



CINDERS



OCTOBER 1992



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Volume 53

Newsletter of the

Number 9

PHILADELPHIA CHAPTER

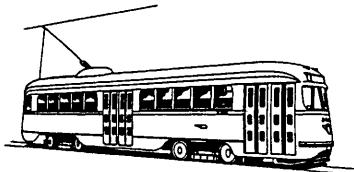
National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

"FAREWELL TO PCC'S" EXCURSION DRAWS A BIG CROWD

More than 100 trolley enthusiasts gathered on a bright and sunny Saturday, September 12, to help Philadelphia Chapter bid farewell to the faithful PCC's after more than 54 years of service on the streets of Philadelphia.



The Chapter sponsored the excursion on Route 15-Girard Avenue, the last SEPTA Line still operating PCC cars in regular service, on the day before buses permanently replaced the 44 and 45-year-old PCC's. SEPTA has pledged to order new light rail vehicles for Route 15, as well as for Route 23-Germantown Avenue and Route 56-Erie-Torresdale Avenues, but the LRV's will not arrive until 1996 at the earliest.

SEPTA furnished two freshly-washed cars in the new "narrow-band" paint scheme, #2095 and 2129, which left the Route 10 loop at 63rd Street & Malvern Avenue in Overbrook at 1:35 PM. After a photo stop at the regular Route 15 terminal on Girard Avenue east of 63rd, both cars proceeded to the Callowhill depot at 59th & Callowhill Streets where Foreman Bob Hughes had arranged a side-by-side display of historic PCC #2054 painted in silver, blue and cream, PCC #2706 and Kawasaki car #9086.

Following another photo stop at Girard & Lancaster Avenues, the cars ran express over the balance of the nine-mile route to its eastern terminal at Richmond & Westmoreland Streets in Port Richmond. After a half-hour rest and lunch stop, the cars proceeded westward into the afternoon run, with photo opportunities on Richmond Street, the Girard Avenue bridge west of I-95, the entrance to Girard College, the 26th Street loop, the Schuylkill River bridge, the new bridge over Amtrak at Belmont Avenue and at 63rd & Lansdowne Avenue (with Route 10 signs turned up). Arrival at the Malvern loop was about half an hour late at 5:30 PM.

Everyone seemed to enjoy the excursion, in spite of the pail of sadness caused by the demise of PCC's in Philadelphia. An *Inquirer* staff writer rode much of the trip and a story with photo appeared on the front page of the newspaper's Sunday edition. National Director Frank Tatnall and several riders were quoted in the very accurate story. Editor Tom Nemeth of *Railpace* was also on board, and a report can be expected in that publication as well.

Car hosts were Michael and Lynn Burshtin, Dave Kopena and Frank Tatnall. The trip handout was prepared by Frank Tatnall with assistance from Russ Jackson, Andy Maginnis and Joe Mannix.

REMINDER: MEETING DATES ADJUSTED FOR NOVEMBER AND DECEMBER

Members are reminded that adjustments have been made in the meeting dates for November and December, due to prior commitments at Thomas Jefferson University by other groups using the Alumni Hall.

Our November meeting will be held on the second Friday, November 13. The meeting will begin at 7:30 and will feature Philadelphia Chapter's Annual Railroadiana Auction. Members should begin gathering material now, and attend the auction with a full wallet to take advantage of opportunities to add to their collections at what are generally reasonable prices. The auction procedure will be modified somewhat this year, in that a bidder number will be assigned to members desiring to bid, and payment will not be made until the auction is over. This is expected to speed up the auction process and make the event more enjoyable, as well as more efficient.

In December, our meeting will be held on the third Friday, December 18. Our featured speaker will be well-known Rail Historian Dan Cupper, of the Harrisburg Chapter, who will present a program on the famed Horseshoe Curve, its restoration as a National Historic Park.

Please insure that your calendars are marked for these upcoming events.

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

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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.
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Editor.....R. L. Eastwood, Jr.

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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.

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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, OCTOBER 16, 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 7:45 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 October 16 meeting will feature another professional film night. We expect to screen three titles which will please members: BIG TRAINS ROLLING, 1955-vintage Association of American Railroads film featuring first generation diesel and passenger action from the 1950's, in color! Also anticipated is the 1981 Union Pacific film, EIGHTY FOUR FORTY FOUR, documenting a trip behind this colorful locomotive, actually never retired by UP; and STEAM PEOPLE, a 1988 Norfolk Southern production documenting the restoration of the A-Class 1218. Substitutions may be required, depending upon availability from the NRHS Film Library.

The 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, OCTOBER 13, 1992 to National Director Frank Tatnall at 215-828-0706. This is a strict deadline, and we ask that you specify when ordering if you desire a fish dinner. There will be no cash bar this year.

We urge you to come out and enjoy some classic professional film action at our October 16 meeting.

SECOND READING VOLUME NOW AVAILABLE

The Reading Railroad: History of a Coal Age Empire, Volume 2: The Twentieth Century, by James L. Holton, has been published and is available in numerous retail outlets.

The 452-page volume contains 483 photographs (26 in color), 31 maps, and retails for \$68.00 per copy. The long-awaited sequel to Volume 1 covers the story of the Reading from 1900 until its conveyance to Conrail on April 1, 1976. Topics include rebuilding of the major lines shortly after the turn of the century, participation in the World War I effort, the electrification of the Philadelphia suburban commuter lines, the survival of the Great Depression, and the long slide until the Conrail takeover.

Separate chapters cover the history of the Central Railroad of New Jersey, the story of the Reading Shops and the history of the Reading Coal & Iron subsidiary.

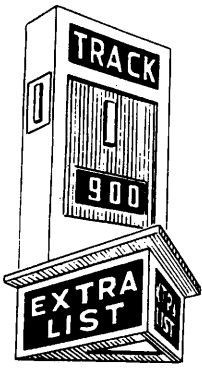
The book is expected to be available through the Chapter's bookstore by our November meeting, and Mr. Holton is expected to be a guest of the Chapter at an early 1993 meeting to present a program on the subject.

The Chapter's 1991 Annual Financial Statement is available for those members desiring to have a copy. Members may secure their copy at the October 16 meeting, or by sending a stamped, self-addressed envelope to:

Philadelphia Chapter, NRHS
ATTN: Financial Statement
Post Office Box 7302
Philadelphia, PA 19101-7302

SEPTA BEGINS "HISTORIC LOOP" PCC RUNS IN CHESTNUT HILL

On Sunday, September 13, the day after Philadelphia Chapter's PCC excursion, SEPTA launched its previously-announced "historic loop" trolley operation in Chestnut Hill. Using three PCC cars painted in approximately the green-and-cream style in use prior to SEPTA, the cars run every 20 minutes Saturdays and Sundays only, over a two-mile route between Chestnut Hill loop and Gorgas Lane in Mount Airy. The cars in service are #2168, 2750 and 2785. A special card timetable has been issued for the service, which will continue indefinitely.



OCTOBER 10, 1992: 12th annual Hoboken Festival at former Lackawanna Hoboken Terminal, Hoboken, NJ, 11 AM to 5 PM, sponsored by NJ Transit. Train rides, rail displays, railroadiana sales will be included, together with this year's special gathering of more than 30 private cars for the convention of American Association of Private Railroad Car Owners. Admission free. For information, write: NJ Transit, Hoboken Festival, P. O. Box 10009, Newark, NJ 07101.

OCTOBER 11: "Iron Horse Ramble" on Reading, Blue Mountain & Northern from West Leesport to Tamaqua, PA and return for annual Heritage Festival. Train departs 9 AM. Fares: \$27 adults, \$5 children (12 and under), \$47 for top-level dome seats by phone order only. Order tickets from: Blue Mountain & Reading Railroad, P. O. Box 425, Hamburg, PA 19526. For information, telephone 215-562-2102 (ticket orders only 800-345-7215).

OCTOBER 17: Special Amtrak train from Lancaster and Harrisburg, PA to Altoona, PA and return, including two runs around world-famous Horseshoe Curve, sponsored by Lancaster Chapter NRHS. Food service available aboard the train. Special leaves Lancaster 6:40 AM, Harrisburg 7:15 AM, returning to Harrisburg 9:25 PM and Lancaster 10:20 PM. Fare: \$74 per person, which includes bus transportation to the new Horseshoe Curve Visitors Center. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

OCTOBER 17: "Old Main Line Special" from Baltimore (Mount Clare) to Harpers Ferry and Martinsburg, WV and return via CSX Old Main Line Subdivision, sponsored by B&O Railroad Museum. Train departs 7:30 AM, arrives Harpers Ferry 10:30 AM, Martinsburg 11 AM, returns to Baltimore 6:30 PM. Fares: \$55 adults, \$45 children (12 and under). Order tickets from: B&O Railroad Museum Excursions, 901 West Pratt Street, Baltimore, MD 21223-2699. For information and reservations, telephone 301-752-2393 weekdays 9 AM to 5 PM.

OCTOBER 17: "Mountain Express" excursion from Hoboken, NJ to Lackawaxen, PA and return using Erie-painted E8 diesel locomotives, sponsored by United Railroad Historical Society. Train leaves Lackawanna Terminal, Hoboken 9:15 AM routed via NJ Transit-Conrail Southern Tier Line. Fares: \$47 adults, \$25 children (under 12). All proceeds will be used for rolling stock restoration. Limited first-class accommodations also available. Order tickets from: URHS, 74 Davis Avenue, Hackensack, NJ 07601, making checks payable to "URHS Train Tickets." For further information and credit card orders, telephone 609-443-4746 after 6 PM.

OCTOBER 18: "Iron Horse Ramble" on Reading, Blue Mountain & Northern from West Leesport to Jim Thorpe, PA and return. Train departs 8 AM. Fares: \$35 adults, \$5 children (12 and under), \$55 for top-level dome seats by phone order only. Order tickets as shown in October 11 item above.

OCTOBER 18: "Autumn Glory Special" from Baltimore (Mount Clare) to Cumberland and Frostburg, MD and return via CSX and Western Maryland Scenic Railroad. Train departs Baltimore 7:30 AM, arrives Cumberland 12 Noon, Frostburg 12:40 PM, returns to Baltimore 8 PM. Fares: \$55 adults, \$45 children (12 and under). Order tickets as shown in October 17 item above.

OCTOBER 25: "Iron Horse Ramble" on Reading, Blue Mountain & Northern from West Leesport to Tremont/Donaldson, PA and return. Train departs 9 AM. Fares: \$29 adults, \$5 children (12 and under), \$49 for top-level dome seats by phone order only. Order tickets as shown in October 11 item above.

NOVEMBER 1-8: Maryland Rail Fest '92 celebrating 150 years of rail history in Cumberland, MD, to feature ceremonial re-enactment of arrival of the first B&O train in 1842. Other events include railfan excursions, exhibits, shop tours, exhibits from B&O Museum, railroadiana flea market, banquet, carnival and fireworks. For information, telephone Western Maryland Chapter NRHS at 301-722-2101, or 800-TRAIN-50.

NOVEMBER 7: "Sand Patch Special" excursion from Cumberland, MD to Connellsville, PA and return via Sand Patch grade on CSX's former B&O mainline. This is a major event of Maryland Rail Fest '92. Fare: \$40 per person. For information, telephone 800-TRAIN-50.

NOVEMBER 8: "West End Mountain Special" excursion from Cumberland, MD to Grafton, WV and return via CSX's former B&O Mountain Subdivision. Trip features climb over 17-Mile, Cranberry and Newburg grades. Fare: \$40 per person. This is another event of Maryland Rail Fest '92. For information, telephone 800-TRAIN-50.

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; Pavia 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 railroadiana 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).

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 as shown in October 17 item above.

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).



Amtrak will issue revised schedules effective with the change of time on October 25, 1992. Advance reports indicate the Corridor will see the weekend cuts made in May restored.

In Washington-Boston service, numerous changes will be made. Train 171 will be renumbered 169, with Train 85's slot being taken over by 171, the Minute Man. Train 193's slot will be taken by Train 177, and Train 177's slot will become Train 179. Train 167, the Narragansett replaces Train 179 weekends, with Train 193 taking over for Train 179. The upshot of all this juggling is that through Boston-Richmond service is discontinued and the one Boston-Philadelphia afternoon trip returns to its traditional departure from the Hub.

Northbound, Trains 10 and 12 run over two hours earlier from Washington and swap places with the Benjamin Franklin (Trains 190-198) east of Philadelphia. Train 86 is discontinued east of New York. Metro-liner Express 154 runs 75 minutes later while Metroliner 156 operates 40 minutes earlier.

To improve the headway between trains east of New York, several trains have swapped "slots" between Washington and New York. Train 172 will now run on 184's old slot, with 174 running in 186's old slot. Train 184 will then run on 174's former time. Train 176 runs on 142's old schedule, with 142 taking over 176's time. Train 96 will operate daily instead of Train 138. Southbound, Train 171 replaces Train 85, with 85 replacing 185, and Train 189 (7:30 PM New York) operates Sundays only, instead of daily. Clocker 639 returns to service, departing New York at 9:30 PM Saturdays only.

The ill-fated Colonial name has been retired, with the train now known as the Old Dominion. The Montrealer will be identified as such all the way to or from Washington, so Corridor trains 136-137 are deleted. Trains without food service cars will become non-smoking, such as the New Haven-Springfield trains. Smokers traveling should carefully study timetable symbols.

Tidewater service schedule changes will find later departure from Newport News on Fridays, as Train 96 is carded instead of 94. The Friday Washington-Newport News positioning move will also run two hours later. On the inland route to Boston, via Springfield, the Night Owl connection, Train 466, comes off. It's replaced by Train 470. The evening Train 476 via this route will operate one hour earlier.

The Silver Meteor will revert to its traditional earlier southbound schedule, while the Adirondack, as usual, will run about two hours later southbound Sundays to accommodate skiers. Out west, a ninth San Diegan and fourth San Joaquin have been added, but Santa Fe may have withdrawn approval for these trains, and as a result, negotiations continue.

In other Amtrak developments, the continuing saga of refrigeration problems continues. Amtrak and the Food and Drug Administration have signed a consent decree which calls for more rigorous inspection of food service cars. Because these procedures will tie up more cars, a number of cutbacks have taken place effective September 21, and they are expected to last for at least six months. In our area the changes will find the Crescent losing its New Orleans lounge car (the Mobile car remains) so the diner will provide snack service between Birmingham and New Orleans. The Cardinal loses its full diner, with a Horizon dinette providing tray meals, and the Montrealer will carry an AmLounge II with tray meal service for coach or sleeper passengers (the latter receiving them free, of course).

To provide additional summer capacity on the booming San Diegans, Amtrak reassigned two Amcoaches from Chicago and one Horizon coach (54067) from Oakland. On peak holiday weekends, several trains have operated with 12 high-capacity cars. The four borrowed Caltrain gallery cars have been returned to San Francisco's Peninsula line due to the expansion southward to Gilroy, so new Toronto-style Metrolink cars have been borrowed to fill in.

Amtrak is pursuing some major wreck rebuilding projects at Beech Grove and Wilmington, involving Superliner and Amfleet cars. However, Heritage cars 1266, 2442, 3127 and MHC 1562 are awaiting disposition, which usually means their time is up.

VIA Rail Canada will place HEP equipment on the second set of the Chaleur effective at the end of September. The three sets covering the Atlantic and Ocean will convert in late October (set 1) and January (sets 2-3). At that time, the only "steam" trains on VIA will be two tri-weekly "protected" trains running from Montreal, and several "protected" trains out of Winnipeg to northern Manitoba points.

My guess is that perhaps 20 coaches and a few baggage cars will have to remain in active service, but VIA has stated that a Phase III HEP program is being considered, possibly with government funding to equip the "protected" trains, which serve areas devoid of good highway access.

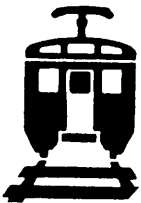
PHILADELPHIA



FRANK G. TATNALL, JR.

To the surprise of many, SEPTA's board on September 24 decided to void most of the cuts in Regional Rail service which had been proposed in earlier public hearings (see September Cinders). The action was the result of behind-the-scenes negotiations in which the four suburban counties agreed to let SEPTA retain nearly \$800,000 in "excess" matching funds for this fiscal year, funds which had been committed based on a higher level of State funding than the \$163 million actually voted by the Legislature.

Thus, much of SEPTA's present weekend rail service will not be eliminated, a proposal which had drawn widespread opposition from elected officials and the public alike. Hearing Examiner George Krambles, in his non-binding report to the board, had backed the cuts, saying that SEPTA offers too much train service for the number of actual riders. He did, however, recommend an increase in SEPTA's modest marketing program to attract more passengers.



Some cuts will still be made, effective with the end of the RailWorks I project on October 4. These included the elimination of off-peak and Saturday service on the R6 Cynwyd line, earlier last trips on weekends for other lines, and some combining of weekday trains such as certain R5 Bryn Mawr and Paoli locals. Only the R1 Airport Line schedules will be spared any reductions. In addition, four lightly-used stations will be closed: Logan, Mogeys, Andalusia and Frankford Junction (the latter already closed because of safety concerns).

The last-minute decision presented SEPTA schedule makers with some problems. Two sets of timetables had already been prepared based on anticipated actions of the board. But the outcome will require the issuance of another timetable for each line showing the restored weekend service, and still another will list two morning and two evening trains reinstated on the R5 Parkesburg route. (One midday round-trip to Parkesburg is eliminated.) But the additional money from the counties will fill the gap only to the end of the current fiscal year on June 30, 1993, when the same cash shortfall may again rear its head. Bucks County Commissioner and Board Member Andrew Warren said as much at last month's meeting, pointing out that the counties' generosity was a one-time thing. "Don't get used to it," he warned.

SEPTA will resume more-or-less normal service to center city on the "Reading side" when Phase I of RailWorks ends on October 4. Twelve old bridges have been replaced on the Mainline through North Philadelphia and three rebuilt. Much new track has been installed, along with a new interlocking at "16th Street Junction" and new signal cables. Still to be done during next year's four-month shutdown is the replacement of ten more bridges, construction of new stations at Temple and North Broad, and completion of catenary and other electrical work. An inspection train for the press was scheduled over the line on Friday, October 2, and a modest newspaper and radio ad campaign is planned to help woo back the 27 percent of riders who have deserted the system since April. But Leroy Howell, SEPTA's manager of communications for the project, cautioned that the Authority does not want to spend a lot of money on this effort, only to have riders again displaced by the second shutdown next May.

The Bombardier push-pull trains will not be restored to the Reading side following the end of RailWorks. Instead, two sets will be assigned to R7 Trenton trains 9745-9747-9724-9726, two others will remain on Parkesburg trains and the final two on Downingtown runs. This will place all six active sets on Amtrak during peak power-consumption periods, saving money as compared with MU trains.....With the reductions of the Fox Chase diesel trains to two Bombardier cars each, push-pull equipment was restored early last month to Bryn Mawr train 7019 and Paoli train 7518. This left only one spare AEM-7 and two spare cars.....SEPTA AEM-7 #2303, which was swapped to AMTRAK for an F40 diesel, never hauled an Amtrak train and was returned on August 31. As previously reported, F40 #413 struck the catenary on a test run and thus could not be used on the Fox Chase trains.

The Fox Chase shuttles ran reasonably well through September, using CONRAIL track between "Newtown Junction" and "Zoo." SEPTA R1 diesels 60 and 61 powered the pair of two-car trains, but ridership was light because many former R8 riders did not know about the service, announced in late August. These weekday-only trains were numbered 6892-6893-6894-6895 and an official R8 "Diesel Shuttle" timetable was issued. The interim service was the result of strong lobbying by the Delaware Valley Association of Railroad Passengers, which for months had been advocating alternate diesel service around the RailWorks area. Whether the same or expanded service will be offered during next year's shutdown period remains to be seen.

SEPTA joined in the "Make It a Night" promotion in which hundreds of center city stores agreed to stay open at least until 8 PM on Wednesday nights through November. The first two nights of September 16 and 23 appeared to be rousing successes. SEPTA offered \$1 Regional Rail fares on all trains arriving center city after 5 PM and departing after 7:30 PM, but the fares were to be in effect only during September.....West Trenton train 9331 snagged a pantograph in the overhead wire at Philmont at 3:30 PM September 3. Four trains were annulled and others delayed until the problem was fixed at 8:50 PM.

PHILADELPHIA EXPRESS (Continued from Page 5)



SEPTA has again delayed the bid opening for its 200 new Market-Frankford cars, this time until January 27, 1993, more than eight months behind the original date.....Market-Frankford car #613 has received experimental carpeting.....Four riders suffered minor injuries when a subway-surface car rear-ended another car in the tunnel east of 15th Street at 10:45 AM on September 25.....DVARP reports that service will be restored to the Ridge Avenue spur of the Broad Street subway on October 5, which was shut down in June due to signal cable failure. Ridge trains will turn back at Olney instead of at Erie Avenue.....The City has installed two new escalators at the 15th & Market subway entrance, but last month only one was operating.....The 1920's-vintage JFK Stadium in South Philadelphia has been demolished to make way for the new \$170-million Spectrum II arena. It will be a block south of the Broad & Pattison subway terminal.

Route 10 trolley operators were instructed to return their Kawasaki cars to Elmwood depot on September 11 and 12, ending rail operations at the old Callowhill depot in West Philadelphia. In addition to Philadelphia Chapter's two excursion cars (see page 1), Route 15--the other Callowhill line--ran entirely with PCC's on Saturday the 12th rather than with the normal weekend LRV's. The next day Route 15 was converted to bus, possibly forever.....SEPTA has put out for bid its remaining P&W historic cars--three Bullets and two Straffords. Apparently the package includes Bullet 206, which has been serving as a "pickle" or de-icing car.SEPTA cut back service on many of its 84 City Transit Division routes effective with the fall schedules on September 13, but a few bus routes such as the 76 Ben Franklin were extended. A new Route 82, dubbed the "ColumBus," was inaugurated between 19th & Market and 2nd & Spring Garden, operating via Penn's Landing and Columbus Blvd. The ColumBus runs every 15 minutes on Friday evenings, Saturdays and Sundays, and the fare is just 50 cents.

Mayor Rendell's two appointees to the SEPTA board, Federal Reserve Economist Richard Voith and Lawyer Jettie Newkirk, were seated at the September 24 meeting. They replace the Harrises, Judith and Mary..... SEPTA General Manager Louis Gambaccini has been named 1992 Citizen of the Year by the PENJERDEL Council, a non-profit area business association.....Industry reports show that "unlinked" passenger trips on all U.S. transit systems fell to 2.14 billion in the fourth quarter of 1991, a 2.2-percent decrease from the same period in 1990 (Mohawk & Hudson Chapter Call Board).



NARP reports that AMTRAK diesel failures are down, but failures of electric locomotives on the Corridor are increasing. Amtrak has begun a preventive maintenance program for its AEM-7 fleet and plans to overhaul four of its 11 big E60's next year.With the recent labor disputes now settled, the major railroads including AMTRAK have contracts with all unions extending at least to January 1, 1995. This makes any further strike threats unlikely before 1996 at the earliest.....Matrix Health Management of Wyncote, PA is under investigation by the Federal government for allegedly defrauding AMTRAK of millions of dollars intended for workers' health benefits, the Daily News reports. Meanwhile, another Amtrak supplier was charged with paying kickbacks to Amtrak personnel to sell the railroad \$1.3-million worth of substandard sheets, towels and pillow cases.

AMTRAK's North Philadelphia station has been nominated to the National Register of Historic Places, but the carrier reportedly is resisting the effort because it could increase renovation costs for the 91-year-old building. Neighborhood groups are displeased that the promised restoration of the station has not occurred.After two years of negotiations, AMTRAK has become the first non-airline carrier to be included in the Official Airline Guide (20th Century Railroad Club Fast Mail).....Naporano Iron & Metal of Newark, NJ has purchased ten of AMTRAK's retired P30CH diesel locomotives for scrapping (Jersey Central Chapter News)..... AMTRAK has replaced CONRAIL's radio channel 1 with its own road frequency (160.92) between Boston and Cranston, RI. Now all of the Amtrak-owned Corridor lines use the same frequency (Call Board).



A battle royal has been raging in the business press, as well as in the Inquirer, over CONRAIL's hardline stand on granting switching rights to the DELAWARE & HUDSON in Philadelphia. The Interstate Commerce Commission is still considering the matter of whether D&H retains these rights from the time when it was a money-losing small railroad, before giant CANADIAN PACIFIC bought it in 1991. A controversy has erupted over the possible rebuilding of the Philadelphia Belt Line route on Columbus Blvd. (formerly Delaware Avenue) through the Penn's Landing area so that D&H could reach Tioga Marine Terminal in the Richmond section of the City. Belt Line has even demanded that the new pedestrian overpass at Penn's Landing be raised to permit the passage of double stack trains. In an August 31 editorial, the Inquirer raised the "specter of grimy freight trains clanking past the City's festive waterfront," and seemed piqued that among local politicians only Senator Arlen Specter, running for re-election, had joined the fray.

Recent press stories report the efforts of shippers and port interests to obtain higher clearances on CONRAIL's mainline across Pennsylvania, in order to accommodate double-stack container trains and oversize shipments of machinery. The Legislature authorized \$38 million for the project in 1987 but no money was appropriated. Now the estimated cost for 20-foot, six-inch vertical clearances from Ohio to Philadelphia and Easton is close to \$60 million, of which Conrail is willing to put up about \$11 million. D&H also wants the high clearances on its north-south route through Scranton and Allentown. Some resolution is expected soon.

CONRAIL joined with CSX, NORFOLK SOUTHERN and other railroads to aid the victims of Hurricane Andrew, which devastated southern Florida and parts of Louisiana in late August. Many carloads and trailerloads of relief supplies were moved free of charge to the suffering areas, and in some cases entire trains were handled by union workers donating their services. Canned food, clothing, bottled water, bedding and even carloads of ice were among the shipments moved, and at least two trainloads of U.S. Army trucks, construction equipment and

PHILADELPHIA EXPRESS (Continued from Page 6)

water purification units rolled over CR and CSX lines to Homestead, FL. Railroad employees joined many others in collecting money and goods to assist in the massive relief effort. One shipment, consisting of two trailer-loads of food and clothing, came from the Camp Hill Fire Company near Harrisburg, which moved in early September via CR and NS.

CONRAIL last month announced that it had agreed to an out-of-court settlement of \$1 million with workers at the Paoli electric shop and nearby residents, who said they were the victims of toxic PCB chemicals. Used for years as a coolant in electrical transformers, PCB's are now suspected of causing cancer and liver damage. A six-year-old Federal lawsuit against SEPTA, AMTRAK, Penn Central, General Electric and the manufacturer of PCB's, Monsanto, may be affected by a dispute over the credentials of an investigator hired by the Environmental Protection Agency.

CONRAIL in December will complete the move of some 3,000 employees to its new system headquarters at Two Commerce Square, 20th & Market Streets in Philadelphia.....CONRAIL's Juniata shop in Altoona recently won contracts worth \$3 million for overhauling NJ TRANSIT locomotives and for painting 15 AMTRAK units..... Juniata is also rebuilding three retired CONRAIL GP40's for MARC, #3198 (now MARC #30), 3051 and 3205..... CONRAIL has now reinstated a total of 43 locomotives from its retired list for active service (see September Cinders).....CONRAIL has leased GP30's #2200, 2202, 2210 and 2238 to KYLE RAILROAD and sold GP35's #2254, 2314 and 2336 to Connecticut's HOUSATONIC RAILROAD. SW7 #8909 has gone to the BRANDYWINE VALLEY.....Laurel Lines reports that CONRAIL has started to cut up some of the 200 cabooses stored at Reading.

CONRAIL will handle an unusual train of 19 passenger cars from Chicago to Hoboken, NJ on October 5-6 for the annual convention of the American Association of Private Railroad Car Owners. To be hauled by AMTRAK locomotives, the train is to move via Buffalo and the Southern Tier Line. Returning October 11, the train will route via Allentown and Harrisburg. The convention will coincide with the 12th annual Hoboken Festival on Saturday, October 10, sponsored by NJ TRANSIT.....CONRAIL reports that its operating ratio for the first half of 1992 improved to 86.3 percent from 88.7 percent during the same period a year earlier. The operating ratio is a measure of efficiency and is obtained by dividing expenses by revenues. The railroad's five-year strategic plan calls for a reduction to 80 percent by 1996.....The Reading Company is trying to work out a plan to extinguish an underground fire which has been burning for 20 years along CONRAIL's Harrisburg mainline in Cumru Township, near Reading (Northeast Railroad).

EXTRA LIST (Continued from Page 3)

DECEMBER 5-6: Annual Railroadiana & 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.

ON THE SCENE (Continued from Page 4)

With the passing of the summer season, of course, the size of the Atlantic should shrink a bit from the 14 cars often seen during July and August. This consist length just nudged out the Canadian, which ran at times with 13 cars.

In commuter rail news, Los Angeles' new Metrolink service is slated to begin service October 26. Trains will operate east over Southern Pacific trackage to Pomona, northwest on the SP to Santa Clarita and west to Moorpark (also on the SP). In early 1993, service will be extended to San Bernardino and over a fourth line to Riverside. The final route, opening in the fall of 1993, will see commuter service operating over the San Diego line to San Clemente (with more stops than the present trains). The new GMD F59PH locomotives are numbered upwards from 851, coaches are in the 600's and cab cars in the 100's.

The annual Hoboken Festival was scheduled to see 27 privately-owned cars in town for the AAPRCO convention, most of which can be visited for a \$5.00 fee. A 20-car train was scheduled to come east from Chicago to Buffalo over Conrail's Chicago Line. Last-minute changes, mandated by Conrail trackwork on the Southern Tier route, will find the train traveling east from Buffalo to Lyons, NY, then down the Corning Secondary Track to Corning, east over the Southern Tier to Suffern, and on down NJ Transit to Hoboken. The return trip was set to operate via the former Lehigh Valley and Reading to Harrisburg, thence following the route of the Broadway Limited back to Chicago.

CN's classic electrified Montreal commuter operation has scored a gain and a loss recently. On the minus side, all of the veteran clerestory-roof coaches should be replaced by leased VIA cars by September, leaving only a few "Canadian Flyer" coaches in CN livery. However, four of the venerable English Electric locomotives have been again restored to service for another go at it. These machines were obtained when CN traded steam switchers in 1942, so the then-new Central Station in Montreal could be fully worked by electric power.

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