

CINDERS

NOVEMBER 1992



IN THIS ISSUE

Philadelphia Chapter News.....	1
PHILADELPHIA EXPRESS, by Frank Tatnall.....	2
ON THE SCENE, by El Simon.....	6
Extra List.....	8

Volume 53 Newsletter of the Number 10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

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 A. DeYoung
Editor.....	R. L. Eastwood, Jr.

COMMITTEE CHAIRS

Equipment.....	Michael F. Hopkins
Membership.....	Sheila A. Dorr
Newsletter.....	R. L. Eastwood, Jr.
Program.....	Douglas W. Watts
Publications.....	Harrison Garforth, 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: \$26.00 per person, which includes Chapter and National dues. Chapter-only dues \$13.00 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.

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be directed 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 353, Huntingdon Valley, PA 19006-0353

OUR MEETING:

FRIDAY, NOVEMBER 13, 1992

Eakins Lounge, Alumni Hall, Thomas Jefferson University, 1020 Locust Street, Philadelphia, PA (three blocks south of Market East station)

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 (\$5.00 after 5 PM)

Our November 13, 1992 meeting features the Annual Railroadiana Auction. The evening begins with our usual sit-down dinner 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, NOVEMBER 10, 1992, to Chapter Secretary Marie Eastwood at 215-947-5769. Please leave a message if no one is home. This is a strict deadline, and we ask that you please specify if you desire a fish dinner. There is no cash bar this year.

The auctioneer's gavel will sound at 7:30 PM in our meeting room, and will continue until 9:30 PM, at which time all unsold material will be returned to sellers. Registration will begin at 7:00 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. Each BUYER will be given a BIDDER NUMBER. In an effort to speed the auction, payment on all items will not be made until the end of the auction, or until the bidder is finished bidding on lots. Settlement for items sold SHOULD BE MADE at the end of the evening, providing sufficient cash is on hand. 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. The Chapter retains 20% of the proceeds from each sale.
4. HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED. 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 13, 1992, and the place is the Eakins Lounge, Jefferson University, 1020 Locust Street, at 7:30 PM.

Contributions of lots to the Chapter are especially encouraged because of our need to raise funds for the ongoing FP7 restoration project. We hope you'll also interest a friend in attending this event.

PHILADELPHIA



FRANK G. TATNALL, JR.

As advertised, the six-month-long RailWorks shutdown ended on Saturday, October 3, and through service between northern suburbs and center city resumed the next day. As might be expected in the wake of such a massive project, numerous delays soon resulted, although the worst problem occurred outside of the RailWorks area. On Tuesday morning, October 6, an overhead wire snapped north of Wayne Junction, causing delays to trains of up to an hour. Some riders were able to bail out at Fern Rock, transferring there to the Broad Street subway as they had been doing since early April.

While RailWorks Part II will not begin until next May, construction of the new Temple University station continues at 10th & Norris Streets. The high-level concrete platforms are largely in place and elevator shafts are well along..... In spite of much newly-installed welded rail, the track speed has been reduced from 45 to 35 mph over the 2.4 miles between "16th Street Junction" and the tunnel ramp at Brown Street.....SEPTA operated an inspection train for the press, using two Silverliner cars, from Wayne Junction to center city two days before regular service resumed.



SEPTA has begun a modest radio and print advertising campaign to help recapture the 27 percent of its rail ridership that deserted the system during RailWorks. Next come the billboards along I-95, picturing a Silverliner with the message "Enjoy a car that doesn't get stuck in traffic." During reopening week SEPTA staged a series of "welcome back" events at center city stations. RailWorks Spokesman Mike Quick, better known for his pass catching with the Eagles, was busy giving out autographs, and SEPTA provided free coffee and bagels.

But everything was not the same as before. In spite of the last-minute reprieve for weekend service (see October Cinders), the new Saturday and Sunday schedules on most lines were substantially reduced from pre-RailWorks levels. Given SEPTA's serious financial bind, these cuts together with numerous weekday consolidations appeared inevitable. On the Chestnut Hill West Line, half-hourly off-peak service reverted to hourly as the R7 Chestnut Hill East Line was reactivated.....Virtually all R1, R2, R3 and R5 trains are stopping at Fern Rock Transportation Center, but the free transfer to and from the Broad Street subway has been eliminated. Fern Rock is now a Zone 2 station.

Those two sets of push-pull equipment lasted only two days on the Trenton Line, when it was found that storage track 7 at Trenton station was too short to accommodate both of them. R7 trains 9724-9745 retain the "Bomb" cars but the other set has been reassigned to R5 Paoli trains 9530-9569 (Rich Werner)..... SEPTA's October TrailPasses picture a train of Blueliners overprinted with a "welcome back" message for riders.Even though SEPTA installed additional welded rail on the Norristown Line during the summer shutdown, service was curtailed in early October for further rail work.....Much has been written about the adverse impact that RailWorks had on merchants in Suburban Station. Last month the Daily News reported that several store operators have stopped paying rent to SEPTA and at least one of them--Remington News--has closed up.... SEPTA is considering the idea of purchasing one or more of METRA's retired E9 passenger locomotives.

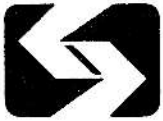
Through service to center city is needed to effectively revive the Newtown line, declared Chapter Editor Larry Eastwood in a letter published in the Inquirer. His letter, featured prominently in the October 20 edition, was written in response to an earlier editorial which endorsed SEPTA's plan to privatize the line with diesel-powered cars running between Newtown and Fox Chase. As Larry pointed out, reviving Newtown service will become even more important when reconstruction of I-95 from Philadelphia northward begins in 1995..... SEPTA will have a consultant study the feasibility of ventilating the center city tunnel for diesel operation. This would allow runthrough service to points such as Newtown and Pottstown.

The Philadelphia Convention Center was topped out last month, marking the near-completion of the \$523-million project. The complex is due to open in June 1993, but renovation of the adjoining Reading Terminal trainshed will not be completed until early 1994.....The Inquirer published an article last month headed "A derelict sits at the new center's door," referring to the dilapidated Reading Terminal headhouse at 12th & Market Streets. The 99-year-old building, vacant for several years, is thought to be too costly for conversion to office use, but it occupies a prominent location just steps away from the convention center. The City owns only an access way through the building to the trainshed.

Until last year, SEPTA published a combined timetable showing all service between Glenside, Jenkintown and center city. It did not do so this fall, so DVARP put together its own timetable which is being distributed to passengers.....SEPTA has sold 80-ton General Electric diesel #55 to a locomotive dealer, who quickly moved the unit out of town. It was bought in 1986 to switch the new Frazer shop.....New rules from the Environmental Protection Agency require that only certified technicians may service Freon air conditioning systems in vehicles. Railcars, however, are considered to be in the same category as fixed facilities and thus are exempt from the EPA rules.....A Federal judge last month dismissed the six-year-old lawsuit brought by Paoli residents against SEPTA, AMTRAK, CONRAIL and others over alleged runoff of PCB chemicals at the Paoli shop.....A 27-year-old man committed suicide on September 30 by lying down in front of SEPTA train #8316 near Fernwood station.....SEPTA's plan to close the Andalusia and Frankford Junction stations has been deferred.

(Continued on Page 3)

PHILADELPHIA EXPRESS (Continued from Page 2)



Just two months after announcing plans to run trackless trolleys on former rail routes 23 and 56, SEPTA has backed away from the scheme. Instead, only the segment of Route 23 from center city south will be wired for coaches, with operation to begin next July. The reason for this change of heart is that "trackless operation is not more economical than bus operation, and the construction of Liberty yard (at Wayne Junction) is probably not fundable." However, SEPTA intends to proceed with an earlier plan to extend trackless Route 66-Frankford Avenue up Knights Road to the Franklin Mills Mall, service to begin next fall. It also may wire Route 53-Wayne Avenue where the steel poles still stand, and combine it with Route 75-Wyoming Avenue by 1995.

SEPTA continues its 10 AM to 6 PM PCC operation on weekends over a portion of Route 23 in Chestnut Hill, but to date the planned inspection pit has not been installed at Germantown depot. Therefore, the three green cars are still deadheading out of Luzerne depot each Saturday and Sunday morning--the only rail activity at soon-to-be-closed Luzerne.....SEPTA is looking at the possibility of sending its rail grinder to Chestnut Hill to help eliminate complaints of noise caused by the corrugated rail.....In mid-October N5 prototype car #451 was performing tests on the Norristown High Speed Line north of Bryn Mawr, where some third rail clearance problems were found. Word is that the 25 production cars will get the full SEPTA paint scheme with gray window band.

There's no quick relief in sight for SEPTA's money problems, which are caused by a deadly combination of reduced subsidies and declining ridership. Because SEPTA covers a relatively high 53 percent of its operating costs from the farebox, the latest financial report is a cause for concern. For the period July through September, passenger revenues fell two percent (\$1.2 million) below budget. Last month, General Manager Louis Gambaccini addressed a memo to all "SAM" (salaried administrative and management) employees, spelling out the dilemma. He said that since the start of the current fiscal year on July 1 SEPTA had taken steps to cut expenses, saving \$1.1 million through the five-percent pay cut for SAM personnel, plus the layoff of 22 revenue attendants and 109 hourly employees with less than one year's service.

Still, there were some glimmers of hope for SEPTA last month. The area Congressional delegation managed to secure for this year an increase in Federal funding above the levels proposed by the President, and a new DOT policy in capital programs will allow transit authorities to spend Federal dollars without waiting for local matching funds to materialize. In addition, an energy bill which the President signed last month, boosts the tax-free limit on employer-provided transit subsidies to workers from \$21 to \$60 per month. To help "level the playing field," the bill places a cap of \$155 per month on parking costs paid by employers, which in major cities could encourage those who drive to work to use mass transit instead.....Stiff new provisions of the Clean Air Act will force employers to reduce the number of people who drive alone to work. EPA rules now being proposed should lead to increased transit use and car-pooling. The Daily News reports that 55 percent of workers in center-city Philadelphia already ride public transportation, compared with 22 percent elsewhere in the City and only two percent in suburban counties.

Five of the 19 PCC's sold by SEPTA to SAN FRANCISCO MUNICIPAL RAILWAY were shipped from Luzerne depot in September to Morrison Knudsen's shop at Hornell, NY. Cars 2101, 2121, 2122, 2138 and 2715 will be rebuilt at a cost of about \$700,000 each.....The five old P&W cars put out for bids (see October Cinders) were disposed of as follows: Strafford car #162 to Railways to Yesterday, #164 to Travel Northern Allegheny, Bullet #206 to East Penn Valley Transit and #209 to Pennsylvania Trolley Museum at Arden. Collision-damaged #202 received no bids.....The subway-surface tunnel was closed for two consecutive mornings on October 20-21, the first day because of a disabled car and the second day due to a signal outage.....SEPTA has placed classified ads in trade papers offering "surplus PCC cars" for sale.

As reported here in the past, SEPTA is looking for a new headquarters building where it can consolidate employees now working in five locations. The Inquirer ran a story last month that SEPTA is now considering an entirely new office building to be erected above Gallery II at 10th & Filbert Streets. The office-vacancy rate in existing center-city buildings is 15.3 percent.....General Manager Gambaccini has written to employees encouraging them to report cases of "waste, fraud and abuse" to SEPTA Inspector General Leon Wigrizer.SEPTA's Telecom Services Group is installing new fiber optic and copper cables to upgrade its outmoded communications system. Among the installations are cables along the Market-Frankford Line between 34th and Spring Garden stations.....Whatever happened to that City Council bill which would have imposed a \$100 parking fine on motorists whose automobiles block transit vehicles?

Presidential Candidate Bill Clinton visited Philadelphia on October 12, riding a Market-Frankford train from 15th Street to 52nd Street for a West Philadelphia campaign appearance.....Press reports indicate that Clinton's first transportation priority, if he is elected, will be to fully fund last year's Intermodal Surface Transportation Efficiency Act (ISTEA). President Bush has been criticized for underfunding ISTEA in his FY 1993 budget.....SEPTA General Manager Louis Gambaccini was elected chairman of the American Public Transit Association at its meeting in San Diego last month.....SEPTA has named Kim Scott Heinle as chief officer-light rail to demonstrate, in SEPTA's words, "the Authority's commitment to electric-powered light rail service in the future." In his new position, Heinle will be responsible for all trolley operations, including vehicle and line maintenance. But Chief of Operations Charles W. Thomas, to whom Heinle reports, has said that acquiring the promised fleet of new cars will depend upon the availability of capital funding.

Chapter Member John LaForce, SEPTA's assistant chief engineer for power, signals & communications, last month described the Authority's current foray into automatic train control. He appeared at an October 14 meeting of the Philadelphia MU Car Club and the Institute of Electrical & Electronic Engineers. In addition to its ongoing ATC project on the Norristown High Speed Line, SEPTA will soon prepare the final design for ATC in the Broad Street subway, replacing an outmoded automatic block signal system and mechanical train stops. In addition, with new cars to be ordered for the Market-Frankford Line, ATC is proposed for that line as well.

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

The first segment would be installed between the Bridge Street and Huntingdon stations as part of the Frankford Elevated Reconstruction Project. ATC provides positive control of train operations and closer headways, and eliminates virtually all wayside signal equipment.

SEPTA resumed operations on the Ridge Avenue subway spur on October 12, after a four-month hiatus. Trains now operate between Olney and 8th Street stations because of signal failure at the Erie Avenue turnback, but service is limited to rush hours only.....SEPTA is converting a few of its lesser-used Broad Street subway stations to exit-only stops after 8:30 PM.....SEPTA has completed structural repairs to a deteriorated section of the Market Street elevated near 60th Street station. The entire West Philadelphia el is targeted for a heavy rebuild.....Following the end of RailWorks on October 3, the Broad Street subway has instituted seven-and-a-half-minute local and express service during peak periods--better than before RailWorks--and off-peak local and express service every seven-and-a-half minutes and 15 minutes respectively.

Montgomery County has lost out on its proposal to the U.S. DOT for funding a feasibility study of a suspended monorail system between Norristown, King of Prussia and the Valley Forge Convention Center.....SEPTA and the Montgomery County Planning Commission have issued a colorful brochure detailing the transit service in the North Penn area.....SEPTA is trucking PCC's from Callowhill to Luzerne depot for storage. Among cars already moved is historic air-electric #2054.....Trackless trolleys returned in September to Route 66-Frankford Avenue, following completion of a steelwork project on the Frankford el.....A feature film entitled "Philadelphia" is being shot on location in Philadelphia, and some SEPTA facilities may be used for background. The movie stars Tom Hanks and Denzel Washington.



On October 20, a month earlier than expected, AMTRAK took delivery of its Swedish-built X-2000 tilt train at shipside in Baltimore's Dundalk Terminal. The trainset, consisting of a slope-nosed electric locomotive, three coaches, a food-service car and a cab car-coach, was deadheaded to Amtrak's Ivy City shop in Washington behind GP40H #192. Built by ABB, the train is leased by Amtrak for a year from Swedish State Railways. With its tilt bodies and self-steering radial trucks, it will be operated in tests at up to 150 mph. These tests are set to begin early this month between New York and Washington, with the train to be based for a time at Philadelphia's Penn Coach yard. It will then move on to testing between Boston and New York the first week of January, behind two modified RTL turbo power units, and if all goes well revenue service between New York and Washington will follow by the end of January. It is understood that the train will be used on various Metroliner schedules. If the \$4-million trial proves out, AMTRAK plans to order a number of X-2000 sets for Corridor service.

President Bush last month signed into law a transportation appropriations bill for FY 1993 which includes \$331 million in operating subsidies for AMTRAK, \$165 million for capital projects and \$204.1 million for Northeast Corridor improvements. Of the latter, \$168.6 million is earmarked for the Boston-New Haven electrification. This is considered a victory for Amtrak, because originally the House approved only \$74 million for capital and nothing for the Corridor--the same as proposed in the President's budget. Senator Frank Lautenberg of New Jersey is given much credit for preserving the higher figures in the final bill. Total funding for the Federal Transit Administration will be \$3.8 billion, up 0.7 percent from 1992 (NARP).

AMTRAK passenger revenues continue to run below budget due to the recession, widespread price-cutting by the money-losing airlines and, some say, a public perception of unreliable train service. Ridership fell a whopping 13 percent in June from the previous year. Unfortunately, the \$331-million operating subsidy (which Amtrak requested) may again prove inadequate. Last year Amtrak received the same amount, but declining revenues forced it to cut \$100 million from its budget. To start the new fiscal year, Amtrak has already furloughed 250 of its 1,250 workers at the Beech Grove (IN) shop, further jeopardizing its overhaul program for locomotives and cars. NARP has written a strong letter to Amtrak President W. Graham Claytor, Jr. criticizing the increasing number of service lapses and Amtrak's slow response to the need for incentive fares on certain routes. Representative Al Swift of Washington said on the House floor last month that Claytor "is going to retire this year" (NARP).

AMTRAK's new system timetable, effective from October 25, 1992 to April 3, 1993, features on its color cover a twilight shot of a Superliner train somewhere out west. The timetable contains 72 pages, same as the spring-summer edition.....AMTRAK has extended its special non-refundable All Aboard America fares, which can be reserved until November 13 for travel through December 17 (see September Cinders).....An outside consultant conducted a survey of AMTRAK management and rank-and-file employees, and found that most workers below management level felt that the railroad was more concerned with cost control and on-time performance than with safety. "Very few people at any level, except corporate managers in Washington, are convinced that Amtrak is a safe railroad," the report concluded.....Have you noticed AMTRAK's new police patrol cars? They're painted white with the slogan "Amtrak police - Protecting a nation in transit."

With their recent return to Chicago from Los Angeles, AMTRAK's three experimental RoadRailer trailers have been sent to storage. The test program has concluded, and no further funding has come from the Postal Service, which sponsored the tests.....AMTRAK will run a VIP train and a public train from Washington to Philadelphia on December 5 for the annual Army-Navy football game (see "Extra List"). If Governor Clinton wins the presidential election, the VIP special could become a "POTUS" train. Incidentally, we erred here a few months ago in saying that this game would be played at the New Jersey Meadowlands. That's next year.....AMTRAK's Atlantic City line has a weedy appearance in some areas, but it is not due to poor maintenance. The New Jersey Pinelands law forbids the application of herbicide chemicals except on farms (Michael Burshtin).....In a departure from Administration policy, Transportation Secretary Andrew Card was quoted recently as saying, "I think AMTRAK is a viable form of transportation in America. I want it to be accessible. I want it to be self-sufficient..." But he then went on to say that he would defend the President's budget, which called for cutbacks in the capital funding needed for self-sufficiency (NARP).

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

More than a dozen new shops will open in 30th Street Station's south concourse by year's end, the Daily News reported. Meats, produce, baked goods and seafood will be among the wares offered by these merchants, some of whom already are fixtures at Reading Terminal Market. Au Bon Pain, a sandwich shop, was to open in late October along the south side of the main waiting room.....Mayor Rendell is reported to be backing the idea of building a new baseball park for the Phillies above Penn-Coch yard at 30th Street, the Inquirer said last month (see September Cinders). This proposal was first heard more than 20 years ago, but the Veterans Stadium site in South Philadelphia was selected because of its abundant parking facilities.....The General Accounting Office recently gave AMTRAK a clean bill of health, after three members of Congress asked for an investigation. The watchdog agency found that Amtrak has been carefully controlling its costs, and steadily reducing its need for Federal subsidies (Railway Age).

AMTRAK experienced another major service disruption on September 30, when at 9:43 AM AEM-7 #920 hauling Metroliner #205 got its pantograph entangled in the wire above #3 track just north of Wilmington. Wires were reported down on all three main tracks. Many trains were delayed and some terminated, while SEPTA elected to bus its Wilmington passengers around the scene. Finally, arrangements were made to use diesels to shuttle trains past the break by way of the non-electrified "O" track. One train, the northbound Crescent #20, was detoured over CONRAIL's Shellpot secondary track which bypasses the area. Conrail SD40-2 #6517 moved #20 over the non-electrified branch. The first track reopened, #1, was placed in service at 5:01 PM, and full service restored by 8:30 PM. Cause of the failure was found to be a fatigue break in an insulator, which allowed the messenger wire to drop.

AMTRAK last month named Arthur F. McMahon as vice president of passenger service, succeeding Eugene N. Eden who retired. McMahon was formerly senior vice president-customer services for British Airways (Amtrak Newsbreak).....AMTRAK Board Member Charles Luna died October 1 in Dallas, TX. A former rail labor leader, Luna was the last of Amtrak's original board of directors.....One of AMTRAK's newest locomotives, P23BH #509, has been sent to CONRAIL's Juniata shop in Altoona after sustaining heavy damage in a grade crossing accident last July on the SOUTHERN PACIFIC in Louisiana. It was the first of three units hauling train #2 Sunset Limited (Conrail Technical Society Journal).....AMTRAK has won an international styling award for the innovative paint scheme on its P32BH units (Railway Age).



CONRAIL has reported net income of \$75 million for the third quarter of 1992 on revenues of \$847 million, compared with net income of \$78 million on revenues of \$839 million in the year-ago period. For the first nine months, net income was \$190 million on revenues of \$2.49 billion compared with \$169 million and \$2.41 billion in three quarters of 1991. Third quarter traffic this year was up 3.4 percent, led by a big jump in intermodal business.....CONRAIL dedicated its new headquarters building at Two Commerce Square, Philadelphia, on October 27. Mayor Rendell was scheduled to speak, and adding to the event was a display of Grif Teller's railroad art. The 92-year-old artist planned to be there in person.....CONRAIL and NORFOLK SOUTHERN now expect to begin their joint Road-Railer service to Harrisburg and Elizabeth, NJ next spring (Traffic World).

CONRAIL is looking to open the long-idle Stony Creek branch between Norristown and West Point, PA in early December, following completion of a \$1-million rebuilding.....The Port Authority's new container terminal in South Philadelphia, completed last spring, still has not opened for business.....CONRAIL's top officials are maintaining their cautious attitude toward steam excursions, which means that K4s #1361 won't be back on Conrail tracks without a top-notch restoration and passing grades for various inspections. "It's a safety problem," said Conrail Chairman James A. Hagen in an interview with the Altoona Mirror. But he wouldn't rule out the K4 someday running on Conrail. "We'll do it on a case-by-case basis," said Hagen, adding that the mainline is too busy to allow a steam locomotive to travel around Horseshoe Curve. Keystone Restoration, Inc. will begin the job of rebuilding #1361 from its dissembled condition (Horseshoe Curve Chapter Coal Bucket).... Railroaders Memorial Museum has received a \$420,000 grant to restore the K4 from the National Park Service's Industrial Heritage Project (PRR Technical & Historical Society).

As of mid-October CONRAIL had reactivated 50 locomotives from retired status, to assist in handling additional trains. These include 37 GP40's, seven SD40's and six U23B's.....The first of CONRAIL's 105 new SD60M units should arrive this month from General Motors' London (Ontario) plant.....Railpace reports that CONRAIL's Juniata shop has repainted GP10 #7582 and SW1200 9362 in the "Conrail Quality" paint scheme, the first units other than new C40-8W's to receive this dress.....CONRAIL has started to re-engine its 13 SD45-2's with 16-cylinder, 3,000-hp 645 engines, essentially making them SD40-2's. The 6655 and 6661 have already been completed (Conrail Technical Society Journal).....The three retired GP40's which CONRAIL's Juniata shop is rebuilding for MARC commuter service are #3198 (MARC #30), 3051 (MARC 31) and 3205 (MARC 32).....Bert Pennypacker reports that CONRAIL has resumed the practice of using helpers to assist westbound trains out of Camden yard up onto the Delair bridge.

The press controversy continued to rage last month over DELAWARE & HUDSON's efforts to gain switching rights from CONRAIL in Philadelphia. This was highlighted by another Inquirer editorial on October 20 entitled "A clear signal," advocating the D&H position.....Meanwhile, CONRAIL advanced a plan for increasing clearances on its Pennsylvania mainlines to 20 feet, six inches to accommodate double-stack high-cube containers. This apparent change of heart was caused by the increasing importance of domestic container shipments to points such as Harrisburg and Morrisville terminals, including those of trucking giant J. B. Hunt. The total cost of raising clearances at some 400 locations between Philadelphia-Morrisville and Cleveland, OH and between Reading and Binghamton, NY would be about \$80 million, to be shared by Conrail, CANADIAN PACIFIC and the State and Federal governments.



Amtrak's Thanksgiving program will be similar to previous years with extra sections and borrowed cars and power. A special timetable will be issued as in past years. Adventurous riders will once again have the opportunity to ride SEPTA Silverliners. One such operation will be from Harrisburg to New York Sunday evening, as an advance section of Train 44 from Pittsburgh.

Amtrak continues to suffer from an ongoing conflict with the Food & Drug Administration over sanitation, rodent infestation and even the purity of drinking water. Last-minute equipment substitutions and/or deletions, coupled with an increasing number of locomotive failures and resultant train delays have given cause for concern in Amtrak's sense of direction. Some of these problems have arisen as a result of the fixation with covering a given percentage of costs, which may prove counter-productive if dissatisfied passengers result.

A minor derailment on Tuesday, October 13 forced Train 69, the Adirondack to run from Penn Station in New York to Albany via the Hell Gate Bridge, reversing direction at New Rochelle. Several other trains, including the Lake Shore Limited, turned at Grand Central Terminal.

The Swedish X-2000 trainset has arrived in Baltimore, and we should expect to see it testing shortly. Revenue service in early 1993 will find it operating in New York-Washington Metroliner Service, later moving to the New York-Boston run behind a pair of Rohr Turbo cab units.

Amtrak has offered 16 pieces of work equipment for sale, including six baggage and six cabin cars.

VIA Rail Canada has over 100 rebuilt cars in service now, with more than 20 others in the rebuilding process. The second set of the Montreal-Gaspé Chaleur converted at the end of September. Unlike the first set of this equipment, the second consist includes a Skyline dome car for meal service.

In early October, SEPTA Rail of Montreal had released its first rebuilt coach and baggage car, the former an ex-New York Central and the latter ex-Union Pacific. These are cars purchased second-hand in the United States, and are not former CP equipment.

At the Canadian fall schedule change, VIA planned to have one HEP trainset in service on the Ocean/Atlantic between Montreal and Halifax, with the other two trainsets scheduled to convert in January 1993. The last HEP candidates will not enter the shops until next spring, however.

Ontario Northland lost a few rebuilt GO Transit cars when a truck struck the Northlander at a grade crossing recently. There were 11 cars in service with a day's layover for servicing on Cochrane. Presumably, this luxury will be dispensed with for the time being. Three FP7's (one rebuilt from a "TEE" lead unit to a conventional configuration) and three power cars (rebuilt BN F units) are assigned. Active F's are 1501 (ex-1986), 1509 and 1520.

In commuter rail news, Burlington Northern was still operating at least three E units in Chicago-Aurora service a month after the ceremonial "last run" on August 30. Noted were 9900, 9902 and 9913. Nineteen units plus spares are required, so this means virtually all of the new F40-2 units will go into this service (earlier F40 #180 has also been running exclusively on the BN).

Maryland's MARC schedules six trains to Brunswick, MD, with two of them still operated with Budd RDC's. Two of the trips run beyond Brunswick to Martinsburg, WV, but return to Brunswick each evening to lay over. Reports suggest that the RDC's, showing their age, are on borrowed time.

If you plan ahead, you might be able to stay at Brunswick's Motel Sleepers -- until December 1991 CSX's Railroad YMCA, a lone survivor of its breed. A modern structure perhaps five years old, it still largely stables CSX crews, but runthrough crews have reduced the number of guests and so "civilian" business is welcome. A single room with private lavatory goes for \$21.00, and a double for \$31.50. It's plain, but adequate. Brunswick still boasts a working tower, "WB", but the resignalling is coming and the tower is living on borrowed time.

The 1992 convention of the American Association of Private Railroad Car Owners (AAPRCO) was held at Hoboken during Festival week. A train of 20 privately-owned cars was operated out of Chicago on Monday, October 5, reaching Hoboken early on the morning of the 7th. The consist of the special was Amtrak F40's 362 and 394, Wisconsin Southern-owned Northern Plains, Northern Sky, Northern Nites and Northern View, Wisconsin Central's Sierra Hotel, privately-owned City of Chicago, Intrepid, Palm Beach 8222, Pacific Grove, Caritas, Silver Palace, Cimarron River, Amtrak Viewliner sleeper 2300, Chapel Hill, North Star, Boonesborough, Saint Lucie Sound, Lehigh Valley 353, Silver Solarium and the Dagny Taggart (added at Buffalo, NY).

The train operated via the Lake Shore Limited's route between Chicago and Lyons, NY, thence via Conrail freight-only trackage to Corning, NY (where Chapter Director Frank Tatnall was observed), then east on the Southern Tier Line to Port Jervis, NY, finishing up running NJT's Bergen County Line to Hoboken. A total of 27 cars were on display at NJT's Hoboken Festival, including four brought up from Philadelphia on October 6. These were Erie Lackawanna 2, Ohio River 364, Pennsylvania 120, and cabin car PRR 477863.

(Continued on Page 7)

ON THE SCENE (Continued from Page 6)

On October 11, an 18-car special operated west over the former Lehigh Valley and Reading routes via Allentown to Harrisburg, and then on to Chicago via the Broadway Limited route.

More than 100 privately-owned cars have operated on Amtrak trains during the first three quarters of 1992. While some are classic standard-weight open-platform cars, the majority are lightweight, streamlined equipment restored to their original configuration or perhaps modified to meet the requirements of their current owners.

Parlor service on Pennsylvania-Reading Seashore Lines between Philadelphia and Atlantic City was provided by Pullman-operated cars owned by the Pennsylvania Railroad after December 31, 1945. Before service was discontinued as a wartime measure in January 1943, two round-trips had offered buffet service, mainly to accommodate through sleeper passengers on the Pittsburgh-Atlantic City car. The others were straight parlor cars.

When service was restored in April 1946, four round-trips were offered, requiring two standard parlors, each remaining overnight at one end point. About 1951, one round-trip was discontinued to permit both cars to lay over at Philadelphia. The same pattern remained in effect until service ended in April 1956.

New York-Atlantic City service prior to World War II consisted of a parlor-buffet on two round trips, plus (generally) a parlor and dining car on trains out of New York on Friday evenings and Saturday afternoons, returning Sunday evenings.

Postwar, the Friday night train and the Sunday morning run were discontinued, and a parlor only was operated Saturday afternoons and Sunday evenings for a period. These trains outlasted their Philadelphia brethren, first being cut to a single round-trip and then serving summer weekends at the end, which was the 1959 season, as I recall. In the end, passengers were warned to expect only "limited food service" in cars Emma Abbott and Jenny Lind.

TOTAL OF 32 CHAPTER MEMBERS ATTENDED NATIONAL CONVENTION

Two more Philadelphia Chapter members have reported in as attending the 1992 NRHS convention in San Jose, CA. Jeffrey Mora of Washington, DC and Milton Prickslett of Mays Landing, NJ bring the total of members registered to 32. The Editor regrets overlooking them in previous reports.

NOVEMBER NAMED AS MODEL RAILROAD MONTH

November is Model Railroad Month, as designated by the National Model Railroad Association. Numerous club shows, displays and home layout open houses will mark the event both nationally and locally.

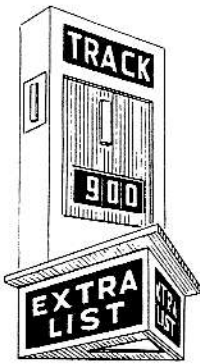
Further information may be obtained from local clubs or from the NMRA at 4121 Cromwell Road, Chattanooga, TN 37421 (telephone 615-892-2846).

PHILADELPHIA EXPRESS (Continued from Page 5)

D&H/CP RAIL operated an inspection train on October 9 from Philadelphia to Allentown and Binghamton, NY, for the benefit of local port officials and customers. The train, which left the RailPort terminal in South Philadelphia about 9:30 AM, consisted of rebuilt GP9 locomotives 8235 and 8228, CP heavyweight office car Mount Steven, still in wine red paint, borrowed lightweight coaches Chicadee and Southland, SUSQUEHANNA coach 507 and "Popemobile" dome inspection car 509.....CP has sent SW8 #6702 to Philadelphia as the regular switcher at RailPort. Still painted in CP red, the unit has received "Delaware & Hudson" lettering.....Mohawk & Hudson Chapter's newsletter Call Board reports that CP will consolidate D&H and S00 LINE into a new "CP SYSTEM," and a new common paint scheme for all locomotives is soon to be unveiled. But D&H's recently-repainted lightning-stripe GP38's appear to be safe for the foreseeable future.

The National Park Service's new visitors center at Horseshoe Curve, near Altoona, has received still another improvement. CONRAIL last month trimmed the trees around both sides of the famous curve, so that for the first time in many years observers have a clear view of approaching trains.....A new tourist operation, the CHADDS FORD & BRANDYWINE, will begin operations over a portion of the OCTORARO RAILWAY. Reportedly, two diesel locomotives are to be obtained from McHugh Brothers.....PATCO has decided to allow riders to bring bicycles aboard off-peak trains. Permits are required.....Bennett Levin, Philadelphia's Commissioner of Licenses & Inspections, has stepped down as president of the American Association of Private Railroad Car Owners. He was succeeded by Douglas Ebert of Rockford, IL. Levin, the owner of Pennsylvania 120, remains a director-at-large.....AMTRAK reports that 127 privately-owned cars were qualified to operate in Amtrak trains, as of last spring.

Buckingham Valley Trolley Association has successfully removed virtually all of its cars stored on Pier 38 South. The cars are now stored on property leased from PennDOT at Front & Laurel Streets..... Congress in late October approved a bill which forbids the Federal Communications Commission from reassigning segments of the radio spectrum now used for microwave transmissions by railroads and public utilities. Any future transfers of the spectrum to so-called "emerging technologies" such as personal telephones and wireless computer networks could only be accomplished if satisfactory replacement facilities are provided at the expense of the new user.....General Motors Electro-Motive Division has unveiled its new "70" series of six-axle diesel locomotives, which pack 4,000 horsepower controlled by state-of-the-art microprocessors.



THROUGH NOVEMBER 13, 1992: Display of Grif Teller art, including famed Pennsylvania Railroad calendars, in lobby of Conrail headquarters, Two Commerce Square, 20th & Market Streets in Philadelphia. Lobby open during business hours.

NOVEMBER 15: "Delano Limited" RDC excursion from Port Clinton to Delano, PA and return via Reading, Blue Mountain & Northern and East Mahanoy & Hazleton Railroads, sponsored by Jersey Central Chapter NRHS. Train leaves Port Clinton 9 AM, operating via Tamaqua tunnel and new Lofty Connection to Oneida Junction near Hazleton, then reversing to Delano before returning to Port Clinton about 4:30 PM. This is the first public excursion over ex-Lehigh Valley line to Delano in many years. Quality photo opportunities and on-board food will be offered. Fare: \$32 per person. Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope. For credit card orders, telephone 908-454-4848 during the day.

NOVEMBER 19: Program of historical railroad and trolley films presented by Louis J. G. Buehler of Allentown, 8 PM at the Canal Museum, Route 611, Easton, PA. Admission Free.

NOVEMBER 20-22: 1st annual convention of Conrail Technical Society at Days Inn, Route 22, Allentown, PA. Registration is open to members and non-members. Tours include Conrail dispatching center at Mount Laurel, NJ; Pavonia yard, Camden; and Allentown yard. Banquet on Saturday night. For information, contact Kermit Geary, Jr., P. O. Box 38, Walnutport, PA 18088 (telephone 215-767-3782).

NOVEMBER 21: 6th annual Holiday Railroad Extravaganza, model railroad, toy train and railroadians show & sale, sponsored by Abington Township Police Association, at Abington Junior High School, Susquehanna Road, Abington, PA. Hours: 9 AM to 3 PM. Admission: \$2 per person, children under 12 free. Tables are \$15 each. For information, contact: ATPA, P. O. Box 211, Abington, PA 19001 (telephone 215-887-1460).

NOVEMBER 22: Holiday Sell & Swap '92 railroadians and model train show, sponsored by Tri-State Chapter NRHS, at Parsippany PAL Building, 22 Baldwin Road, Parsippany, NJ (just off of Route 46). Hours: 9 AM to 3 PM. Admission: \$4 adults, children and senior citizens \$3, families \$6. For information, contact: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962-1217.

DECEMBER 5: Special Amtrak trains will operate from Washington, DC to Philadelphia and return for annual Army-Navy football game at Veterans Stadium. VIP special leaves Washington Union Station at 7:25 AM, arrives 30th Street Station at 9:15 AM. Public train leaves Washington at 7:30 AM, arrives Conrail South Philadelphia yard at 10:20 AM. Ticket information may be obtained by calling Amtrak at 800-USA-RAIL.

DECEMBER 5: "Colonial Christmas Limited" excursion from Baltimore to Williamsburg, VA and return via CSX, sponsored by B&O Railroad Museum. Train departs Baltimore (Mount Clare) 7:30 AM, returns 7:30 PM. Trip features four-hour stay in Colonial Williamsburg, with tours available using special discount pass. Fares: \$55 adults, \$45 children (12 and under), royal governor's pass \$19.95 adults, \$14.95 children. Order tickets from: B&O Railroad Museum Excursions, 901 West Pratt Street, Baltimore, MD 21223-2699.

DECEMBER 5-6: Greater Abington Township Society of Model Engineers open house at 40 x 50-foot model railroad, Prospect & Madison Avenues, Fort Washington, PA, 1 to 5 PM. Donation suggested. For information, contact: Job Luning Prak, P. O. Box 62, Fort Washington, PA 19034 (telephone 215-646-2033).

DECEMBER 5-6: Annual Railroadians & Train Show sponsored by West Jersey Chapter NRHS, at Moorestown Mall, Route 38 & Lenola Road, Moorestown, NJ. Hours: Saturday 10 AM to 9:30 PM, Sunday 10 AM to 6 PM. Admission free. Tables \$40 for both days. For information, contact: Herman Lotstein, 12 Penn's Landing South, One Queen Street, Philadelphia, PA 19147 (telephone 215-339-1948).

THROUGH DECEMBER: "Works: Photographs of Enterprise," an exhibition of industrial photographs in the Philadelphia area, at Hagley Museum's Henry Clay Mill Gallery, Wilmington, DE. Among five important enterprises included are the Baldwin Locomotive Works, SEPTA and Lukens Steel. Hours: 9:30 AM to 4:30 PM daily and regular Hagley Museum admission charge applies. For information, telephone 302-658-2400.



Here are some old friends of Philadelphia Chapter! In the lineup at SEPTA's Callowhill depot for the Chapter's "Farewell to the PCC's" excursion on September 12 are, from left, historic PCC #2054, PCC #2706 and Kawasaki #9086. In the other photo, 14 former SEPTA Blueliners are held on Conrail at Earnest, PA July 8, enroute from Frazer to Reading and their new owners. --PHOTOS BY FRANK TATNALL

NRHS MEMBERS ENTITLED TO "L&RP" DISCOUNTS

As previously announced, NRHS and the publisher of Locomotive & Railway Preservation Magazine have agreed on reduced subscription rates for all NRHS members.

Founded in 1976, L&RP is a 72-page bimonthly magazine devoted to railroad preservation and history. It is now the third largest general-circulation magazine for rail enthusiasts, and only slightly below the National Railway Bulletin in number of copies distributed. Its editor is Mark Smith, a past president of the Champlain Valley Chapter NRHS and chairman of the NRHS-administered Alco Historic Photos.

Here are the specifics of the subscription rate agreement with L&RP:

1. All current NRHS members are able to subscribe to L&RP for \$2.50 per year below the regular rates. NRHS subscription rates are:
 - \$19.00 for one year (vs. regular rate of \$21.50),
 - \$36.00 for two years (vs. regular rate of \$41.00).
 - NRHS rates outside the U.S. are \$22.00 and \$42.00 respectively.
2. These rates apply to renewals of existing subscriptions as well as new subscribers.
3. Members will subscribe to L&RP in the usual manner, except that the Interurban Press circulation department will need demonstration of NRHS membership. Initially, this will be the Chapter name (or "Associate"), which will be checked periodically against Society membership records.
4. Beginning with the 1994 membership year, members may start or renew L&RP subscriptions as part of the regular dues renewal process. This feature will not be ready in time for the upcoming 1993 dues renewal.
5. Society members who currently hold two-year or longer subscriptions to L&RP are entitled to an equivalent extension for each year of unfulfilled subscription. In order to claim this extension, you must enclose your mailing label and write to:

Circulation Department
 Locomotive & Railway Preservation Magazine
 P. O. Box 6128
 Glendale, CA 91225-0128

 This form contains all information necessary to order Locomotive & Railway Preservation at the special NRHS rate. Rates include applicable California state sales tax. If renewal, please attach mailing label.

Subscription Order: U.S.A.

___ One year (6 issues) @\$19.00
 ___ Two years (12 issues) @ \$36.00

Outside the U.S.A.

___ One year (6 issues) @\$22.00
 ___ Two years (12 issues) @ \$42.00

Payment: ___ Check or money order enclosed (payable to Interurban Press)

or bill to my: ___ VISA ___ Master Card Card # _____

Expires _____
 Print name as shown on card _____ Authorized signature _____

Day telephone: (_____) _____ (credit card orders)

Ship to:

NAME _____ CHAPTER NAME (OR "ASSOCIATE") _____

STREET _____ CITY/STATE/ZIP _____

MAIL TO: Interurban Press
 P. O. Box 6128
 Glendale, CA 91225-0128