by Pottstown & Reading Chapter NRHS at Ridge Fire Company, Route 23 west of Phoenixville, PA. For information, contact: Ted Maurer, auctioneer, 1931 North Charlotte Street, Pottstown, PA 19464 (telephone 215-323-1573).

MAY 21: Special Amtrak train from Harrisburg and Lancaster, PA to Mystic, CT and return, sponsored by Lancaster Chapter NRHS. Train will make an added stop at Paoli. For further information, write Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

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CSX train 172, the northbound "Orange Blossom Special" piggybacker, derailed in Southwest Philadelphia early on February 20, as it approached East Side yard.....CSX reports net income of \$432 million for 1987, up slightly from the \$418 million the previous year. These results include CSX's transportation, energy and properties operations.....The NDC RAILROAD is a new shortline running on two miles of ex-Northampton & Bath trackage at Northampton, PA. Primary power is re-engined RS3M #99, formerly CONRAIL 9938 and originally Jersey Central 1546, but two ex-UPPER MERION & PLYMOUTH S6's were recently moved to Northampton.

PennDOT wants to fill in an overhead bridge on Route 252 in Tredyffrin Township, Chester County, which would effectively block the ex-CONRAIL Chester Valley branch now owned by Philadelphia Electric. Buckingham Valley Trolley Association is also thinking about moving its Penn's Landing operations to this site. Chapter Member Bill Polk's quick action in challenging PennDOT has resulted in the Public Utility Commission agreeing to schedule a hearing on the PennDOT proposal. If it is approved, another possible passenger train route in the booming King of Prussia area would be sealed off.....It now appears that BVTA will have to vacate its quarters on Pier 9, Philadelphia, by November 1, so 1988 could be the last year for Penn's Landing trolleys on Delaware Avenue.....Member Gerry Williams' writeup and color photo of Philadelphia Chapter's Pioneer III fantrip last November appeared in February Railpace.



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## MEMBERSHIP NEWS

Our last Membership Update was published in our November issue. Since that issue, we've welcome the following new members into Philadelphia Chapter:

BRANDT, C. Raymond, 219 Elliger Avenue, Fort Washington, PA 19034-1401	215-646-2615
CALNAN, John F., 154 East Essex Avenue, Lansdowne, PA 19050-1627	
CLEARFIELD, Robert, 7815 Spring Avenue Elkins Park, PA 19117-2619	215-782-1735
DICKERSON, Robert C., 7329 Shisler St., Philadelphia, PA 19111-3823	215-722-4837
FERRI, Victor, 901 Morgan Avenue Drexel Hill, PA 19026-3316	215-734-3971
GARDINER, William M., 3609 Biscayne Place Philadelphia, PA 19154-3035	215-632-7016
GOODMAN, David M., MD and Haekyong, Pathology Dept., Episcopal Hospital Front & Lehigh Ave., Philadelphia, PA 19125	
HVOSTAL, John T., 4241 "H" Street, Philadelphia, PA 19124-4822	215-744-4204
LEOPOLD, Charles C., 9105 Woodenbridge Rd., Philadelphia, PA 19136-1117	
LYNCH, George J., 954 Claire Avenue Huntingdon Valley, PA 19006-8602	215-379-4948
MAWSON, John J., 48 Harcourt Lane, Hatboro, PA 19040-1426	215-786-7548
McCLELLAN, Stephen C., 39 Colonial Village Green, Aston, PA 19014-1756	215-485-6994
MORRIS, Robert F., 307 Hawarden Rd., Springfield, PA 19064-2603	215-543-8010
RESOR, Randolph R., 105 S. Delaware Ave., Yardley, PA 19067-1960	215-321-3509
SPENCER, Edward T., P. O. Box 36, Greendel, NJ 07839-0036 (Chapter-only)	201-835-5800
TREMBETH, George J. & Susan E., 335 Dudley Ave., Narberth, PA 19072-2107	215-664-4634
TUSTIN, Donald, 433 Minor Ave., San Jose, CA 95126 (Chapter-only)	408-295-5765
WIEDERSUM, George C., 710 Crum Creek Rd., Broomall, PA 19008-3405	

We welcome these new members. Address changes will be updated next issue.

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