



CINDERS

FEBRUARY 1992



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Volume 53

Newsletter of the

Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

TOUR OF AMTRAK RESERVATION CENTER SET FOR FEBRUARY 22

Philadelphia Chapter will sponsor a members' tour of Amtrak's Fort Washington Reservation Center on Saturday, February 22 at 2:30 PM. One of three centers which handle all train reservations for the national Amtrak system, this facility is located on Commerce Drive in the Fort Washington Industrial Park, Montgomery County.



Our tour will be led by Douglas J. Harder, director of the center, and will include all phases of the reservations process. We may even listen in on actual conversations showing how telephone requests are handled by the agents on duty.

We will need to give Amtrak a week's notice on the number of attendees. Those wishing to join the tour should notify Director Frank Tatnall by telephone (215-828-0706) not later than Thursday, February 13.

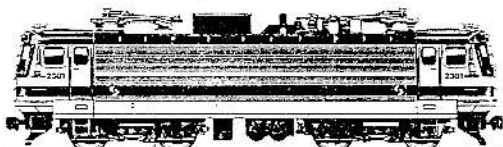
For those wishing to travel to Fort Washington by SEPTA's R5 Lansdale service, there will be an Amtrak van to meet train 1546, due to arrive at 1:56 PM from Paoli and center city. Anyone using southbound train 1539 from Doylestown and Lansdale, due at 2:04 PM, will also be picked up for the one-mile drive to the reservation center. If you plan to come by train, please notify Director Tatnall ahead of time.

There is ample free parking in the Amtrak lot for those driving their automobiles. Traveling either northward or southward on Highway 309, you should exit at Fort Washington onto Pennsylvania Avenue, then turn right at the first traffic signal onto Commerce Drive for the short distance to the center. Everyone should assemble in the lobby prior to 2:30, and there will be light refreshments available before the tour begins.

We look for a good turnout and wish to thank Amtrak for its hospitality in arranging this interesting event.

TICKETS ARE ON SALE FOR SEPTA EXCURSION MARCH 29

A SEPTA push-pull train, headed by AEM-7 electric locomotive, will operate for the first time in public excursion service on Sunday, March 29, sponsored by Philadelphia Chapter. The five-car train will leave West Trenton at 9 AM, Jenkintown at 9:30, Wayne Junction at 9:45 and 30th Street Station (Upper Level) at 10:10 AM. It will then cover three lines which have never had this equipment assigned in regular service--the Airport, Chestnut Hill West and Norristown Lines.



Several photo stops and a lunch stop have been scheduled. After a run through Amtrak's New York-Pittsburgh subway, the train will return to 30th Street about 3:25 PM, Wayne Junction at 3:45, Jenkintown at 3:55 and West Trenton at 4:20. The train, one of seven delivered to SEPTA in 1987, is painted in SEPTA's bright red, white blue image.

Tickets are priced at \$35 per person and may be ordered by mail from Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. Tickets will also be on sale at the February 21 Chapter meeting and at the Chapter table at Greenberg's Great Train Show scheduled for March 7-8 in the Valley Forge Convention Center. SEPTA will also require all passengers to sign a liability release, in addition to the insurance provided by the Chapter.

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

CHAPTER OFFICERS

President.....Michael L. Burshtin
Senior Vice President.....Douglas W. Watts
Vice President & Treasurer.....David L. Kopena
Secretary.....Marie K. Eastwood
National Director.....Frank G. Tatnall, Jr.
Historian.....Larry DeYoung
Editor.....R. L. Eastwood, Jr.

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Newsletter.....R. L. Eastwood, Jr.
Program.....Douglas W. Watts
Publications.....Peter M. Senin, Jr.
Publicity.....Thomas F. Moran
Trip.....Frank G. Tatnall, Jr.

MEETINGS: 7:45 PM, third Friday of each month (except second Friday in December) at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$18.00 per person), cash bar 5:30 PM, Meeting 7:45 PM.

ANNUAL MEMBERSHIP DUES: \$25.00 per person, which includes Chapter and National dues. Chapter-only dues \$12.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter membership.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE NEW PHONE NUMBER.

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EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353

OUR MEETING:

FRIDAY, FEBRUARY 21, 1992

Eakins Lounge, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA
Dinner at 6:15 PM (\$18 per person); Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above
Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th
above Locust (\$5.75 after 6 PM), Downtown Garage,
Walnut Street east of 10th (\$4.00 after 5 PM)

Our February 21, 1992 program will feature the annual Ray Muller Slide Contest, rules for which are shown below. The contest is named in honor of the late Chapter member who excelled in rail slide photography.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, FEBRUARY 18, 1992 to National Director Frank Tatnall at 215-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM.

Looking ahead, our March 20 program will be a lecture by Member Larry Eastwood on the December 7, 1921 head-on collision on the Reading's Newtown Branch near Woodmont, PA.

We expect to have our Chapter bookstore on hand at this meeting, hopefully with several new items on hand.

Annual RAY MULLER Slide Contest Rules

1. No entry form is required for the 1992 Ray Muller Slide Contest, but entrants must register in person, beginning at 7:15 PM. Registration closes at 7:30 PM, with no entries accepted after that hour. THE SLIDE CONTEST IS OPEN TO 1992 PAID-UP PHILADELPHIA CHAPTER MEMBERS ONLY!
2. There are six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1982, and category (f) ONLY subject matter BEFORE March 1, 1982. In case of uncertainties, the contest manager will rule on appropriate categories or will disqualify any unsuitable entries.
 - (a) Steam
 - (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
 - (c) Mainline electric (including multiple-unit commuter rail equipment)
 - (d) Light rail electric
 - (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
 - (f) Oldies (any subject prior to March 1, 1982)
3. Each contestant may exhibit a maximum of four slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name MUST be on the slide. After the initial screening, entrant will select ONE SLIDE in each category for the projectionist to use in the FINAL JUDGING. Thus, only six (6) slides are permitted in the final presentation.

HISTORIAN AND FOUNDING MEMBER HUGH GIBB RETIRES TO FLORIDA

Hugh R. Gibb, NRHS national historian and a charter member of Philadelphia Chapter, is moving to St. Petersburg, FL this month. The Newark, DE resident was awarded a 50-year service pin in 1986.

His many friends are invited to contact him at his new address:

1043 87th Avenue, North
St. Petersburg, FL 33702

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA's board on January 22 approved the RailWorks shutdown scheduled for April 5 to October 3, 1992 and May 2 to September 4, 1993. The \$354-million project will close the Mainline between Wayne Junction and center city, forcing many rail passengers to change to the Broad Street subway at the new Fern Rock Transportation Center, while other "Reading"-side riders will find their rail service totally eliminated for the duration (see January Cinders).

The previous evening senior SEPTA management met with representatives of DVARP, the Delaware Valley Association of Railroad Passengers, which for some time has been pressing SEPTA to establish alternative diesel service via CONRAIL and AMTRAK lines to 30th Street Station. At the board meeting SEPTA General Manager Louis Gambaccini downplayed the alternative service proposal but said that SEPTA wished to "minimize the adverse effects" of the shutdown. It will continue to explore all options if unexpected problems arise at the Fern Rock transfer or a heavy loss of riders occurs. Regular meetings with DVARP should continue to monitor the situation, Gambaccini said.



An independent proposal from Railroad Management Services to operate two trains of self-powered RDC's from Fox Chase to 30th Street each morning is also on the table, it was learned. The two trains, to consist of up to ten RDC's each, might be split into smaller trains for the afternoon return, although CONRAIL and AMTRAK have not yet given final approval to RMS's plan. DVARP is also known to be thinking along the same lines, suggesting that a number of RDC trains would run from points north, such as Lansdale, to 30th Street and return. SEPTA has already factored in a loss of riders because of the public's perceived dislike of using the Broad Street subway, with rail revenues for Fiscal Year 1992 (ending June 30) revised downward by \$2 million. The RDC's, incidentally, would come from a pool of equipment no longer needed by VIA RAIL CANADA.

Fern Rock Transportation Center did not open as expected last month. Assignment of police is believed to be a delaying factor, which will put off the opening until probably mid-March.....SEPTA now expects to receive two rebuilt 1,200-hp diesels sometime next month, for use in hauling deadhead equipment between Wayne Electric Shop and 30th Street.....The maximum passenger speed for SEPTA trains between Neshaminy and Woodbourne on the West Trenton route has been increased from 60 to 70 mph, due to track rebuilding.....SEPTA will lease ground from AMTRAK near Thorndale yard, Chester County, for construction of a new station on the R5 line to Parkesburg.

PennDOT has unveiled its preliminary plans for rebuilding the 51 miles of Interstate 95 in Pennsylvania, including the very busy segment along the Delaware River in Philadelphia. Phase I in the 1995-1997 period will target the section from the Vine Expressway north, and Phase II in 1997-2000 will cover the southern segment to Delaware. The work is expected to cause major traffic disruptions and PennDOT, along with the Federal government, is prepared to fund three important new SEPTA commuter stations, at Bensalem and Crum Lynne on the North-east Corridor and at Oxford Valley on the West Trenton route. New park-and-ride lots will also be constructed, including seven on the West Trenton line which parallels I-95, and PennDOT is even contemplating the purchase of additional rail passenger cars for SEPTA. When the new interchange with the Pennsylvania Turnpike is completed in Bucks County, I-95 will be rerouted eastward over the Turnpike to New Jersey.

SEPTA's remaining Blueliner MU cars, retired in 1990, are to be put up for auction very soon. Bid packages will first be sent to qualified museum and historical groups in Pennsylvania.....SEPTA has introduced what it calls "InfoLink," which will give telephone callers automated train schedule and fare information. A pilot project covering just the R3-West Trenton and R8-Chestnut Hill West services is now on line. Persons with touch-tone phones may dial 215-580-7600 and with the phone buttons spell out the first letters of the desired station.....Feodor U. Pitcairn of Bryn Athyn has been elected chairman of the Montgomery County Planning Commission. Formerly the commission's vice chairman, Pitcairn has opposed the reopening of the Newtown rail line.

SEPTA suffered three major service disruptions in 1991, all of which created rush-hour havoc. On January 24 downed wires at 30th Street Station disrupted service, on November 15 a power failure on the "Reading" side had similar results and on December 23 a fire at 30th Street knocked out service.....Service on the R2, R3 and R5 lines was halted for one hour at 7:30 PM January 14 while crews cleared a tree from the overhead wires near Melrose Park station. Sixty-mph winds caused other damage as well. That same morning a power outage on AMTRAK delayed many trains and forced the shutdown of SEPTA's Cynwyd service. Airport trains and Elwyn service south of Morton were also out for a time.

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PHILADELPHIA EXPRESS (Continued from Page 3)

In a much-publicized incident, SEPTA last month announced the demotion of two road supervisors on the Railroad Division, who were charged with making racist remarks on a radio channel. The two were in a SEPTA vehicle at the time, but unknown to them the microphone on the mobile radio was stuck in the transmit position and their remarks were allegedly heard in numerous trains and offices.....The Daily News reported that SEPTA police last month cited 32 persons for trespassing after they crossed Mainline rail tracks at the Fern Rock Transportation Center.....SEPTA trains struck and killed two trespassers last month. On January 12 a 76-year-old man was hit by Trenton-to-Philadelphia train #2716 as he attempted to cross the AMTRAK main near Croydon station, and four days later train #730 from Trenton killed a 29-year-old man laying in the track near "Shore" tower in North Philadelphia. The victim left a suicide note.



Like many other transit properties, SEPTA was looking for a windfall of Federal dollars from the \$151-billion Surface Transportation Act signed by President Bush in December. But, as we cautioned in this column last month, that assumes that Congress actually appropriates what is authorized in the bill. Well, sure enough, the President's Fiscal Year 1993 budget submitted to Congress in January slashes by 40 percent the \$166 million authorized for SEPTA next year. "Devastating" is how SEPTA's Gambaccini described the proposed cutback. Representative Robert Roe of New Jersey, chairman of the House Public Works & Transportation Committee, said that he would fight to restore the various transit cuts in the new budget. The President "is telling transit riders...to take a hike," Roe complained. "It was the clear Congressional intent to increase funding for transit...and we intend to fulfill that commitment to America's transit riders," he said in an interview reported in the Daily News. Highway spending in Pennsylvania, however, would increase under the new budget.

SEPTA, meanwhile, is proceeding with its proposal to acquire 220 new cars for the Market-Frankford high speed line. A pre-bid meeting with prospective suppliers is set for February 20 and the bid opening is May 5. SEPTA hopes to award the contract in late June, with pilot trains to be delivered in August 1994 and the final cars delivered in mid-1996.....Route 23 trolleys have been turning back at Gorgas Lane since late December because of a water main break beneath Germantown Avenue in Mount Airy. Buses operate the north end of the line to Chestnut Hill. At the same time, plans to reconvert the south end of the line to rail operations are on hold because of delays to structural work at the new convention center in midcity, which prevents the cars from running on 12th Street. It is likely that SEPTA will bus the entire line once again starting late this month.

Prototype N5 car #451 is still running tests on the Norristown High Speed Line, and there is no definite date for the startup of revenue service with the new car. However, SEPTA has given Morrison Knudsen the green light to go ahead with assembly of the other 25 cars at its Hornell (NY) shop. Word is that SEPTA is thinking about renumbering the N5 fleet from the 450 series to the 130 series.....Neoplan bus #8441 last year was fitted with an experimental surveillance camera, and ten more buses at Comly depot have since received such cameras. Originally intended to help stem fraudulent claims, the cameras have been quite successful in discouraging rowdy behavior, particularly among school-age riders. The SEPTA board has now authorized the installation of \$2,500 video cameras in 50 Luzerne-based buses, and later Route 23 trolleys will be equipped. SEPTA calls the 23 its "loss leader" in claims.

SEPTA rolled up a cumulative deficit of \$9.1 million during the first six months of FY 1992, with passenger revenues in December running \$1.9 million (8.6 percent) below budget. The Authority has launched an austerity program to freeze new hiring, cut overtime and reduce overall spending by \$14 million through June.....A truck leasing organization is challenging the legality of Pennsylvania's new three-percent surcharge on motor vehicle leases, which is dedicated to mass transit.....SEPTA has begun negotiations with the Transport Workers Union on a new three-year contract, hoping to avoid a possible strike on March 15.....SEPTA is still looking for a new general office where it could house workers now in four or more locations.

Governor Casey has appointed Philadelphia Lawyer Patrick H. McCarthy, 45, to represent him on the SEPTA board, replacing H. Patrick Swygert who resigned last year.....Recently-appointed Board Member Lois S. Hagerty has announced that she will not seek re-election to the State House of Representatives from her Montgomery County district.....SEPTA reports a 43-percent drop in serious crimes in the City's subway system in 1991, versus the previous year. The 1991 total of 675 includes 298 thefts, 316 robberies, 47 assaults, 13 burglaries and one rape. The 1990 figures included two murders and four rapes. The improvement is credited to late-night closure of the subways and tougher police patrols--including K-9 units.

SEPTA's present bus fleet totals 1,255 active units and 107 stored, plus the 110 AM General trackless trolleys.....A new Philadelphia law approved in November bans smoking within the paid areas of all transit stations, and in all of SEPTA's enclosed rail stations and transportation centers. A 30-day warning period expired January 15, and police will now issue summonses to violators which could cost them up to \$300 for each offense.....A 62-year-old woman fell through a SEPTA sidewalk grate at 2nd & Market Streets early on January 9, plunging 20 feet to the subway level. She was brought out by fire rescue units and taken to the hospital for treatment. SEPTA said that vandals had evidently dislodged the grate, although there is an ongoing program to weld all 1,440 sidewalk grates in place throughout the subway system.....A former SEPTA police officer was sentenced last month to six to 23 months in prison, after being convicted of severely beating a man in the Suburban Station concourse in April 1990.

AMTRAK will be seeking renewal this year of the 1990 law which reauthorized its funding through 1992. The railroad will ask for an operating subsidy of \$331 million for FY 1993 beginning in September, plus capital grants of \$265 million and "mandatory payments" of \$150 million to cover retirement and unemployment taxes for freight rail workers. For 1992 Congress appropriated a like amount--\$331 million--for operations, plus \$175 million for capital programs and \$150 million for mandatory payments. Funds for Corridor rebuilding are addition-

PHILADELPHIA EXPRESS (Continued from Page 4)

al. The Administration's 1993 budget, however, asks only \$343 million for Amtrak.....AMTRAK last month issued its 36-page annual report for FY 1991. Photos on the cover contrast the present Superliners to the hand-me-down carfleet which Amtrak inherited in May 1971....."Shore" interlocking in North Philadelphia has been removed from "Holmes" tower, except that an operator will temporarily remain at "Shore" to control the "O" running track used by CONRAIL. Signals in this area have been changed to color position type.



Those 20 new 3,200-hp locomotives which AMTRAK received in December have been officially classed as P32BH, rather than using General Electric's unwieldy designation of "Dash 8-32BWH." They are Amtrak's first units equipped with Canadian-style ditch lights.....F69PH-AC locomotive #451 caught fire in Chicago last fall due to a faulty DC-to-AC inverter. The fire was put out and it's now awaiting replacement parts from Europe.....

F40 322 failed on the eastbound Broadway Limited of January 16, causing AMTRAK to dispatch E60 electric #602 to Harrisburg to relieve the rescue unit supplied by CONRAIL. The train arrived in 30th Street more than two hours late. The next day, with two NRHS officers on board, train 40 experienced the same problem, but this time it was nearly four hours late.....The luxury Keystone Classic Club car is scheduled to remain in service until at least June.....AMTRAK's Railfone service is now operating on most trains between Boston and Washington, but there are blackout areas in the tunnels and around Princeton Junction. On Pittsburgh trains there is no reception between Harrisburg and Altoona, Amtrak says.

A January 26 Inquirer article reports that AMTRAK is still locked in long-running negotiations with about 9,000 of its unionized employees, and one union (the Brotherhood of Maintenance of Way Employees) has authorized a strike. Another 12,000 employees have agreed to new contracts, but Amtrak's efforts to extract more concessions from the remaining workers have created a tense situation. To date there has been little publicity and most riders are unaware of the labor unrest.....The Keystone Motorist publication of Mid-Atlantic AAA published a favorable article on AMTRAK in its January-February issue.....Full-page color ads touting AMTRAK service will soon be appearing in national magazines, including People and Newsweek (Amtrak Newsbreak).AMTRAK has dedicated its nationwide police radio desk in Washington. The toll-free number for reporting incidents is 800-331-0008 (Newsbreak).

President Bush has appointed White House Aide Andrew H. Card, Jr. of Massachusetts to be the new Secretary of Transportation, succeeding the well-thought-of Samuel K. Skinner.....Philadelphia Engineering Executive and Private Car Owner Bennett Levin was named Commissioner of Licenses & Inspections for the City of Philadelphia by Mayor Edward Rendell. Levin owns the Pennsylvania 120 and is president of the American Association of Private Railroad Car Owners.....AMTRAK issued a new private car tariff last September, simplifying many rules and standardizing charges. The going rate for private varnish is now \$1.75 per mile with a minimum charge of \$500 for no more than 20 passengers (Mohawk & Hudson Chapter Call Board).....A laundering mishap involving 450 AMTRAK sleeping car blankets resulted in shrinkage to the blankets, which Amtrak then donated to homeless shelters (Bull Sheet).

AMTRAK will operate the new VIRGINIA RAILWAY EXPRESS commuter service between Manassas, VA and Washington Union Station, now slated to begin in May over tracks of NORFOLK SOUTHERN, CSX, CONRAIL and Amtrak. Service from Fredericksburg, VA is to begin a month later.....Passengers age 62 and older can now receive a 15-percent discount off AMTRAK's lowest one-way or round-trip fares. This does not apply on Metroliners or the AutoTrain.....An AMTRAK poster in Washington tells you what you can do on Metroliners: "Touch Base, Inter-face, Brainstorm, Do Lunch." This should please the buzzword crowd.....Train 90 struck and killed a trespasser December 6 in Tacony. The man was an apparent suicide.



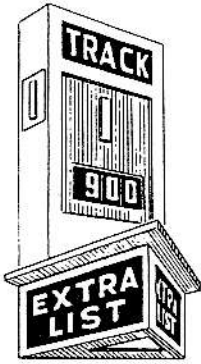
A big plus for CONRAIL and other freight railroads may be found in the new Surface Transportation Act which became law in December. It prohibits so-called "longer combination vehicles" (the large double and triple trailer trucks) except in 20 western states where they already operate. The railroads, joined by automobile and safety groups, lobbied hard against the giant trucks, which could have diverted traffic from the rails.United Transportation Union, the largest rail union, has adopted the recommendations of two Federal boards which ruled last year in labor's long-standing dispute with the railroads. The second board was authorized by Congress after a one-day nationwide

strike in April (UTU News).....The City of Philadelphia now employs about 25,000 people, nearly as many as CONRAIL systemwide.....CONRAIL is proposing a major upgrading of Enola yard near Harrisburg, costing upwards of \$60 million.....The new Marriott Hotel in West Conshohocken is built directly above and within a few feet of CONRAIL's mainline.

The Ringling Bros. circus trains will be on the road again this season. The 49-car Blue Unit should pass through Philadelphia on March 2 enroute from Norfolk, VA to East Rutherford, NJ, and will return here June 1 via Hershey. The 48-car Red Unit may move this way May 11 from Baltimore to Worcester, MA.....Bethlehem Steel last month announced another major downsizing, with a 25-percent cut in its workforce of 26,500. Among plants to be closed or sold are the bar, rod and wire divisions at Johnstown, PA, Sparrows Point, MD and Lackawanna, NY, and a trackwork facility at Steelton, PA.....General Electric has set up a locomotive rebuilding operation at CONRAIL's Juniata shop in Altoona, where Conrail employees will do the work under GE supervision.CONRAIL has placed in service car 24, a lightweight former Army hospital car which now serves as a support unit for track geometry car 21 and rail analyzer car 22.

Governor Florio's new State budget calls for no fare hikes this year on NJ TRANSIT trains and buses. More funding will be needed to avoid a deficit which NJT said could reach \$70 million.....Jersey Central Chapter News reports that NJT is replacing the Faveley pantographs on its Arrow II MU cars with Stemmann panto-

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FEBRUARY 22, 1992: Tour of Amtrak Fort Washington Reservation Center, Fort Washington, PA, starting at 2:30 PM, sponsored by Philadelphia Chapter (see story on Page 1). Participants must notify National Director Frank Tatnall by calling 215-828-0706 no later than Thursday, February 13.

FEBRUARY 22: "New England States Limited" excursion from Boston, MA to Brattleboro and Bellows Falls, VT and return via Conrail and Central Vermont, sponsored by Mass Bay Division RRE. Amtrak special train leaves South Station 8 AM, Back Bay Station 8:05 AM. Fares: \$50 adults, \$30 children 4-12, extension to Bellows Falls \$5 adults, \$3 children, first-class service aboard Caritas \$225. Various tour and shopping options available at extra cost. Order tickets from: Mass Bay RRE, P. O. Box 697, Groton, MA 01450, enclosing stamped, self-addressed envelope.

MARCH 1: Annual train show and sale sponsored by Jersey Central Chapter NRHS at Mother Seton High School, Garden State Parkway Exit 135 at Clark Circle, Clark, NJ, 9 AM to 3:30 PM. Model trains, railroadiana, books and collectibles for sale, with operating layouts displayed. Admission: \$4 adults, children under 12 free. For information, write: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066.

THROUGH MARCH 3: "Speed, Safety, Comfort: Images of the GGI" exhibition of Pennsylvania Railroad GGI memorabilia at Railroad Museum of Pennsylvania, Strasburg. Regular Museum admission charges and hours apply. Exhibit is made possible through a grant from Lancaster Chapter NRHS.

MARCH 7-8: Greenberg's Great Train, Dollhouse and Toy Show at Valley Forge Convention Center, King of Prussia, PA, 11 AM to 5 PM both days. Admission: \$5 adults, children under 12 admitted free with adult. Philadelphia Chapter will be represented with a table for sale of railroadiana and distribution of NRHS membership information.

MARCH 14: 11th annual Canal History & Technology Symposium at William Simon Center, Lafayette College, Easton, PA, sponsored by Hugh Moore Historical Park & Museums and Lafayette College. Topics include presentations on the Delaware Canal, histories of the Bethlehem and Midvale Steel Companies and Lehigh Coal & Navigation's Hacklebernie Mine. For information, contact the Canal Museum at 215-250-6700.

MARCH 14-15: Railroad and train show sponsored by West Jersey Chapter NRHS at Cherry Hill Armory, Grove Street & Park Blvd., Cherry Hill, NJ, 10 AM to 5 PM each day. Admission: \$3 adults, children under 12 free. For information telephone 609-829-4222.

MARCH 19: Spring lecture "Transportation & Industrial History" by NRHS Member Mitchell Dakelman, 8 PM at Canal Museum, Route 611, Easton, PA. Admission free. For information telephone 215-250-6700.

MARCH 21: "Sugartime Special" excursion from Boston, MA to White River Junction, VT and return via Conrail and Central Vermont, sponsored by Mystic Valley Railway Society. Amtrak train leaves South Station at 8 AM. Fares: \$55 adults, \$40 children (includes lunch). Order tickets from: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486, enclosing stamped, self-addressed envelope. For information telephone 617-361-4445.

MARCH 28: Conference on "Preservation" sponsored by NRHS Eastern Region, at Latham Hotel, 17th & Walnut Streets, Philadelphia. Members are invited. Further details in March Cinders.

MARCH 29: First public excursion with SEPTA AEM-7 and Bombardier equipment, sponsored by Philadelphia Chapter NRHS. Train leaves West Trenton 9 AM, Jenkintown 9:30 AM, Wayne Junction 9:45 AM, 30th Street Station 10:10 AM. Tour will include Chestnut Hill West, Airport and Norristown Lines. Lunch and photo stops will be included. Fare: \$35 per person. Order tickets from: Bombardier Excursion, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope.

APRIL 24-26: Grand reopening celebration at new Horse Shoe Curve Visitors Center near Altoona, PA, with ribbon cutting and dedication ceremony April 25 at 1 PM. Dinner and other events are planned by the Railroaders Memorial Museum, Altoona. For information, write the Museum at 1300 Ninth Avenue, Altoona, PA 16602 (telephone 814-946-0834).

PHILADELPHIA EXPRESS (Continued from Page 5)

graphs, the same as used on the Arrow III's. The Stemmanns are designed to minimize catenary damage in dewirements.....NJ's board has approved construction of the \$61-million Kearny connection east of Newark, which will allow Morris & Essex Line trains to reach Penn Station, New York, via AMTRAK's mainline (News)..... NJT has begun a two-year test program using natural gas-powered buses, which emit fewer pollutants than diesel engines.

Chapter Member Joseph Petaccio's JP Rail, Inc. has purchased Shore Fast Line in South Jersey and will operate under the name SOUTHERN RAILROAD OF NEW JERSEY, as explained in a lengthy article in the Inquirer on February 3.....DELAWARE & HUDSON train 556 ran south to Philadelphia January 27 headed by SUSQUEHANNA B40-8's #4002-4004-4006.....On March 31 Philadelphia-Camden ferry service will resume after a lapse of 40 years. A firm called Riverbus will put a refurbished Lake Champlain vessel, the Mount Mansfield, into year-round, every-half-hour service (Bill Vigrass).....CMX Trucking has opened a four-acre international container yard adjacent to CSX's South Philadelphia intermodal terminal (Railway Age).....Buckingham Valley Trolley Association has signed a lease with PennDOT for the area beneath I-95 at Front & Laurel Streets. BVTA will soon begin moving its large collection of vehicles from the apron of Pier 38 to the new storage area. Eventually BVTA hopes to construct a rail line in Delaware Avenue and Front Street to connect its existing Penn's Landing Trolley route with a new maintenance facility at Front & Laurel.



April 5 will bring the next Amtrak schedule change, and the same month will perhaps find the Amtrak board voting on an order for 100 Viewliner cars (per Railway Age). Over the next five years, the same source states that the 170 additional new cars needed to replace the remaining Heritage cars will also be ordered.

All twenty of Amtrak's new P32BH diesels (#501-520) have been delivered by General Electric and the last three P30CH units expired by December 15.

Work continues to develop the plans for the New Haven-Boston electrification. The Northeast Corridor is expected to see numerous improvements over the next few years, among them a jumpover at New Rochelle so that Metro-North and Amtrak trains will foul each other less frequently. Stamford station will also be reconfigured to provide island platforms to serve both local and express tracks. The layout at New Haven will also be adjusted somewhat to permit a modest speedup. When the Boston electrification is completed, of course, only the Springfield trains would require a power change. It is believed that service frequencies will be increased with this electrification, including a number of additional Metroliners.

The rebuilding of platforms at Trenton station is underway, and in mid-January I found myself on a terminating NJ Transit train which tied up at the low-level platforms on the east side of the station.

Amtrak is expected to curtail operations at its Beech Grove (IN) facility for the summer, laying off about 1000 of 1250 employees on July 1. Approximately 75% of these people will be recalled on September 14, and others about October 1. The move is expected to result in a \$12 million savings for the railroad.

With the end of the Christmas holiday season, VIA Rail Canada trains to the Maritimes (the Ocean and Atlantic) have settled back to a consist of one F40PH, rebuilt FP9A, steam generator car, baggage, two coaches, cafe-lounge, Dayniter coach, diner, two "E" series sleepers, one "Chateau" sleeper and a "Park" series dome-sleeper-observation. An extra section was operated twice (two round trips) over the holiday period, offering all of the features of the regular train, including a "Park" dome-observation. A total of five "Park" series and five diners (two "blue" ex-CN and three ex-CP Budd) are active for these trains.

The Long Island Rail Road has named eight GP38-2 diesels for employees who served in Operation Desert Storm. A few prior namings were done to honor deceased or retired employees. Most of LI's MU cars have had their side striping removed, with the M-1's having a yellow end stripe and the M-3's having a blue stripe. I did observe the six-car train of new double-deck cars which operates between Port Jefferson and Hunterspoint Avenue via Jamaica. Cars are numbered in the low 3000-series.

Railway Age's annual transit issue reports that SEPTA received one LRV during 1991 (N5 car #451) and still has 25 on order. Other 1991 acquisitions saw Baltimore's MTA receiving 6 ABB LRV's, with 29 more to come, and MARC receiving 25 Nippon-Sharyo commuter coaches as well as 12 rebuilt ex-PRR cars from ABB. Connecticut DOT received 20 Bombardier cars, while Metro-North received ten, as well as having 48 MU's on order from Morrison Knudsen. The Long Island received eight Tokyu Car double-deck cars, as mentioned above.

Washington's WMATA, meanwhile, received two new subway cars from Breda and will get 98 more, while New York City Transit Authority rebuilt 42 R33, 100 R44 and 484 R46 subway cars, and will have some 178 R44's rebuilt during 1992. Two experimental trainsets are on order, consisting of nine cars from Bombardier and ten cars from Nippon-Sharyo.

The magazine also reports that the following orders can be anticipated during 1992: 100 Viewliner cars for Amtrak, 56 subway cars for Baltimore, 32 commuter coaches for the Long Island, and 220 Frankford E1 replacements for SEPTA. Over the five-year period from 1992-1997, it is anticipated that Amtrak will order an additional 175 Viewliners, up to 75 more Superliners (34 of which are on option), 26 high-speed trainsets to be used when the Boston electrification is finished as well as replacing Metroliners. Additionally, Maryland's MARC can be expected to order between 50 and 100 commuter coaches for its fast-growing rail commuter operation, with Long Island ordering 112 commuter cars, Metro-North 31 cars, and for transit operations, New York would need up to 200 subway cars, SEPTA some 80-112 PCC replacement LRV's and Washington another 100-200 subway cars.

GENERAL MOTORS OFFERS COLLECTORS EDITION DIESEL CALENDAR

General Motors Locomotive Group is offering an Electro-Motive collectors edition calendar for 1992 which covers 70 years of diesel locomotive history. The calendar boasts a full-color shot for each month. Cost is \$14.99 per copy (plus \$5 for shipping and handling). Order from: EMD Anniversary Calendar, 273 West 83rd Street, Suite B-2, Burr Ridge, IL 60521, making checks payable to "Electro-Motive Division GMC."

CSX TAKEOVER OF RF&P ENDS 150 YEARS OF COLORFUL HISTORY

The historic Richmond, Fredericksburg & Potomac Railroad was absorbed into the CSX Transportation system on January 1, 1992, ending more than 150 years of operation under the RF&P flag. Most of the heavily-trafficked 110-mile route between Alexandria and Richmond, VA was redesignated as the RF&P subdivision of CSX's Baltimore Division, while operations in the Richmond terminal were assumed by the Florence Division.

A wholly-owned CSX subsidiary, RF&P Railway Company, still holds title to the rail property, but not the associated real estate which was turned over to the Commonwealth of Virginia.



Opened in 1837 between Richmond and Fredericksburg, the RF&P in 1901 came under the control of the Richmond-Washington Company, a jointly-owned property of the Pennsylvania, Baltimore & Ohio, Chesapeake & Ohio, Atlantic Coast Line, Seaboard Air Line and Southern. It then acquired the PRR-controlled Washington Southern Railway which extended from Washington to a junction with the RF&P at Quantico, VA, creating a unified link between the capital of the United States and the former capital of the Confederacy. For decades it served as the funnel for north-south passenger and freight traffic--particularly that of the PRR, B&O, ACL and SAL. The RF&P was considered a vital route for military traffic during the Civil War, later serving the same function during World Wars I and II. According to figures in Robert G. Lewis' Handbook of American Railroads, the peak year of 1943 found RF&P handling more than 14 million tons of freight and 8.4 million passengers.

A large block of RF&P stock was eventually acquired by Virginia's state retirement system, although CSX--having inherited the stock of B&O, C&O, ACL and SAL--held a majority interest in the company. In off-and-on negotiations over the past two years, CSX purchased all of RF&P's rail assets while turning over control of its valuable real estate holdings to the newly-created RF&P Corp., owned by the State. Considered ripe for development is RF&P's 500-acre Potomac yard in Alexandria, which was closed last year as a rail classification facility. Once one of the busiest hump yards in the nation, Potomac yard's functions became largely redundant following the CSX merger, bypassed by a growing volume of pre-blocked freight traffic. A large proportion of the yard's 125 miles of track have already been removed, and 500 employees idled.

Today, the double-track RF&P line continues to handle 14 daily Amtrak trains--including the New York-Florida Silver Meteor and Silver Star--and at least that many freight trains. (Forty years ago RF&P handled twice the number of passenger trains.) Soon the route will play host to the new Virginia Railway Express commuter service scheduled to start this year between Fredericksburg and Washington Union Station.

Because of its high speeds and heavy volumes, RF&P installed an automatic train control and cab signal system, which requires that one of its own blue and gray Electro-Motive units be placed on the headend of freight trains. To date, CSX has reportedly equipped only five of its own diesels with the unique system, while all of Amtrak's F40's operating over the route are so equipped. Recent petitions to the Federal Railroad Administration for permission to discontinue the ATC system have been denied.

Effective January 1, several changes in CSX freight schedules were made as a result of the RF&P takeover, and the concurrent closing of the intermodal terminal at Potomac yard. The Baltimore Division freight schedules published in the July 1991 issue of Cinders should be amended as follows:

- Alexandria-Tampa (FL) intermodal trains R175 and 176 have been extended to Seagirt terminal in Baltimore. R175 now leaves Seagirt at 1030 daily, passing Halethorpe 1150, arriving Alexandria 1345, changing crews and departing south at 1400.
- R176 arrives Alexandria daily at 1145, changes crews and departs north at 1201, passing Halethorpe at 1355 and arriving Seagirt at 1515.
- New Cumberland (MD)-Richmond trains R400 and 401 have been established. R400 arrives Alexandria daily at 0730, changes crews and departs north at 0830, arriving Brunswick (MD) at 1130, leaving at 1230 and arriving Cumberland at 1630.
- R401 departs Cumberland daily at 2200, leaves Brunswick at 0430, arrives Alexandria at 0730, changes crews and departs south at 0830.
- Atlanta to Kearny (NJ) intermodal train R192 now arrives Alexandria earlier, daily at 1530, changes crews and departs north at 1545, passing Halethorpe at 1805 and making a new stop to set off cars at Baltimore's Bay View yard at 1845, departing 1945 and arriving Philadelphia at its original time of 2315. After setting off at East Side yard the balance of the train is turned over to Conrail at Park Junction at midnight.

ADDENDA TO REGIONAL RADIO FREQUENCY GUIDE

Supplementing the list of radio frequencies used by railroads in the Delaware Valley, as published in January Cinders, the following should be noted:

- Amtrak - Add 160.65 (AAR channel 36) - 30th Street Station services
- Add 161.505 (AAR channel 93) - Maintenance of equipment
- New Hope & Ivyland - Change to 161.475 - All operations



AMTRAK MOTIVE POWER ROSTER



(Corrected to January 1, 1992)

| ROAD NUMBERS | MODEL | BUILDER | YEAR BUILT | HORSEPOWER | WHEEL ARRANGEMENT | TOTAL UNITS | NOTES |
|--|---------------|-----------|------------|------------|-------------------|-------------|-------|
| 7 | 45-ton | GE | 1941 | 300 | B-B | 1 | |
| 9 | 65-ton | GE | 1942 | 470 | B-B | 1 | |
| 58-63 | RTG Turbo* | ANF | 1973-74 | 1140 | B-2 | 6 | |
| 64-69 | RTG II Turbo* | ANF/AMTK | 1974-75 | 1140 | B-2 | 6 | 1 |
| 104, 106, 107 | RS3C | Alco/AMTK | 1951 | 1200 | B-B | 3 | 2 |
| 150-163 | RTL Turbo* | Rohr | 1976 | 1140 | B-2 | 14 | |
| 192-199 | GP40TC* | GMD | 1966 | 3000 | B-B | 8 | 3 |
| 200, 201 | F40PH* | EMD | 1976 | 3000 | B-B | 2 | |
| 202 | F40AC* | EMD/AMTK | 1976 | 3000 | B-B | 1 | 1,4 |
| 203-235, 237-245, 247-271, 273-365, 367-409 | F40PH* | EMD | 1976-88 | 3000 | B-B | 204 | |
| 410-415 | F40PH* | GMD | 1978 | 3000 | B-B | 6 | 5 |
| 450, 451 | F69PH-AC* | EMD | 1989 | 3000 | B-B | 2 | 6 |
| 484-489 | FL9* | EMD | 1957 | 1750 | B-A1A | 6 | 7 |
| 500-519 | P32BH* | GE | 1991 | 3200 | B-B | 20 | 8 |
| 550-567 | SSB1200 | EMD/ATSF | 1939-59 | 1200 | B-B | 18 | 9 |
| 575-599 | CF7 | EMD/ATSF | 1949-56 | 1500 | B-B | 25 | 10 |
| 600-610 | E60MA* | GE/AMTK | 1974-76 | 6000 | C-C | 11 | 11 |
| 620, 621 | E60CP | GE | 1974 | 6000 | C-C | 2 | 11 |
| 650-664 | GP40L | EMD/CRS | 1966-70 | 3000 | B-B | 15 | 12 |
| 732, 734, 736-738, 742, 743 | SW1 | EMD | 1941-50 | 600 | B-B | 7 | |
| 747-750 | SW8 | EMD | 1951-53 | 800 | B-B | 4 | |
| 760-762 | GP7 | EMD | 1950-52 | 1500 | B-B | 3 | 13 |
| 764-765 | GP9 | EMD | 1954 | 1750 | B-B | 2 | |
| 766-767 | GP7 | EMD | 1954 | 1500 | B-B | 2 | |
| 768 | GP9 | EMD | 1954 | 1750 | B-B | 1 | |
| 769 | GP7 | EMD | 1952 | 1500 | B-B | 1 | |
| 770 | GP9 | EMD | 1957 | 1750 | B-B | 1 | |
| 771-784 | GP7 | EMD/GMD | 1950-53 | 1500 | B-B | 14 | |
| 901, 902, 904-953 | AEM-7* | EMD | 1980-88 | 7000 | B-B | 52 | 11 |
| 954 | E60CP | GE | 1975 | 6000 | C-C | 1 | 11 |

* - Equipped with head-end power

TOTAL AMTRAK UNITS = 439

NOTES

- 1 - Rebuilt at Amtrak Beech Grove (IN) shops
- 2 - Repowered with EMD 645 engine
- 3 - Purchased from GO Transit 1988
- 4 - Equipped with Brown Boveri AC traction motors, leased out
- 5 - Purchased from GO Transit 1990
- 6 - Equipped with Siemens AC traction motors
- 7 - Equipped for diesel/3rd rail DC electric operation
- 8 - New units delivered December 1991
- 9 - Rebuilt by ATSF at Cleburne, TX from NW2's, SW9's, SW1200's
- 10 - Rebuilt by ATSF at Cleburne, TX from F3A's, F7A's, F9A's
- 11 - AC electric locomotives
- 12 - Rebuilt by CRS from former Conrail, Illinois Central and Milwaukee GP40's, delivered 1991. Leased from Helm
- 13 - Certain units rebuilt to GP9 standards

BUILDER ABBREVIATIONS

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

SOURCES

Amtrak
 Extra 2200 South Magazine
 El Simon

"SUPERTRAIN" BOOK AVAILABLE AT DISCOUNT TO MEMBERS

The much-discussed new book "Supertrains," by Joseph Vranich (see January Cinders) was published last month by St. Martin's Press, New York, with a list price of \$35 per copy. But the publisher is making the 416-page book available to groups such as NRHS at a substantial discount, for only \$18.90 per copy in minimum lots of 12 copies.

A number of Chapter members have expressed an interest in purchasing this thought-provoking book, which explores the various types of improved passenger trains and how to combat the highway and aviation lobbies. Anyone interested in obtaining "Supertrains" at the discount price should send a check or money order for \$18.90 per copy payable to "Philadelphia Chapter NRHS" to the Chapter at P. O. Box 7302, Philadelphia, PA 19101-7302. If you wish the book sent to your home, please include an extra \$1.10 (total \$20) per copy, but if you plan to pick up your book at a Chapter meeting the extra fee is not necessary.

The Chapter will place the order with St. Martin's Press as soon as sufficient orders are received to make the minimum. Orders may also be placed in person with National Director Frank Tatnall at the February 21 meeting.

"TALKING" DEFECT DETECTORS AID TRAIN SPOTTING IN AREA

In its January 1991 issue Cinders published a listing of radio alarm defect detectors on Conrail lines within approximately a 100-mile radius of Philadelphia. These devices are often called "talking" detectors because they broadcast a pre-recorded message to passing train crews advising the condition of their trains.

RADIO EQUIPPED

In the event of a defect such as a hot journal or dragging equipment, the detector will transmit a warning to stop, together with a detailed description of the location of the defect or defects in the train. This early warning system has proven invaluable in preventing train accidents, and is generally an improvement over the earlier method of wiring the detectors to activate a readout in a nearby tower or dispatching office, and is vastly superior to the traditional method of simply having trackside workers observe passing trains for defects.

As a side benefit, "talking" detectors can also serve to alert scanner-equipped photographers to the imminent approach of trains. The normal transmission range of these detectors can vary from less than a mile to ten miles or more, depending upon conditions and the strength of the signal. Detectors are always programmed to transmit on the road frequency in use on the line involved, but it must be emphasized that their transmissions are not always audible at uniform distances.

On Conrail, a typical transmission may sound like this: "CONRAIL - FORGE PENNSYLVANIA - TRACK TWO - NO DEFECTS." Conrail and Amtrak require their crews to acknowledge the receipt of such messages in this fashion: "CONRAIL - ENGINE SIXTY-FOUR-FORTY-TWO - FORGE PENNSYLVANIA - NO DEFECTS - OUT." CSX, whose detectors broadcast such additional information as the length of the train in feet, axle count and speed, does not require its crews to radio an acknowledgment.

Following is an updated list of radio alarm detectors in service on lines in eastern Pennsylvania, Delaware and parts of New Jersey and Maryland:

| <u>LOCATION</u> | <u>MILEPOST</u> | <u>TRACK</u> | <u>TYPE</u> | <u>ANNOUNCED POINT</u> | <u>RADIO CHANNEL</u> |
|---|-----------------|--------------|-------------|------------------------|----------------------|
| <u>CONRAIL</u> | | | | | |
| <u>Harrisburg Line (Philadelphia to Harrisburg)</u> | | | | | |
| Gladwyne | 12.0 | 1-2 | DED | "Woodlane" | 1 |
| Perkiomen Junction | 24.5 | 1-2 | HBD-DED | "Forge" | 1 |
| Monocacy | 46.9 | 1-2 | HBD-DED | "Mona" | 1 |
| Sinking Spring | 64.6 | 1-2 | HBD-DED | "Sinking Spring" | 1 |
| Myerstown | 80.0 | 1-2 | HBD-DED | "Myerstown" | 1 |
| Hummelstown | 103.6 | 1-2 | HBD-DED | "Hummelstown" | 1 |
| <u>Pittsburgh Line (Harrisburg west)</u> | | | | | |
| Harrisburg | 107.4 | Single | DED | "Harrisburg" | 1 |
| Harrisburg | 108.6 | CS | DED | "Harrisburg" | 1 |
| Marysville | 111.1 | 2-D-G | DED | "Marysville" | 1 |
| Cove | 116.0 | 1-2-CS | DED | "Cove" | 1 |
| Duncannon | 122.6 | 1-2 | HBD-DED-HCD | "Aqueduct" | 1 |
| <u>Buffalo Line (Rockville, PA north)</u> | | | | | |
| Dauphin (PA) | 300.0 | Single | DED | "Dauphin" | 1 |
| Millersburg | 286.7 | Single | HBD-DED | "Millersburg" | 1 |
| Fishers Ferry | 265.8 | Single | HBD-DED | "North Boyles" | 1 |
| Selinsgrove Junction | 262.6 | Single | DED | "Selinsgrove" | 1 |
| Montandon | 250.9 | Single | DED | "Montandon" | 1 |
| Milton | 247.4 | Single | HBD-DED | "Milton" | 1 |
| Dewart | 238.0 | Single | DED | "Monty" | 1 |
| Muncy | 228.9 | Single | HBD-DED | "Muncy" | 1 |
| South Williamsport | 217.5 | Single | DED | "North Allens" | 1 |
| <u>Lehigh Line (Oak Island, NJ to Dupont, PA)</u> | | | | | |
| Oak Island (NJ) | 10.5 | 1-2 | HCD(WB) | "Newark" | 2 |
| New Market | 28.0 | Single | HBD-DED | "New Market" | 2 |
| Neshanic | 45.5 | Single | HBD-DED | "Neshanic" | 2 |
| Jutland | 60.7 | Single | DED | "Jutland" | 2 |
| Bloomsbury | 68.8 | Single | HBD-DED | "Bloomsbury" | 2 |
| Glendon (PA) | 82.8 | 1-2 | HBD-DED | "South Richards" | 2 |
| Northampton | 94.5 | Single | DED | "Northampton" | 1 |
| Parryville | 112.7 | Single | HBD-DED | "Weissport" | 1 |
| Jim Thorpe | 123.9 | 1-2 | DED | "Jim Thorpe" | 1 |
| Hickory Run | 141.1 | Single | DED | "Hickory Run" | 1 |
| White Haven | 145.9 | Single | DED | "White Haven" | 1 |
| Crestwood | 152.1 | Single | DED | "Crestwood" | 1 |
| Laurel Run | 159.0 | Single | DED | "Laurel Run" | 1 |
| Oliver Mills | 165.3 | 2 | DED(EB) | "Oliver Mills" | 1 |
| Jenkins | 169.2 | 1 | DED(WB) | "Hendlers" | 1 |
| Jenkins | 169.8 | 2 | DED(EB) | "Jenkins" | 1 |
| Dupont | 175.0 | 2 | DED(EB) | "Avoca" | 1 |

(Continued on Page 11)

"TALKING" DEFECT DETECTORS AID TRAIN SPOTTING IN AREA

(Continued from Page 10)

| LOCATION | MILEPOST | TRACK | TYPE | ANNOUNCED POINT | RADIO CHANNEL |
|--|--------------------|--------|-------------|--------------------|---------------|
| <u>Morrisville Line (Morristown to Norristown)</u> | | | | | |
| Morrisville | 0.7 | Single | DED | "Morrisville" | 1 |
| Southampton | 16.0 | Single | HBD-DED | "Plymouth Meeting" | 1 |
| <u>Trenton Line (Philadelphia to Port Reading Junction, NJ)</u> | | | | | |
| Philadelphia | 1.2 | Single | DED | "Belmont" | 2 |
| Philadelphia | 3.0 | 1-2 | HCD(NB) | "Laurel Hill" | 2 |
| Philadelphia (Byberry) | 13.8 | Single | DED | "Milepost 14" | 2 |
| Langhorne | 24.0 | Single | HBD-DED | "Langhorne" | 2 |
| Belle Mead (NJ) | 50.0 | Single | HBD-DED | "Belle Mead" | 2 |
| <u>Reading Line (Bethlehem to Reading)</u> | | | | | |
| Bethlehem | 91.3 | Single | DED | "Bethlehem" | 2 |
| Emmaus | 29.9 | 1-2 | HBD-DED | "Emmaus" | 2 |
| Blandon | 0.8 | Single | HBD | "Blandon" | 1 |
| <u>Enola Branch (Port, PA to Marysville, PA)</u> | | | | | |
| Marietta | 44.1 | 1-2 | HBD-DED | "Marietta" | 2 |
| Saginaw | 47.6 | 2 | DED(WB) | "Saginaw" | 2 |
| Goldsboro | 56.5 | 1 | DED(EB) | "Goldsboro" | 2 |
| <u>Port Road Branch (Perryville, MD to Port, PA)</u> | | | | | |
| Conowingo (MD) | 9.6 | Single | HBD-DED | "Conowingo" | 2 |
| Safe Harbor (PA) | 33.6 | Single | HBD-DED | "Safe Harbor" | 2 |
| <u>Lurgan Branch (Harrisburg to Shippensburg, PA)</u> | | | | | |
| Rossmoyne | 6.8 | Single | HBD | "Rossmoyne" | 1 |
| Moors Mill | 27.0 | Single | HBD-DED | "Moors Mill" | 1 |
| <u>Hagerstown Secondary Track (Shippensburg, PA to Hagerstown, MD)</u> | | | | | |
| Scotland (PA) | 47.2 | Single | HBD-DED | "Scotland" | 1 |
| State Line | 68.1 | Single | HBD-DED-HCD | "Mason Dixon" | 1 |
| <u>Columbia Secondary Track (Lancaster to Columbia, PA)</u> | | | | | |
| Mountville | 77.7 | Single | DED | "Mountville" | 2 |
| <u>Penns Grove Secondary Track (Woodbury, NJ to Deepwater, NJ)</u> | | | | | |
| Thorofare (NJ) | 11.2 | Single | DED | "Thorofare" | 4 |
| <u>Delmarva Secondary Track (Newark, DE to Pocomoke, MD)</u> | | | | | |
| Porter (DE) | 14.8 | Single | DED | "Porter" | 1 |
| Mt. Pleasant | 22.6 | Single | DED | "Canal" | 1 |
| Townsend | 28.7 | Single | HBD-DED | "Townsend" | 1 |
| Cannon | 80.1 | Single | DED | "Seaford" | 1 |
| Laurel | 88.2 | Single | DED | "Seaford" | 1 |
| <u>Lehigh Secondary Track (Dupont, PA to Waverly, NY)</u> | | | | | |
| Ransom (PA) | 189.8 | Single | DED | "Ransom" | 1 |
| Tunkhannock | 206.4 | Single | DED | "Tunkhannock" | 1 |
| Standing Stone | 247.0 | Single | DED | "Standing Stone" | 1 |
| Ulster | 261.4 | Single | DED | "Ulster" | 1 |
| AMTRAK | | | | | |
| <u>Mainline - Shore to Atlantic City</u> | | | | | |
| Waterford Works (NJ) | 23.1 | Single | HBD-DED | "Bates Mill" | 1 |
| Egg Harbor | 42.3 | Single | HBD-DED | "Bremen Avenue" | 1 |
| CSX TRANSPORTATION | | | | | |
| <u>Philadelphia Subdivision (Philadelphia to Baltimore, MD)</u> | | | | | |
| Carrcroft (DE) | 21.5 | Single | HBD-DED | "Milepost 21.5" | 1 |
| Eder (MD) | 46.0 | Single | HBD-DED | "Milepost 46" | 1 |
| Belcamp | 68.2 | Single | HBD-DED | "Milepost 68.2" | 1 |
| Baltimore | 92.0 | Single | HBD-DED | "Milepost 92" | 1 |
| <u>Hanover Subdivision (Baltimore to Hagerstown, MD)</u> | | | | | |
| Owings Mills (MD) | 14.2 | Single | HBD-DED | "Milepost 14.2" | 1 |
| <u>Lurgan Subdivision (Shippensburg, PA to Cherry Run, WV)</u> | | | | | |
| Chambersburg (PA) | 23.1 | Single | HBD-DED | "Milepost 23.1" | 1 |
| RADIO CHANNELS | | | | | |
| DED - Dragging equipment detector | Conrail 1 - 160.80 | | | | |
| HBD - Hotbox detector | Conrail 2 - 161.07 | | | | |
| HCD - High car detector | Conrail 4 - 160.98 | | | | |
| CS - Controlled siding | Amtrak 1 - 160.92 | | | | |
| EB - Eastbound direction | CSXT 1 - 160.23 | | | | |
| NB - Northbound direction | | | | | |
| WB --Westbound direction | | | | | |
| SOURCE: Operating timetables | | | | | |

NEXT MONTH: CSX LOCOMOTIVE ROSTER

GEISSENHEIMER ENTERTAINS WITH "40 YEARS IN TRANSIT" PROGRAM

A large crowd of members and friends, including several SEPTA officials, gathered at Philadelphia Chapter's January 17 meeting at Jefferson University to greet the evening's special guest, Harold H. Geissenheimer. Mr. Geissenheimer, vice president of the LS Transit Systems consulting firm, is a former general manager of both San Francisco Municipal Railway and Chicago Transit Authority, and before that spent several years at Port Authority Transit of Pittsburgh and its predecessor companies.



After dinner and a brief business meeting, our guest was introduced by his longtime friend John Tucker, SEPTA's chief corporate relations officer. With the assistance of an associate, John Graham, Mr. Geissenheimer then presented a highly-entertaining dual-projector slide show complete with taped music and narration. The program included many scenes in New York, Pittsburgh, Chicago and San Francisco which illustrated the problems and situations he encountered during his long career. This was followed by a nearly-one-hour session in which he fielded a wide variety of questions concerning the properties where he has worked.

The Chapter wishes to thank Mr. Geissenheimer and his assistants, as well as Peter Gaffer of LSTS's Philadelphia office, for bringing us this delightful program. Everyone in attendance enjoyed the unique perspective of this veteran transit manager, and he will receive a Certificate of Appreciation from the Chapter.

UPDATE OF CONRAIL FREIGHT SCHEDULES

The following changes have been made in through freight train schedules on Conrail's Philadelphia and Harrisburg Divisions, as shown in various 1991 issues of Cinders:

- o PIAL (daily) leaves Harrisburg 0730*, leaves Reading 1100, leaves Alburtis 1330, arrives Allentown 1415.
- o P10I (daily) leaves Harrisburg 0530*, passes Alburtis 1000, passes Bethlehem 1100, passes Manville 1320, arrives Oak Island 1435.

* - Crew change.

PHILADELPHIA CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY
 Post Office Box 7302
 PHILADELPHIA, PA 19101-7302

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