



# CINDERS

November 1988



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Volume 49

Newsletter of the

Number 10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Philadelphia, Pa. 19101

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

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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.

ANNUAL MEMBERSHIP DUES: \$22.00 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.

CINDERS is published monthly except July and August by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be sent to the President at P. O. Box 7302, Philadelphia, PA 19101-7302.

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

## OUR MEETING:

FRIDAY, NOVEMBER 18, 1988

The Engineers' Club, 1317 Spruce St., Philadelphia, PA  
Dinner at 6:00 PM in the Club Dining Room (\$13 per person)  
Meeting at 7:00 PM in the Conference Room (3rd Floor)

Our November 18, 1988 meeting features our Annual Railroadiana Auction. The evening begins with our usual sit-down dinner in the Engineers' Club Dining Room, 1317 Spruce Street, downtown Philadelphia, beginning at 6 PM (\$13 per person). MANDATORY ADVANCE RESERVATIONS MUST BE MADE to President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, NOVEMBER 16, 1988.

The auctioneer's gavel will sound at 7:00 PM in the Conference Room of the Club, on the Third Floor. Auction will continue until 9:30 PM, at which time all unsold material will be returned to sellers. Registration begins at 6:30 PM. No business meeting will be conducted. RULES FOR THE AUCTION ARE AS FOLLOWS:

1. Minimum bid price on any one lot is \$2; increments in bidding MUST be in multiples of 50¢.
2. Each seller is limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot number to be sold. Each item must be listed separately on the registration form. EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.
3. The Chapter retains 20% of the proceeds from each sale. PAYMENT FOR ALL ITEMS MUST BE MADE AT THE TIME OF THE SUCCESSFUL BID, and settlement for items sold will be made at the end of the evening or at such time as all your items have been sold. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders.
4. HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS NOT WELCOME. Dig through your attics and come up with a full box of items for sale, and a full wallet to buy! The date is Friday, November 18, 1988, and the place is the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, at 7 PM.

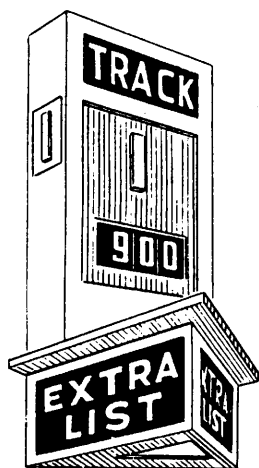
## SOCIETY NOTES PASSING OF 2 PROMINENT MEMBERS

NRHS suffered the loss of two very dedicated members during the latter part of October.

Malcolm E. Taylor, national director from the Lehigh Valley Chapter, passed away suddenly October 17 at the age of 54. Mal will be remembered as the driving force in Lehigh Valley's acquisition and restoration of ex-Chestnut Ridge Railway Mack railbus #51, now being restored by Chapter members at Topton, PA.

Patti Bowers, wife of Past President Nelson W. Bowers, passed away on October 30 after a short illness. Patti, a familiar figure at NRHS conventions and directors meetings over the years, will be well-remembered as an energetic volunteer for the Friends of the Railroad Museum at the Railroad Museum of Pennsylvania at Strasburg, handling admissions to the Museum yard on days it was open. Her secretarial skills were often evident at various NRHS and Friends functions, as she would keep meticulous minutes of meetings of both groups.

Philadelphia Chapter extends its condolences to the families of these two Society volunteers.



**NOVEMBER 12, 1988:** Fantrip over 17-mile West Jersey Railroad (former PRSL) from Salem to Swedesboro, NJ and return using ex-PRSL RDC-1 #M-407, sponsored by West Jersey Chapter NRHS. Special car leaves Salem station 10:30 AM. Photo runbys, lunch stop at Woodstown. Tickets will not be issued but passengers must sign liability release. Fare: \$15 per person. Send reservations to: Richard J. Magee, 234 Oak Street, Audubon, NJ 08106, making checks payable to "West Jersey Chapter NRHS." For information, telephone 609-547-5328 evenings.

**NOVEMBER 19:** 2nd annual Holiday Railroad Extravaganza toy train and railroadiana show sponsored by Abington Township Police Association at Abington Junior High School, Susquehanna Road, Abington, PA, 9 AM to 2 PM. Admission: \$2 per person. Tables are sold out. For further information, contact Jack McNally, Abington Township Police Association, P. O. Box 211, Abington, PA 19001-0211.

**NOVEMBER 19-20:** 4th annual Erie Depot Train Show at St. Mary's Church Hall, 26 Ball Street, Port Jervis, NY (correction of location from last issue), sponsored by Depot Preservation Society. Dealers will sell railroadiana, model railroad equipment and toy trains, plus films, exhibits and door prizes will be featured. Hours: 10 AM to 5 PM, Saturday, Noon to 5 PM Sunday. Proceeds will be used for the Port Jervis Erie Depot Museum. Admission; Adults \$2, children \$1. For information, phone 914-856-6734.

**DECEMBER 3:** Special Amtrak trains from Washington, Baltimore and Wilmington to the Army-Navy football game at Veterans Stadium, Philadelphia. Public train (two F40 diesels and 11 Amfleet cars) leaves Washington at 7:45 AM (fares \$33 one-way, \$48 round-trip), Baltimore at 8:30 (\$27 and \$40), Wilmington at 9:35 (\$16 and \$25), arriving Conrail South Philadelphia yard at 10:45 AM. This is good opportunity to ride freight-only Delaware Extension (Note: Army-Navy game will not be played in Philadelphia in 1989). Information from Amtrak ticket offices or telephone 1-800-USA-RAIL. Private "VIP" train (two F40's, 15 Metroliner cars and Amtrak inspection car 10000) will leave Washington at 8:10 AM, arriving South Philadelphia at 11:10 AM. Trains return 45 minutes after the game.

**DECEMBER 3:** "Shoppers Special" steam excursion from Hamburg and Temple to Norristown, PA and return via Blue Mountain & Reading and Conrail, with connecting SEPTA chartered train to the Philadelphia Gallery at Market East, sponsored by BM&R. Pacific #425 will be used to Norristown and return. Train leaves Hamburg 8 AM, Temple 9 AM, arriving Norristown about 10:45 AM, with connecting train arriving Philadelphia 12 Noon. Returning, leaves Philadelphia 6 PM, arriving Temple 9:15 PM, Hamburg 10:05 PM. Fare: \$36 per person. Order tickets from: 425 Concessions, Inc., c/o BM&R, P. O. Box 425, Hamburg, PA 19526. For information, telephone 215-921-1442.

**DECEMBER 3-4:** 7th annual railroadiana & train show sponsored by West Jersey Chapter NRHS at Moorestown Mall, Route 38 and Lenola Road, Moorestown, NJ. Antique and toy trains, model railroad displays and sales, railroadiana and exhibits will be featured. Hours: Saturday 10 AM - 9:30 PM, Sunday 10 AM - 6 PM. Admission free. Dealers' tables \$40 each for two days (plus 6 percent sales tax). For information, write: West Jersey Chapter NRHS, P. O. Box 1022, Haddonfield, NJ 08033 (telephone Herman Lotstein at 215-968-7630).

**DECEMBER 3-4:** Santa Claus trips on Penn's Landing Trolley using ex-Philadelphia & Western interurban car #46, sponsored by Buckingham Valley Trolley Association. Trips leave Delaware Avenue & Dock Street, Philadelphia, hourly from 10:30 AM to 5:30 PM. Car will be specially decorated and Santa Claus will be on board. Tickets \$2 per person. Information and reservations from: Penn's Landing Trolley, P. O. Box 7285, Philadelphia, PA 19101-7285 (telephone 215-627-0807).

**DECEMBER 10-11:** Repeat of Santa Claus trips on Penn's Landing Trolley. See previous item for details.

**DECEMBER 10-11:** Greenberg's Great Train, Dollhouse & Toy Show at Valley Forge Convention Center, Route 363, King of Prussia, PA, 11 AM to 5 PM both days. Admission: \$4 adults, children under 12 free with adult admission. For information, contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784 (telephone 301-795-7447).

## WRITER SEEKS EARLY NRHS PHOTOS FOR "TRAINS" ARTICLE

A member of Kansas City Chapter is writing an article describing the origins and growth of NRHS for submission to Trains Magazine. He is particularly looking for photos of NRHS activities such as fantrips and conventions during the first decade of the Society's existence. In addition, he would like to locate photos of national and chapter officers during that period.

Because Philadelphia Chapter is one of NRHS's oldest units, it is likely that members in this area may be able to contribute. Material may be submitted to Chapter President Frank Tatnall at P. O. Box 289, Plymouth Meeting, PA 19462-0289 (telephone 215-828-0706) or directly to the writer:

Ralph Cooper  
205 Betsy Ross Lane  
Liberty, MO 64068

With the large circulation of Trains, an article such as this could result in a great deal of valuable publicity for NRHS and help attract new members.




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EDITOR'S NOTE: With this column we welcome back El Simon to the Philadelphia area, after a year's residence in California. In recognition of this event, the familiar illustration at the top of the page has been altered to reflect the new assignment of Amtrak's Budd-built Capitolliners. Chapter Member Joe Mannix, a professional graphics artist, has redrawn the picture to show non-powered cab control car #9634, ready for assignment to a San Diegan or--next year--to the new Atlantic City service. Our thanks to Joe Mannix for his expert work.

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It was great to see many old friends, as well as meeting new members at the Chapter's September meeting. Since On The Scene did not appear in the October issue, we'll try and summarize what's been happening for you.

Amtrak's September schedule change was evolutionary in nature. In the Northeast, the Cape Cod service has ended for the season, and the Boston Metroliner service has once again been restored. You'll find a Saturday morning northbound and Sunday afternoon southbound Metroliner Service train from the Hub. Additional Metroliner service has been added weekends south of New York, with two additional round trips each day.

Also in our area, Train 143 on weekends no longer carries mail and is almost an hour faster between New York and Washington. Train 140 is discontinued Sundays out of Richmond, VA, replaced by Train 94, about an hour later.

Stations at both ends of the Corridor have been in the news lately. On August 15, the rebuilt South Station in Boston was opened and the temporary facility was removed. It's a modernistic glass and steel facility nestled behind the remaining facade of the old station, which has been retained and upgraded. The station is being developed, with new restaurants and shops. Meanwhile, on September 29, Washington Union Station was reopened to much acclaim and work begun on removing the "temporary" station used for some 12 years. A large number of shops and restaurants will be featured.

Elsewhere on Amtrak, one set of the International has been seen operating with VIA LRC locomotives (6917 was noted) and the 3500-series LRC cars. These are, of course, rebuilds of the cars which originally ran between New York and Boston on Amtrak.

While reports indicate that Amtrak's 50 new Bombardier coaches will call Chicago home, we do have some indications that a number may be assigned to San Joaquin service, supplemented perhaps by additional cars obtained by Caltrans to add a third train on this route. In California service, the cab control cars are back in service following some modifications, and a ninth car, #9638, was released by Wilmington shop in late August, months after the previous car.

Amtrak suffered two derailments of the Empire Builder this summer. The first, near Glacier Park on July 23, involved cars 1463, 1212, 1158, 39903, 32022 and 31039. A more serious derailment occurred August 5, and some cars were leaning, if not on their sides. The cars involved in the second mishap were 1453, 1250, 39902, 32001, 34061, 34027, 38024, 33014 and 31043.

Amtrak SW1 #736 is now assigned to Salt Lake City to switch the California Zephyr, Desert Wind and Pioneer twice each day.

Perhaps 30 Superliners remain in the old livery, with some being quite faded. They are being cycled through the shops and next summer should see everything in the current scheme, in which the red, white and blue stripes are of equal width.

Also in equipment news, the final Viewliner, sleeper 2301, came out of Beech Grove in August.

As information, Amtrak assigns its Heritage fleet coaches to the following overnight trains: 19-20 (Crescent), 40-41 (Broadway Limited), 48-49 (Lake Shore Limited), 58-59 (Panama Limited) and 66-67 (Night Owl), the latter train having two Heritage coaches for through passengers. Amfleet II coaches are assigned to Trains 29-30 (Capitol Limited), 48-49 (Lake Shore Limited-Boston section), 50-51 (Cardinal), 52-53 (Auto Train), 81-82 (Silver Star), 87-88 (Silver Meteor) and 89-90 (Palmetto).

(Continued on Page 4)

## ON THE SCENE (Continued from Page 3)

Amtrak has authorized the conversion of three additional long-distance Amcoaches to Metroliner Service cars, with blue interiors, but retaining the dressing rooms. In common with all Bear (DE) rehabs now, they are being equipped with push-pull trainlines (remember, an Amclub has been authorized for conversion to a Metroliner Service control car). Car 21875, therefore, was renumbered to 44975.

I don't ordinarily do trip reports, but I will make some comments on my recent extensive trip from Los Angeles to Philadelphia via Portland and Chicago, with side trips to Boston and Miami. While I usually travel sleeper or Slumbercoach, I elected to go coach this time. There were no horrendous delays or mechanical failures, I am pleased to report, with the biggest hassles usually involving HEP trainlines intermittently going out, but these were usually quickly repaired.

How you enjoy an overnight coach ride may well be due to factors beyond Amtrak's control. Tactfully put, coach is the lowest common denominator and people don't change their behavior just because they are thrust into close quarters with others! So, if a child rampages unchecked at home, he'll probably do it on the train as well. Also, if people talk loudly at night without respect for others trying to sleep, you can imagine the result.

Additionally, the Chief, On-Board Services will set the tone for all on-board people, and this individual can make or break a trip. I encountered the worst example on the Broadway Limited, and this was attributable to a chief who seemingly didn't care. No, I did not report him, but people on the train were aware of who to voice their complaints to. Amtrak might do well to study the layout of equipment for overnight comfort, as the Heritage coach on the Broadway could not have its lights dimmed beyond cutting off every other baggage rack light, with the remainder shining brightly into the eyes of whoever was trying to sleep under them. A dark raincoat, however, did the trick, placed over the offending light. Lights in my Amcoach on the Night Owl were never dimmed, and I find that unconscionable on an overnight train.

I did note that those passengers utilizing red caps seem to get preference in boarding their trains--over 30 people were ushered on by red caps while the rest of the passengers waited behind the gates, and these people got the best coach seats. A gateman at Washington informed me that early board by a red cap was their "privilege", and if this is a practice, it's worth the dollar tip!

Overall, I had a fine time, thoroughly enjoying the trip and scenery. The people you meet on a train add to the enjoyment of the experience, and the food was certainly acceptable. When a meal seemed too much, there were always the lighter fare of sandwiches in the lounge or a snack pack--an assortment of cookies, cheese and an apple. The Superliners were the most comfortable, because the track noises are insulated due to the height at which you are riding. I thought the Heritage coaches were the worst, due to the lighting and the noise level, and of course, these cars will certainly be the next ones replaced. Track was generally good, with the worst being on CSX's Silver Star route between Raleigh and Savannah, on which I nearly fell out of my seat more than once.

In commuter rail news, Boston's MBTA has received over 100 new cars in the last year. Forty Bombardier-built coaches (350-389) are similar to SEPTA's straight trailers, while most of the 67 cars from MBB of West Germany have also been received. Despite this massive infusion of new cars, some 30 RDC's are still required because increased passenger loadings have demanded more cars. Another 50 cars are on order from Bombardier to finish the modernization program. FP10 diesel locomotives remain on some trains despite the arrival of at least 26 lengthened F40PH units, with separate engines providing the HEP. Since the prime mover does not have to operate at constant full throttle, the new units are much less obtrusive. Leased ex-SEPTA RDC #9158 was seen in MBTA livery.

In Toronto, GO Transit's new F59PH units are being delivered from GM Diesel in London, Ontario, and unit #528 was noted in service in early October. Like the MBTA's new F40's, these units have a separate HEP unit, and thus do not run at full throttle either. Service will be shortly extended east from Pickering to Whitby, but on a separate track alignment beside the CN mainline. GO Transit's new units will replace the eight original GP40TC units, which have been sold to Amtrak and are now at Beech Grove being overhauled. These second-hand units are expected in service in time for the Christmas peak season.

ASEA Brown Boveri will rebuild 10 Metro-North FL9's, subcontracting the work to Republic Locomotive Works of Greenville, SC. Seven units will be assigned to Metro-North and three to the Long Island for a prototype bi-level train which will run from Penn Station to Port Jefferson, eliminating the need to change trains.

NJ Transit Rail Operations proudly opened its new Long Branch electrification in July with a major restructuring of service, including faster schedules, more service to Long Branch and better off-peak service. But, the on-time performance fell apart, commuter complaints escalated and by early September much of NJT's senior commuter rail management had been forced out. One problem, the ailing E60 fleet, is being addressed through a rebuilding program (and on-board technicians) as well as the order placed for six new Rc4 locomotives from Switzerland.

Of the 46 gallery cars sold by Caltrans from San Francisco service, 10 were sent to Alaska in 1987 and four were recently rebuilt at Tillamook, OR, into dome-lounges of greater than standard height, also for Alaska service. The remaining 32 cars have not been returned to any type of service, but it appears that no existing commuter service utilizing gallery cars actually needs additional cars.

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## ON THE SCENE (Continued from Page 4)

In transit items, BART has placed its first C-type cars in service. These cars, in the 300 series, are the first cab cars with flat ends to permit mid-train operation. As such, they'll permit BART to more easily split trains in the off-peak (earlier BART cab cars have slanted ends, making connection impractical). Although delivery of these French-built (Alstom) cars is way behind schedule, strikes have further suspended delivery after some 30 cars had been received.

San Francisco is the site of the other extensions to its rail transit network. Work was scheduled to begin in August on an extension of the J-Church line some two miles to Balboa Park (a BART station near the trolley yards, which will eliminate major deadheading moves).

I visited Sacramento's LRV line on my return move. The line basically is a U-shaped system from the northeast suburbs to downtown and back out east of downtown. Built with an eye towards economy, the line includes much single-track operation, street running (even side of the road!), and relatively low speeds. Meanwhile, Portland's MAX line is another matter. Downtown, it operates on city streets, crosses the Willamette River and soon heads east via a right-of-way along the Banfield Freeway. Further out, the route follows a reserved right-of-way at street level. Speeds are faster and freeway stations have elevators. Service levels are also higher than Sacramento's.

New York's TA has taken a major step towards the completion of its fleet modernization program by awarding a contract to Morrison Knudsen at Hornell to rebuild 296 R32 (Budd "Brightliners") cars with air-conditioning. With the completion of this program and delivery of the 200 R68A's (now in progress), virtually all New Yorkers will ride on air-conditioned subway trains.

Across the Hudson River, PATH has increased the number of K-class subway cars assigned to work train service to 14, with 33 remaining in passenger service.

Boston's 100 Kinki-built 3600-series LRV's are now forming the backbone of the Green Line subway surface fleet, backed up by the earlier 3400 and 3500-series Boeing LRV's. The only PCC cars are limited to the Ashmont-Mattapan line, where 12 cars of 1945-vintage soldier on. Elsewhere on the T, new Canadian-built cars in the 01700 series are being installed on the Red Line (Alewife to Ashmont/Braintree).

Miami's Metrorail line uses Budd/Transit America-built cars similar to those in Baltimore, among the last built at Red Lion. The system is largely elevated, mostly over or along city streets. The Northside station, near the northwest (Okeechobee) terminal is about six blocks from Amtrak's Miami station, with a nearer station under construction. The line runs through downtown and southwest to a terminal near the Dadeland shopping mall. The Government Center station is the transfer point to the MetroMover, an automated Westinghouse people mover serving the downtown area via two loops, largely parallel.

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 ANTHRACITE RAILROADS HISTORICAL SOCIETY OFFERS PAINTING

The Anthracite Railroads Historical Society is offering chances on an 18" x 36" painting, titled "Concerto in F at Ox Bow", by Artist Bob Eckel, as a fund raiser to assist in the restoration of the ARHS's EMD F3 and Alco FA units into CNJ and LV paint schemes, respectively.

Chances on this original painting, valued at \$3,000.00, are \$5.00 for five chance tickets (\$1.00 per individual ticket). All tickets must be received by ARHS by February 28, 1989.

Chapter Member Roy Zeiher, a member of the ARHS board of directors, is expected to exhibit this beautiful painting at the Chapter's November 18 meeting, and members are encouraged to support this restoration effort by the ARHS group.

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 ADDITIONAL GG1 ELECTRIC LOCOMOTIVES PRESERVED

The following additions should be made to the list of preserved ex-Pennsylvania Railroad GG1 locomotives, which appeared in the October 1987 issue of Cinders:

ROAD #	ORIGINAL #	LAST OWNER	YEAR BUILT	DISPLAY LOCATION
4872	4872	NJ Transit	1939	Held by NJT for display
4873	4873	NJ Transit	1939	Whippany Railway Museum, Whippany, NJ
4876	4876	NJ Transit	1939	Held by NJT for display
4879	4879	NJ Transit	1939	Held by NJT for display
4882	4882	NJ Transit	1939	Lake Shore Museum, Elkhart, IN
4934	4917	Amtrak	1942	*Leatherstocking Railway Museum, Cooperstown Jct., NY

\* - To be relocated from Wilmington & Western Railroad, Marshallton, DE

# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR.

Two months ago we wrote that SEPTA was planning to open its new Frazer maintenance facility in Chester County on September 19. Well, things didn't quite turn out that way. A dispute with East Whiteland Township over the need for an occupancy permit, and an apparent contractual glitch with carbuilder Bombardier, Inc. has delayed the opening of the \$16.5-million complex. The latest word is that SEPTA will not move the push-pull trains to Frazer for at least another month. The systemwide schedule change resulting from redeployment of the seven Bombardier trains will be delayed until that time. SEPTA jumped the gun by printing the new public timetables with an October 30 cover date, but these will not be released until the changes actually occur. Meanwhile, the "Bomb" trains continue on their prior assignments: West Trenton trains 6324/6323/6376/6379, Downingtown 7532/Bryn Mawr 8021, Downingtown 7528/Bryn Mawr 9010/Paoli 9569/7590, Elwyn 7311/Glenside 8216/6217/Downingtown 7559.



All three sets of Blues continued to run in late October, assigned to Media/Elwyn trains 9304/9363, Paoli 9536/9565 and Chestnut Hill East 6711/6756. One set will probably be set aside when additional push-pull trains are placed in service out of Frazer.....AEM-7 locomotive #2301 derailed in Penn Coach yard early in September and is still out of service awaiting wheel work at AMTRAK's Wilmington shop..... SEPTA had planned to send Budd Pioneer III car #247 to the Hoboken Festival in September but none of the five Pioneers could be made ready for the trip.....Those four ex-Pennsy MP54's stored for years in Wilmington were sold to a New Jersey museum group and moved to the Garden State in June. Their numbers are 413, 427, 437 and 453.

It was four years ago this month, on the election night of November 6, 1984, that Reading Terminal was closed to the public after 91 years of service. Philadelphia Chapter's Blueliner special was officially designated as the "Last Train from Reading Terminal" as it carried a festive crowd of 550 riders to Lansdale and return to North Broad Street. A week later, the newly-opened center city tunnel had to be closed after the Columbia Avenue railroad bridge was found to be in dangerously deteriorated condition.

Work on rebuilding the Warminster Line continues, and is said to be about a week behind schedule. In addition to an R2 shuttle bus timetable listing service between Glenside and points on the branch, SEPTA published an informative "We're working on the railroad" folder describing the \$4.7-million track renewal project. Rail service is advertised to resume on December 5.....By early October the 104-year-old Cresheim Valley bridge on the Chestnut Hill West Line had been completely removed, in preparation for erecting a new \$10-million span. Also on Chestnut Hill West, PennDOT is completing a new highway overpass at Highland Avenue & St. Martins Lane, with attractive stone facing on the side toward Highland station. Work on the bridge was made easier by the absence of rail traffic since June 1987.

SEPTA has begun construction of the new "Juniper" interlocking in the center city tunnel, which will allow trains to cross over from track 2 to track 3 and reverse between Suburban and Market East Stations. The crossovers will be used when the main tracks between Market East and Wayne Junction are taken out of service for bridge replacement during three summer periods, beginning in 1990.....SEPTA's new employee timetable #5 took effect September 1 concurrently with the "NORAC" operating rules (see September Cinders).....SEPTA has finally removed the diamonds at the old Ayres interlocking south of Bethayres station on the Neshaminy Line, allowing the lifting of speed restrictions for West Trenton trains. Vandals set fire to the former Ayres tower several years ago, and SEPTA last operated trains on the Newtown branch (which crossed here) in 1983.

SEPTA received a check for \$46 million last month from the Urban Mass Transportation Administration to help fund capital projects on its Regional Rail Division. Part of the money will be spent on signal replacement along the Media-West Chester Line.....SEPTA has taken an additional section of the West Chester Line out of service in the Glen Mills area. Now the outer seven miles of the single-track branch are off limits to trains.....Likewise, the Ivy Ridge running track between Cynwyd and the end of the line at Ivy Ridge is out of service....."CP Stone" at Lansdale, controlled by the operator at "Wayne," has been redesignated as "CP Dale".....Delaware Valley Rail Passenger reports that SEPTA is in the process of selling its Octoraro branch to Chester and Delaware Counties. It was acquired by SEPTA in 1976 with the goal of eventually starting passenger service, but the western 27 miles is operated for freight only by the Kennett Square-based OCTORARO RAILWAY. The easternmost nine miles from Wawa to Chadds Ford, out of service since 1971 because of flood damage, may be converted into a recreational trail.

SEPTA has apparently dropped the scheme to name its new Bombardier coaches and AEM-7 locomotives (see Summer Cinders).....SEPTA reissued its R1, R5 (north end), R7, R8 and Temple U public timetables on October 16, with only minor changes.....A group from Washington chartered Blues #9110-9124 for an excursion to West Trenton and Doylestown on September 25. The cars were replaced by 9105-9117 in mid-trip.....That traditional bane of MU cars --wet rails-- caused numerous service delays for SEPTA trains late last month. The problem is that the cars do not carry sand (the new AEM-7's do).

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## PHILADELPHIA EXPRESS (Continued from Page 6)

On September 30 President Reagan signed into law the \$25.7-billion transportation appropriations bill for 1989, providing \$584 million for AMTRAK operations and \$19.6 million for Northeast Corridor improvement projects. The latter includes \$9 million for extending the NEC train control system. The total is slightly less than last year's funding amount, but the approval represents the eighth consecutive year that Amtrak has survived Reagan Administration attempts to "zero budget" the passenger railroad. Mass transit funding was cut by \$60 million, to \$3.15 billion (Amtrak Newsbreak, Rail Travel News).

Amtrak



AMTRAK last month took delivery of the first two of seven new AEM-7 electric locomotives from General Motors. Unit #947 entered service October 4 and #948 on October 22. Two of the original 47 AEM-7's were destroyed in the January 1987 Colonial accident near Chase, MD, and at least three others are out of service for fire or wreck damage..... "Steam" E60CP #953 has been renumbered to 621, clearing its old number for the last of the new AEM-7's. The 621, along with sister 620, can often be seen towing demotored Capitoliner cars on the Harrisburg 600-series trains.....AMTRAK is replacing the transformer cooling radiators on its original AEM-7's (Newsbreak).....AMTRAK has purchased eight surplus GP40TC diesel locomotives from the Province of Ontario. Originally numbered 500-507, the 1966 Canadian-built units have been moved to Beech Grove shop for refurbishing and, it is believed, later assignment to short-haul trains out of Chicago, as well as possible Springfield-New Haven (CT) service.

The Federal Railroad Administration has advanced by three months its deadline for all locomotives operating on the Northeast Corridor to be equipped with automatic train control (ATC) devices. The new date is April 1, 1990, by which time CONRAIL and other freight carriers, as well as SEPTA, NJ TRANSIT and, in fact, all passenger carriers using the NEC must have installed ATC devices on each locomotive and control car. The FRA order includes trains operating on connecting lines to Harrisburg; Albany, NY; Springfield, MA; and to Atlantic City.....CONRAIL has appealed a U.S. District Court decision that voids an existing liability contract between the two carriers. AMTRAK may not be required to indemnify Conrail for damages resulting from the January 1987 collision between three Conrail locomotives and an Amtrak passenger train near Chase, MD, the court said.

Washington's landmark Union Station was rededicated on September 29 as more than 10,000 people witnessed the reopening of Daniel Burnham's 1907 granite monument at the edge of Capitol Hill. Closed in 1981 after the government's misguided attempt to convert it into a visitors center, the beaux-arts structure has been restored at a cost of more than \$150 million over the past two years. It now houses an upscale shopping and entertainment complex while retaining the distinctive flavor of a grand railroad station. AMTRAK has moved its ticket windows from the cramped interim building into the vast concourse, but it will be next year before the platform tracks and gates are relocated to their original positions. A 1,400-space garage has also been built adjoining the station, helping to relieve the chronic lack of parking in the area. More than 18,000 Amtrak passengers and Maryland commuters use the station each weekday, making it the third busiest in Amtrak's nationwide system (Newsbreak, Historic Preservation).

The day before the station's grand opening, AMTRAK operated a colorful "private varnish" special from Philadelphia to Washington so that private car owners and their guests could attend a gala dinner and ball in the station that evening. The 11 PV's were also placed on display. Leaving 30th Street Station the glistening train lined up this way: E60MA locomotive #609, Caritas, Cannon Ball, Hampton Roads, Duchess Lynn, Garden State, Ohio River, Georgia 300, Virginia City, King Cotton, The Survivor and Boonesborough. All cars except Garden State have open platforms and all are heavyweights except Caritas and Garden State. On the 29th the Inquirer ran a feature article on the train, including interviews with car owners. Among them was Dante Stephenson of Atlanta, an NRHS member and owner of The Survivor.

AMTRAK is planning to move about 450 headquarters employees into newly-renovated office space in Washington Union Station. The present offices are two blocks away at 400 North Capitol Street, where certain departments will remain (Newsbreak).....Washington, DC Chapter's AMTRAK excursion to Reading, PA, planned for September 24-25, was cancelled because of poor ticket sales.....Darrell M. Trent, president of Wilmington's Rollins Environmental Services and a member of AMTRAK's board, has quit his post at Rollins. A former U.S. deputy secretary of transportation, Trent was named to the Amtrak board last year to replace Railfan Ross Rowland, Jr.....A Washington Post story last month revealed that police in one weekend arrested 42 people who were riding AMTRAK trains as drug couriers between New York and Washington. Amtrak police, with state and local authorities, confiscated more than 15 pounds of cocaine and heroin with an estimated street value of \$6.5 million.

AMTRAK reportedly has decided on approximate ticket prices for its new Atlantic City express service, now expected to begin with the timetable change next May. Round-trip coach fares between Philadelphia and the shore resort will be in the \$25-30 range, New York \$40-\$50 and Washington \$50-\$60, according to a story in the Atlantic City Press. Amtrak estimates that it will handle 1.4 million passengers a year on the line and will more than cover its operating costs. NJ TRANSIT, which expects to carry about 2,800 commuters a day, will charge \$44 for a weekly round-trip ticket between Cherry Hill and Atlantic City, with lower fares for shorter distances. Amtrak plans five daily round trips from Philadelphia and one from New York, while NJT will run 11 trains a day in each direction (Bill Vigrass).....Meanwhile, some progress has been made over the summer on preparing the ex-PRSL mainline for renewed rail service, with work nearly completed on several controlled passing sidings. Construction of the new Atlantic City terminal is moving rapidly, as is the rebuilding of the Beach Thorofare movable bridge just outside the city (West Jersey Chapter Crew Caller).

## PHILADELPHIA EXPRESS (Continued from Page 7)

The nation's railroads are guilty of widespread neglect of safety in their inspections of equipment and track, the Pittsburgh Press charged in a series of investigative articles last month. Specifically named in the reports were AMTRAK, CSX, CONRAIL and NORFOLK SOUTHERN, with several employees giving interviews to newsmen. In response, the railroads generally downplayed the seriousness of the charges.....AMTRAK train 219 suffered a mishap after leaving Trenton on September 23 as the last three coaches parted from the rest of the train. No one was injured but substantial delays ensued.....Rail Travel News in its 2nd September issue showed a photo of a recent AMTRAK TV commercial with the comment "This unidentified Amtrak train might be the Coast Starlight." But the train has no Superliner cars and is crossing what is obviously CONRAIL's Rockville bridge near Harrisburg.

AMTRAK last month exercised its option with Bombardier for an additional 50 passenger cars, doubling the order placed earlier this year. El Simon, who phoned in this late-breaking news, will have full details in his column next month.....AMTRAK will again issue a special timetable for the Thanksgiving holiday period, effective November 22-27.....AMTRAK service on the Corridor was seriously disrupted on October 27 when the electric catenary near "Bell" tower north of Wilmington sagged and was torn down by the AEM-7 on train #181. The cause of the auxiliary wire failure was listed as "metal fatigue".....AMTRAK's third new AEM-7 unit, #949, arrived in Washington October 29, deadheading from Chicago behind the diesels on the Capitol Limited.....Following past practice, AMTRAK on the morning of October 30 held several trains for up to one hour, allowing the clock to catch up during the "fall back" change to standard time.

AMTRAK is taking newspaper ads to publicize its All Aboard America fares for the off-season, effective between October 1, 1988 and May 25, 1989. Somewhat higher than last winter, they are \$149 within one region, \$199 within two adjoining regions and \$249 for coast-to-coast travel. They are good for one-way or round trips with up to three stopovers, but may not be used on the Metroliners or Auto Train. For shorter trips there's also a special \$7 return fare.....The massive Omnibus Drug Enforcement Act, passed just before Congress adjourned last month, was stripped of its provisions requiring drug testing of workers in several transportation fields. The Department of Transportation, meanwhile, has issued regulations which require much of the same type of testing, including random tests.



State officials last month released the results of a ten-month investigation into SEPTA's management, with their strongest criticism reserved for former Board Chairman Lewis F. Gould, Jr. and the alleged evasion by SEPTA officials of the Authority's purchasing and contracting procedures. The investigation was prompted by last winter's pitched battle between Gould and former General Manager William G. Stead, who resigned in December after only five weeks on the job. Gould was attacked for running up an "astounding" total of \$61,000 in meal and travel expenses during his five years on the board. One of the other highlights of the report was its criticism of the manner in which James L. Cira, an independent consultant, was hired to expedite the acquisition by SEPTA of Bombardier push-pull equipment. According to the investigators, SEPTA instructed one of its contractors, Morrison Knudsen, to hire a minority firm as a subcontractor which would then funnel payments to Cira. Later, Cira was hired as a full-time SEPTA employee and placed in charge of the Regional Rail Division, a position from which he was fired earlier this year for reportedly taking consulting fees while on SEPTA's own payroll. Still to come are the report of an UMTA investigating team which is looking into SEPTA contractual practices, and a Federal grand jury covering the same ground. Cira has been cited as a "target" in the latter probe.

While all this was going on, SEPTA's new general manager, Louis J. Gambaccini, announced the approval of a \$176-million capital budget for Fiscal Year 1989. The budget contains 34 projects, including such big-dollar items as \$112 million for Frankford elevated reconstruction during the year and \$133 million for the first installment in a three-year project to rebuild the Regional Rail mainline in North Philadelphia. Many of these projects will go unfunded unless State or Federal aid is substantially increased. Gambaccini said that SEPTA's physical condition is "grim" but that the biggest area of needed improvement is in "passenger service and information." He has formed a special task force to deal with that problem. At the same time, advance reports from the regional transit study being conducted by Peat Marwick Main & Company indicate that an estimated \$4.5 billion in new investment will be needed to keep the existing SEPTA system running through the year 2003.

SEPTA held a rededication ceremony in the Great Hall of 69th Street Terminal on October 27, marking completion of the \$14.4-million overhaul of the 1907 building.....In line with General Manager Gambaccini's directive that SEPTA rail lines be made more accessible to the handicapped, SEPTA will install an elevator in the Olney subway-bus terminal now undergoing a \$19-million renovation. A group of disabled riders has filed suit against SEPTA for allegedly failing to comply with the law in providing access to new or rebuilt stations for which Federal funds are used.....While the Olney reconstruction is going on, bus lines formerly terminating at the off-street platform have been relocated to nearby Chew Avenue.....SEPTA issued an attractive two-color brochure explaining, with maps, the realignment and renumbering of several bus routes in the Northeast. This became effective with the start of fall schedules on September 11.....The trolleys returned to Route 23-Germantown Avenue-11th & 12th Streets on September 18. The line was bused as usual during the summer because of construction work.

SEPTA and the Transport Workers Union began negotiations October 11 on a new contract to replace the current pact which expires next March 15. TWU, which represents about 5,600 City Transit Division workers, said that it will focus on a wage increase and improved pensions.....James McHugh, a SEPTA board member from Bucks County, was not reappointed when his term expired, but continues to serve pending action to replace him.



## PHILADELPHIA EXPRESS (Continued from Page 8)

.....Frank Wilson, the controversial former assistant general manager of SEPTA who resigned last December, recently resigned or was removed from his job as #2 man at the CHICAGO TRANSIT AUTHORITY. The Inquirer reported that CTA will buy out the last three months of his one-year \$95,000 contract. Wilson left SEPTA after being demoted by ex-GM William Stead, and is now suing SEPTA for \$260,000 in back pay, severance and damages..... Eugene Skoropowski, chief operations planning officer for SEPTA, has been elected a vice president of the National Association of Railroad Passengers (NARP).

SEPTA Lines, the Authority's slick-paper employee publication, wrote up Philadelphia Chapter's 50th anniversary PCC trolley trip on August 22. The item appears in the newspaper's September issue.....SEPTA Lines reports a new "perk" for employees: valid SEPTA passes may now be used on all revenue vehicles, instead of confining employees to only their own division.....Chapter Member Ronald DeGraw, SEPTA's chief officer-suburban operations, is serving this year as general chairman of the United Way Campaign at SEPTA..... The SEPTA board in September honored Bus Driver Terrence Eichwald with its first "Star Award." On August 31 Eichwald stopped his Route 88 bus on a Mayfair street and climbed into a burning house to rescue a man trapped by flames on an upper floor.....Wyoming shop employees have constructed a scaled-down model of a SEPTA bus for display at the Please Touch Museum, 210 North 21st Street. Children can climb aboard "bus #1234" and sit in the driver's seat, grasp the steering wheel and ring the miniature farebox.

Six City residents were indicted for fraud last month for filing false injury claims against SEPTA, according to the U.S. Attorney's office in Philadelphia. SEPTA said that fraudulent claims, many of them filed by a handful of personal injury law firms, have helped drive its liability payments skyward in recent years, to \$53 million in 1987. The six false claims in this case were easy to detect because police reports and eye-witnesses said that only one passenger was aboard the trolley during the accident cited by each of the claimants. ....On September 8 a Route 56 trolley jumped the track while turning from Erie Avenue onto 10th Street, slamming into an automobile and seriously injuring its two occupants.....The Inquirer reported last month that a SEPTA crew on a Market-Frankford train pulled away from the Margaret-Orthodox station as a passenger lay on the platform suffering a heart attack. The crew had radioed for an ambulance but the victim died before help arrived, as three other waiting passengers watched helplessly. SEPTA later said that there was nothing further the crew could have done, and acted in accordance with SEPTA policy. That policy may now be reviewed.

Norristown High-Speed Line car #162 struck a newly-built platform at the unopened Norristown Transportation Center on October 29, causing minor damage to the 61-year-old car.....Ex-P&W snowplow #10, broad-gauge sweeper #5 and line car #07 will be retired because of their poor physical condition.....Have you noticed the snappy new red-and-white station signs along the Norristown High Speed Line?.....State Senator Vincent J. Fumo of Philadelphia, Congressmen Curtis Weldon of Delaware County and Lawrence Coughlin of Montgomery County are among lawmakers up for re-election this month. In their campaigns they are reminding voters of their efforts to assist SEPTA in gaining more funds.....Delivery of the first of 26 new cars for SEPTA's Norristown High Speed Line will be delayed until at least March 1990.....SEPTA's current slogan is "We're getting there." Some people think it has a negative sound, but remember that SEPTA advertising catchline of a few years ago: "You can't beat the system."



NJ TRANSIT, in common with AMTRAK and CONRAIL, placed the new NORAC operating rules into effect on October 1. Now all of the Corridor operators except METRO-NORTH are employing these standard rules.....The New Jersey Legislature is considering bills that would provide for the "land-banking" of railroad rights-of-way not in use, and prohibit the parking of a motor vehicle within six feet of a railroad track.....NJT has awarded a contract for the design and engineering of the "Newark-Waterfront Connection," which will allow commuters on the Northeast Corridor, Raritan Valley and North Jersey Coast Line to ride directly to and from Hoboken Terminal. Another project, the Kearny Connection, will permit the diversion of Morris & Essex Line electric trains onto the Northeast Corridor and into New York's Penn Station. Construction should begin on both next year.

The nine NJ TRANSIT Budd RDC cars leased to Boston's MBTA last year were returned to storage in North Jersey in August. Six of the cars are ex-PRSL and three have Jersey Central heritage (Tri-State Chapter Block Line).....Privately-operated ferry service between Hoboken Terminal and Lower Manhattan is scheduled to begin in spring 1989. Erie Lackawanna discontinued the last railroad-operated ferries on the Hudson River in 1967 (Block Line).....Inter-track fencing has been installed at a number of NJT's Northeast Corridor stations, including Metropark, New Brunswick and Rahway (Jersey Central Chapter News).....NJT says that it will implement several changes in seat design for the purchase of new passenger cars and the rehabilitation of 230 older MU cars. These changes, which presumably do not include a return to the rider-favored two-and-two seating, were arrived at "after consulting with representatives of numerous commuter groups and surveying passengers," NJT said. They do, however, include a return to reversible ("flip") seating (NJT Inside Track).



CONRAIL will consolidate its present three regions and 13 divisions into six new divisions, to be headquartered in Philadelphia, Harrisburg, Selkirk (NY), Pittsburgh, Indianapolis and Dearborn (MI). Each will be under the supervision of a division general manager, who will report directly to Senior VP-Operations Richard B. Hasselman. The six managers are to be appointed by November 15 and the reorganization completed by early next year, Conrail said. In this area the Eastern Region based in Philadelphia will be abolished, with the Philadelphia Division absorbing the New Jersey Division and the Harrisburg Division absorbing the Allegheny Division. CSX implemented a similar streamlining of its field transportation forces more than a year ago, eliminating one layer of management in the process.

(Continued on Page 10)

## PHILADELPHIA EXPRESS (Continued from Page 9)

CONRAIL last month completed the move of ten retired NJ TRANSIT 5300-series stainless steel coaches and one RDC to the Public Service Bergen generating station in Ridgefield Park, NJ, where they will be safely stored for future museum use. NJT and Conrail will soon move a group of ex-NJT GG1 electrics and E8 diesel locomotives to the Ridgefield Park site (Jersey Central Chapter News).....CONRAIL has acquired ten AMTRAK steam coaches and two 10-6 sleepers, previously stored at Bear, DE. The cars arrived at Reading shop last month, but there seem to be no immediate plans for their use.....The 50-car Strates carnival train passed through Philadelphia on September 8 via CONRAIL and CSX, enroute from New England to the South--possibly the last time that this train with its string of brightly painted passenger cars will appear in this area.....CSX cabooses are no longer seen on the "Orange Blossom Special" (TV-171/172) or the Tropicana orange juice train (OJT), since Virginia repealed its mandatory caboose law on July 1.....TV-3, TV-12, MAIL-3 and OIIN have in recent weeks been running via West Trenton and Philadelphia rather than their normal Allentown route because of trackwork.

CONRAIL is still considering five center city locations and three in the suburbs for its consolidated system offices, according to an Inquirer article last month. The company is looking for space to house about 2,000 headquarters employees who now work at Six Penn Center and One Liberty Place.....CONRAIL has reported net income of \$83 million (\$1.21 per share) for the third quarter of 1988, compared with \$62 million (90 cents per share) for the third quarter of 1987, a 34-percent increase. Third quarter 1988 revenues were \$876 million, a 9.5-percent increase over the \$800 million a year ago, while freight traffic expressed in terms of ton-miles rose by 7.3 percent.....CONRAIL's stock price rebounded sharply in the year since the Wall Street crash of October 19, 1987. On the market day before that 500-point drop in the Dow Jones average Conrail common closed at \$31.50 per share, and a year later on October 18, 1988 it was trading at \$33.375, according to a Daily News report.....CONRAIL has begun a \$4.1-million project to modify Pier 122 in South Philadelphia for the handling of imported fertilizers. Agway, Inc., the importer, will build a \$4.4-million distribution facility adjacent to the pier, which until now has been used exclusively for the unloading of iron ore. The highly-automated pier will also be capable of handling a variety of other dry bulk commodities for rail and truck movement beyond.

CONRAIL Chairman L. Stanley Crane will retire at the end of 1988, although he will remain on the board of directors. A reception in Crane's honor will be held on January 4 in Philadelphia, to which all employees will be invited.....Congressman Bud Shuster of Pennsylvania and several other government leaders on September 27 offered personal tributes to L. Stanley Crane for his widely recognized role in bringing CONRAIL from near failure to its present healthy condition. The remarks were printed in the Congressional Record.....The U.S. Supreme Court has agreed to review a lower court ruling that CONRAIL must go through the collective bargaining process before imposing mandatory drug screening for employees. Conrail argues that the proposal constitutes a "minor dispute" under the Railway Labor Act, permitting it to unilaterally implement the drug testing rules. The high court also agreed to review a proposed FRA rule requiring post-accident drug and alcohol testing. Both cases will turn on whether the programs amount to "unreasonable search and seizure" which are forbidden by the Constitution (Traffic World).

CONRAIL has reactivated a number of GP30 and GP35 diesel locomotives, some of which had been stored for as long as seven years. At the end of October at least 20 of the 63 remaining GP30's and half of the 88 GP35's were back on the road, many of them spotted in the Allentown-Harrisburg areas.....On October 18 CONRAIL ran the Railroad Museum of Pennsylvania's ex-Pennsy 4-4-0 #1223 and three STRASBURG wooden cars from Dover to Seaford, DE at the request of duPont Company. Named the "Nylon Express," the train helped celebrate the 50th anniversary of duPont's nylon plant at Seaford, and one of the guests on board the parlor car Marian was Governor Castle of Delaware. D16sb #1223 was an appropriate choice because it had spent a number of years in branchline service for PRR on the Delmarva Peninsula. CR GP40-2 #3217 ferried the equipment from Leaman Place, PA to Dover on the 17th, returning to Strasburg on the 19th.

CONRAIL will purchase 3,664 new six-channel portable radios costing nearly \$3 million to equip yard trainmen and car inspectors.....The Harrisburg Chapter Rail Review reports that CONRAIL's Rockville tower was demolished during the week of September 19. The much-photographed building at the east end of Rockville bridge near Harrisburg was closed last year.....CONRAIL, AMTRAK and the commuter authorities implemented the standard NORAC operating rules on October 1, one feature of which is the new "Movement Permit Form D" replacing Clearance Form A, train orders and other traditional transportation forms.....At the same time CONRAIL issued new Eastern Region employees' timetable #1, which reflects the consolidation of the old Northeastern Region which took place last winter. The Eastern Region now includes the Philadelphia, Harrisburg, New Jersey and Albany Divisions and the Southern Tier District, an arrangement which will be short-lived in view of the new divisional organization just announced (see above).....Fencing has been installed between the CONRAIL Harrisburg Line tracks and the former passenger stations at Valley Forge and Valley Forge Park.

SHORTLINE NEWS: ANTHRACITE RAILWAY last month was removed as operator of the State-owned ex-Reading branch between Pennsburg and Emmaus, PA. Andrew Muller's BLUE MOUNTAIN & READING was named as new operator of the 16-mile line, immediately moving CF7 #600 from Reading to East Greenville after Anthracite transferred its equipment to the Kutztown spur at Topton, PA.....PIONEER RAILROAD COMPANY, an Illinois-based group, last month took over operation of the former West Jersey Short Line, renaming it the WEST JERSEY RAILROAD. The 17-mile ex-PRSL branch between Salem and Swedesboro, NJ will now be home to Alco RS3's #7803 and 7804, purchased from the LAMOILLE VALLEY RAILROAD of Vermont. On October 23 the line's first fantrip was run for a North Jersey club using privately-owned ex-PRSL RDC-1 M-407, with Chapter VP Mike Burshtin at the controls.....In September Bennett Levin, proprietor of Philadelphia's Juniata Terminal Company, sold ex-Pennsy B60 baggage car #9022 and P70 coach #1735 to the WINCHESTER & WESTERN of Bridgeton, NJ. W&W VP-Operations Porter C. Collins has

## CONRAIL ADDS HAGERSTOWN RUNTHROUGH TRAIN, REVISES FREIGHT SERVICE

In June Conrail and Norfolk Southern took a long-expected step toward the diversion of north-south freight traffic away from the congested Potomac Yard at Alexandria, VA. Two runthrough trains operating between Conrail's Allentown (PA) yard and NS's Linwood yard at Spencer, NC are routed via the Hagerstown (MD) gateway, replacing CR trains ALPY/PYAL between Allentown and Potomac Yard and OIPY/PYOI between Oak Island (Newark), NJ and Potomac Yard.

The new trains, ALSR and SRAL, also handle Southern Railway blocks from and to Selkirk (NY) yard via trains SEAL/ENSE connecting at Allentown. Existing trains ENRO/ROEN which run between Enola (PA) yard and Roanoke, VA via Hagerstown and Norfolk & Western continue to operate. Southern traffic from Enola is handled in ENRO to Carlisle Junction, PA, thence in ALSR.

Following are some of the new and revised schedules:

- ALSR (Daily) - Leave Allentown 1201, pass "Capitol" (Harrisburg) 1700, arrive "Carl" (Carlisle Junction) 1730, arrive Hagerstown 2100. (This train continues to Spencer as SOU 155 or 157.)
- SRAL (Daily) - Leave Hagerstown 0700, pass "Capitol" 1130, arrive Allentown 1700. This train arrives Hagerstown as SOU 154.
- ENRO (Daily) - Leave Enola 1500, leave Harrisburg 1600, arrive "Carl" 1645, arrive Hagerstown 1930. This train continues south as N&W 351.
- ROEN (Daily) - Leave Hagerstown 1130, arrive Harrisburg 1500, arrive Enola 1630. This train arrives Hagerstown as N&W 352.
- CAPY (Daily) - Leave Camden 2000, pass "Zoo" 2100, leave Edge Moor 0030, arrive Baltimore (Bay View) 0315, arrive Potomac Yard 0700.
- PYCA (Daily) - Leave Potomac Yard 2100, leave Baltimore 0030, leave Edge Moor 0500, pass "Zoo" 0630, arrive Camden 0800.
- PGPI (Wed., Thu., Fri.) - Leave South Philadelphia 2100, leave West Falls 2305, arrive Harrisburg 0325. This train continues to Conway.
- PIPG (Daily) - (from Conway) Leave Harrisburg 1800, leave Reading 2145, arrive West Falls 0145, arrive South Philadelphia 0330.
- MOPI (Daily) - Leave Morrisville 1330, leave Thorndale 1815, pass Columbia 2030, arrive Enola 2359.
- SEAL (Daily) - (from Selkirk) Leave Kearny 0225, pass Port Reading Junction (Manville) 0410, arrive Allentown 0700.

Among the numerous other schedule changes are those designed to eliminate all through freight trains on Amtrak's Northeast Corridor during the "restricted" hours of 0600 to 2200. Selkirk-Potomac Yard trains SEPY/PYSE, however, continue to operate via trackage rights on CSXT's ex-Chessie line between Philadelphia (Park Junction) and Washington, DC.

## ADDENDUM TO CONRAIL BUSINESS CAR ROSTER

One correction should be made to the roster of Conrail business cars which appeared in the September issue of Cinders.

Office car 3 should be shown with the following prior owners and numbers: Michigan Central 1, New York Central 10, Penn Central 2.

## PHILADELPHIA EXPRESS (Continued from Page 10)

left the company.....The Anthracite Railroads Historical Society in August moved its entire collection of locomotives via CONRAIL from Reading shops to the UPPER MERION & PLYMOUTH at West Conshohocken, PA. Included were ex-BANGOR & AROOSTOOK F3A cab unit #46, three ex-LONG ISLAND Alco FA2m's and RS3 #8479. ARHS has also leased 70-ton Whitcomb #602 to the WANAMAKER, KEMPTON & SOUTHERN. This is ex-Gulf Oil #7 (Hawk Mountain Chapter Hostler).

Leatherstocking Chapter has purchased GGI electric #4934 (ex-Pennsy #4917) from the WILMINGTON & WESTERN for display at a proposed museum site at Cooperstown Junction, NY (Railtimes).....CSX has announced plans to purchase 40 B40-8 diesels from General Electric and ten SD60's from General Motors for 1989 delivery. ....CSX has withdrawn its daily pair of piggyback trains between Philadelphia and Memphis, TN (133/134). The through trains with SUSQUEHANNA are now symbolized 402/403 between Philadelphia and Potomac yard. We will publish a new CSX Baltimore Division freight schedule next month.....Governor Casey last month signed a budget measure to provide \$2.1 million toward construction of the new rolling stock hall at the Railroad Museum of Pennsylvania, Strasburg. Philadelphia Chapter earlier contributed \$1,000 to the Museum's fundraising effort, which totaled \$400,000 in donations to aid the \$4.1 million cost of the project.....Last but not least, the now-famous NRHS "Garden State in '88" convention seems destined to gain a permanent place in railfan lore. Among the printed reactions to the problem-plagued July convention were the reports in current issues of Trains and Railfan & Railroad, which respectively headlined their stories "Garden State--a brier patch" and "Garbled State in '88".....Chapter Member Steve Barry authored the convention story in the September issue of Railpace.

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DUES BILLS ARE IN MAIL

Dues bills for 1989 membership renewals in the Society and Chapter have all been mailed to members.

In remitting your dues payment, please remember to total the amount remitted on the dues bill form. Total amount due for full members is \$22.00. Contributions and donations to either the parent Society or our own Chapter may be made by indicating on the remittance form and including this amount in your check.

Members are reminded that January 31, 1989 is the absolute cutoff for remittances, and those who have not remitted by that date will not receive a February issue of Cinders.

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## CHAPTER SEEKS MEMBER FOR HISTORIAN'S POSITION

For some time Philadelphia Chapter has had a vacancy in its office of historian. This individual is given a great deal of latitude in deciding what subjects of rail or transit history are worthy of study. He or she can follow up with an occasional report or paper on any of those subjects.

Brief historical articles, together with available timetable excerpts, photos, etc., will be published in Cinders or possibly in the National Railway Bulletin. Literary ability is not a prerequisite but a sense of history and a willingness to seek out the facts are needed for the historian's job.

Anyone interested is invited to contact President Frank Tatnall or Editor Larry Eastwood.

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DON'T FORGET PHILADELPHIA CHAPTER'S ANNUAL AUCTION - FRIDAY, NOVEMBER 18

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