

CINDERS

JANUARY 1995



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Volume 56

Newsletter of the

Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

MEETING CANCELLATION ALERT!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting night, Chapter officers will make a decision as to whether to hold the scheduled meeting. If in doubt, members should call 215-947-5769 for a recorded advisory on the meeting.

OUR MEETING:

FRIDAY EVENING, JANUARY 20, 1995

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

Dinner at 6:15 PM (\$19.50 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 6 PM)

Our January 20, 1995 meeting will feature TRAINS Magazine Special Correspondent Dan Cupper, who will provide a presentation entitled "'TRAINS' Magazine from the Inside Out". Dan is a member of Harrisburg Chapter NRHS, is a free-lance writer, serves as managing editor of The Diesel Era, and has authored several railroad books, including Crossroads of Commerce, (The Pennsylvania Railroad Calendar Art of Grif Teller), and The Pennsylvania Turnpike - A History. You'll be sure to enjoy Dan's talk as he tells us how our good friends at Kalmbach Publishing bring "The leading magazine of railroading" to us each month.

Our usual sit-down dinner will be held, in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$19.50 per person. DINNER RESERVATIONS, WHICH ARE MANDATORY, MUST BE MADE BY TUESDAY EVENING, JANUARY 17, 1995 to President Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

Members are reminded that our February 17, 1995 meeting will feature the annual Ray Muller Slide Contest, and the March 17, 1995 meeting our Annual Railroadiana Auction. Come out and join us on January 20 as we hear from Dan Cupper about the inside workings at Trains.

NEW READING RAILROAD VIDEO OFFERED FOR SALE BY CHAPTER

"Vignettes of the Reading Company, Vol. 1" is a carefully-edited 60-minute videotape of action on Reading lines prior to the Conrail takeover of 1976. The films were obtained from the estate of well-known Lehigh Valley Chapter Member Charles Houser, who spent many hours taking movies along the Reading.

Produced by Clear Block Productions of Marion, OH, the tape may be obtained by sending a check for \$35 to Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. It will be promptly shipped postpaid. It will also be available at the January Chapter meeting.

CHAPTER JOINS IN ISSUING PAOLI SHOP BOOKLET

At the request of SEPTA, Philadelphia Chapter NRHS and the Philadelphia Chapter, Pennsylvania Railroad Technical & Historical Society, have jointly produced an eight-page commemorative booklet on the Paoli electric car shop. Opened by the PRR in 1915, the shop is expected to be permanently closed this month after the new Overbrook facility is fully operational.

Featuring numerous historical photos and graphics, the booklet contains a brief history of Paoli shop, which was built to support the PRR's first electrified commuter operation in the Philadelphia area. Front and back covers are in color. Frank Tatnall served as editor, with assistance from Members Win Gross, Phil Ritter, Larry Ryan and several SEPTA employees. SEPTA will distribute the booklet to its employees, and additional copies will be available for purchase at an expected price of \$5. It is planned to have them available for purchase at the January 20 Chapter meeting, and copies may be ordered by mail at \$5 each, postpaid, from the Chapter address.

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

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$19.50 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$28.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 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-only status.

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 Editor 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.

FAMOUS PHILLY CHAPTER FANTRIPS OF THE PAST (Sixth of a Series)

Sunday, April 8, 1962 was a fine spring day for a rail excursion. And, Philadelphia Chapter was ready with a Pennsylvania Railroad special train, destination Gallitzin, PA at the top of the Allegheny Mountains.



Chapter Member and Artist Joe Mannix provided the map for the trip flyer (see inset), which was hung in many PRR stations.

With passenger stops at Paoli and Lancaster, the sleek GG1 made a fast run to Harrisburg, where more customers were loaded and the GG1 cut off in favor of E8A diesels 5899 and 5761. The 16-car train cruised westward through the Juniata River Valley to Petersburg, milepost 209.0 from Philadelphia, where it curved onto the single-track Hollidaysburg & Petersburg branch which bypassed Altoona. Arriving at Hollidaysburg yard, passengers disembarked for a full-scale tour of Pennsy's immense Samuel Rea carshop which was said to be the most modern anywhere in the world. Reboarding, riders were treated to a 15-mile run over the New Portage branch via the rarely-seen Mule Shoe Curve, a route which somewhat parallels the original Portage Railroad which preceded the PRR to Johnstown by 20 years. (Both the H&P and the New Portage are now abandoned.)

Rejoining the Mainline at "SF" interlocking, just east of Gallitzin, the train passed through the Allegheny tunnel, 3,605 feet in length, which was completed in 1853. It then snaked around the loop track to "AR" tower in the Village of Gallitzin, which at 2,200 feet above sea level often harbors snow until well into springtime. Having reversed direction, the special penetrated the shorter New Portage tunnel and eased down the "Slide," a precipitous 2.27-percent grade which carries the #1 track eastward toward Altoona. Continuing its descent on the four-track 12-mile hill to that famed railroad city, the train halted briefly at the apex of Horse Shoe Curve, allowing passengers to view this marvel of engineering and to photograph K4s steam locomotive #1361, which had been placed on display there five years earlier.

A fast trip eastward from Altoona brought the NRHS special into Harrisburg station nearly on time at 7 PM, where GG1 #4872 was reattached for the final 104-mile leg to Philadelphia. Total mileage for the day was 504.4. The Chapter crew under the direction of Trip Co-Chairmen Carl Landeck and Bill Volkmer had done another excellent job of entertaining the public and enhancing the Chapter's treasury.

NOTE: Harry Myers, who was aboard this excursion, contributed to the above report.

MEMBERS STAFF CHAPTER BOOTH AT DECEMBER GREENBERG'S SHOW

The first visit of Greenberg's Great Train Show to the Fort Washington Expo Center drew large crowds on the weekend of December 10-11. Once again, Philadelphia Chapter received a complimentary table from Greenberg's, at which books, FP7 T-shirts, videotapes and other memorabilia were sold, and membership information distributed. Members Mike Hopkins and Harry Garforth headed the crew on Saturday and Sunday, respectively. Others who assisted were Sheila Dorr, Larry and Marie Eastwood and Frank Tatnall.

CHAPTER-ONLY DUES FOR 1995 ARE DUE NOW

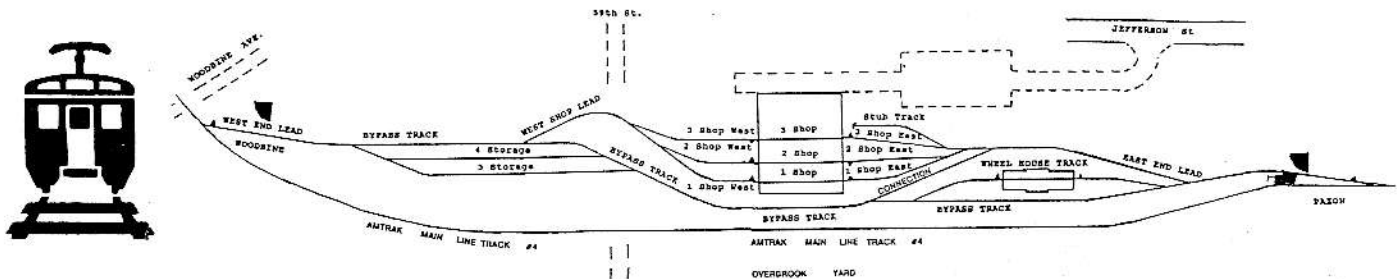
Those members who have not yet paid their NRHS dues for 1995 are urged to do so immediately. Full chapter and national dues are \$28 per person (\$31 including spouse), while chapter-only members should remit \$16. Chapter-only dues notices were mailed last month. This issue of Cinders will be the last mailed to those who have not renewed by the end of January.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

The grand opening of SEPTA's \$35-million Overbrook maintenance facility was postponed until January 16, after the original December 15 date had to be scrubbed due to unfinished construction. But the two interlockings which connect the shop yard with AMTRAK's #4 main track ("Paxon" on the east end and "Woodbine" on the west end) are already in service. SEPTA plans to run a special inspection train to the shop on January 13 for the press and invited guests, using a three-car push-pull set. The formal closing date of old Paoli shop is not yet known, but a farewell party for employees was scheduled for January 6.



In a remarkably successful weekend operation, SEPTA forces repainted the infamous "graffiti wall" between Suburban and 30th Street Stations on December 10-11. Three weeks later, the cream-yellow wall was still completely unmarred.....SEPTA expects to begin installation of welded rail January 9 on the Mainline #1 track between Lansdale and Gwynedd Valley.....Work is to begin next month on "CP-Land" interlocking at the north end of Lansdale siding on the Doylestown Line. To be controlled from "Wind," the new interlocking will replace a hand-operated switch and speed train movements into and out of the siding.....The big track renewal project on the Chestnut Hill West Line is complete, allowing an increase in consistent train speeds to 50 mph over most of the six-mile branch. A schedule speedup is likely.

SEPTA was forced to terminate its R6 trains at Conshohocken during the weekends of December 3-4 and 10-11, while an overhead Route 100 bridge at Norristown Transportation Center was replaced. Bus shuttles were run between Elm Street, Norristown TC and Conshohocken. A section of the original Philadelphia & Western steel bridge, dating from 1912, was lifted out and replaced with a new span offering higher clearance over the former Reading tracks. This will allow CONRAIL double-stack and multi-level trains to pass beneath enroute to and from Morrisville terminal and North Jersey via the ex-Pennsy Trenton Cut-Off. Conrail freight traffic was rerouted through Philadelphia while the work was underway. On the first weekend, Route 100 cars continued to serve Norristown by using the newly-installed siding on the upper level, but were cut back to Bridgeport on the second weekend.

Almost 40 percent of Railroad Division engineers were excused or marked off "sick" on Christmas Day, the *Inquirer* reported. With 27 of the normal 69 engineers unavailable, several trains had to be cancelled from the already light Sunday schedule in effect. SEPTA said that it would try to determine if the reported illnesses were legitimate or whether the use of regular pay scales on the holiday may have been a factor. Normally, much higher holiday pay applies on Christmas, but because the State observed the holiday on Monday the 26th those who worked on the 25th did not receive it. The 172 members of the Brotherhood of Locomotive Engineers are working without a contract, the last agreement having expired in July 1994, and are currently in mediation over a new contract.....SEPTA reports that in December it had 26 engineer candidates in training, to help fill the chronically-short ranks. One proposed addition to the new contract calls for engineers to wear uniforms similar to those of conductors, in order to provide instant recognition for crew members in an emergency.

SEPTA's proposal to resume rail service to Newtown will be aired in a January 6 hearing, called to consider an overall plan for spending \$400 million in State highway funds "flexed" to transit projects (see August *Cinders*). The preferred option is a \$32-million scheme to rebuild the Newtown branch to south of County Line, then construct a ramp up to CONRAIL's Morrisville Line (Trenton Cut-Off), build about two miles of new track alongside Conrail's single track, and construct a transfer station at the point where the Warminster Line passes beneath. No through service to Philadelphia is seemingly envisioned, and a change of trains would result in an estimated 72-minute travel time between Newtown and center city. Last year, Rodney Fisk's National Interurban group had proposed a \$20-million privately-operated service over the Newtown branch via Fox Chase, which was eventually rejected by SEPTA.

In mid-December SEPTA reopened the western entrance to Market East Station, allowing direct access to 12th Street just south of the Reading Terminal Market and the convention center.....Work continues on new paint and lighting for the stub-end platforms at Suburban Station--a big improvement for the formerly dingy area used only in rush hours.....SEPTA has launched a \$271,000 program to reupholster the seats of its Silverliner IV fleet. Ciarlante Custom Upholstering is using a pleasing gray fabric, as spotted by Member Les Dean in married pair 429-430.....Speaking of the Silverliner IV's, SEPTA is renumbering additional cars to the 400 series as they are made "clean" of PCB contamination. When completed, 400-415 will represent single cars and 417-442 married pairs. Next month, we will run an updated conversion chart including some 400's renumbered a second time.

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

SEPTA last month belatedly issued a folder showing through Philadelphia-New York service via Trenton and NJ TRANSIT. It shows connecting R7 and NJT service effective October 30, though fares are still quoted separately. Total one-way fare between Philadelphia and Penn Station is \$13.45 off-peak, versus \$28 on a through AMTRAK train. NJT tickets can be purchased only at 30th Street Station and Trenton for eastward trips.

The Brotherhood of Locomotive Engineers is urging SEPTA to fight the requirements of the Americans with Disabilities Act, under which the Federal government imposes costly capital improvements on transit systems without providing funding for them. With the current sentiment among the new Republican leaders in Congress, who have spoken out against unfunded Federal mandates, it is thought that this is an appropriate time to raise the issue. BLE declares that ADA will cost SEPTA \$12 million in the current fiscal year.....During the 1994 fall leaf season SEPTA tried out a rail cleaning machine, rebuilt from a rail grinder, on the Chestnut Hill West Line. The machine worked so well that additional units may be ordered for this year.....The Philadelphia Auto Show, opening January 7, will be the first large "gate" show at the new convention center catering mainly to local visitors. Those riding SEPTA Regional Rail will be offered a \$2 discount on the \$8 admission.

The Lansdale business community is protesting SEPTA's plan to defer a major rehab of Lansdale station until 1997. The \$5-million project will include not only work on the 1902-vintage building but expansion of the parking lot by 350 spaces and roadway improvements in the area.....SEPTA has designated the new second track from Media to Elwyn (see November Cinders) as the #2 running track (it is unsigned). The single main is now #1 track, and the running track rejoins it at "South Elwyn" via the former passing siding there. The "College" crossover at Swarthmore has been removed from service.....SEPTA has reissued its 44-page winter weather plan, somewhat refined from last season's experience.....An unidentified man was struck and killed by Chestnut Hill East-bound train #758 on December 1, near Washington Lane station.



SEPTA

SEPTA plans to begin service on its center city trolley line effective February 5. To be designated Route 51, the line will operate over Route 23 track on 11th and 12th Streets between Noble and Bainbridge. SEPTA crews last month completed installation of a new turnback and siding on Noble Street, just north of Callowhill, and new copper wire was in place ready for final adjustment. Three PCC cars, two repainted in the colors of Philadelphia Transportation Company and one in Red Arrow livery, will provide the service, with perhaps occasional help from historic Peter Witt #8534.....Car 8534 was involved in a collision with an automobile near Mermaid Lane resulting in some moderate damage. This did not interfere with the car traveling to Chestnut Hill loop on the first three Sundays in December, dressed in Christmas decorations. Santa Claus was on hand to entertain kids, as the regular Chestnut Hill Trolleys used the other track.

SEPTA Examiner George Krambles conducted a series of hearing last month on the fare increases to become effective January 22. Consumer advocates protested that "SEPTA is targeting inner-city people" because the \$1.05 token and 40-cent transfer are both going up by ten cents, adding up to an increase of almost 14 percent rather than the average seven percent being publicized by SEPTA. "You should make suburbanites pay as much as us," complained one witness. Meanwhile, DVARP had a contrary view--that SEPTA will be giving away the store to City TransPass holders by allowing them to ride Regional Rail trains within Zone 1 at no extra charge, and on weekends they can ride anywhere on the SEPTA system by simply flashing a pass. An additional hearing was set for January 3 in City Hall, after Councilman Michael Nutter threatened to withhold \$24 million in subsidy funds unless SEPTA complied. The SEPTA board must approve the fare increase package.

SEPTA's last Bullet car, #206, was expected to leave the property around January 9. Originally, the car was to be towed to King Manor siding by the ex-Chicago cars, but coupler problems prevented this. The car eventually was to move under its own power to King Manor for loading on a flatbed truck bound for Scranton (George Metz, Vince Jakubowski, John Ricciardi).....SEPTA reportedly has decided to restore Peter Witt #8042 for service. The car is leased from Buckingham Valley Trolley Association.....SEPTA's proposed deal with the Miami Valley Regional Transit Authority of Dayton, OH (see December Cinders) has fallen through. SEPTA was to trade ten stored trackless trolleys to MVRTA for ten Gillig buses, but inspection showed the trolleys to be in very poor condition. MVRTA is headed by former SEPTA Official John F. Tucker.....Ex-SEPTA GM David L. Gunn will take over as chief general manager of the TORONTO TRANSIT COMMISSION, effective January 16.

A Federal court jury last month awarded a SEPTA official \$125,000 in damages against the Authority, after concluding that former Chief Administrative Officer Judith Pierce had illegally revealed to her employees that the official had the AIDS virus. She had discovered this fact from reviewing prescription claims, and should have kept the information confidential, the jury ruled.....SEPTA Neoplan bus #3470 last month carried a full-side ad for the Tim Allen movie "The Santa Clause".....The Frankford el reconstruction program was again suspended for the holiday period. Early this month shuttle buses will return on weeknights and weekends between Bridge-Pratt terminal and Spring Garden.....Thomas M. Webb, SEPTA's chief labor relations officer, has left for a job in a private consulting firm, just before SEPTA begins negotiations with the Transport Workers Union on a new contract. The present three-year agreement expires in March, leading to the usual fears of a strike.....A melee broke out in the Walnut-Locust station of the Broad Street subway on the morning of November 29, with one bystander wounded by a stray bullet. Another passenger and a SEPTA police officer were attacked by six teenage thugs. Four of them were arrested along with the passenger, who had drawn a handgun to protect himself.



AMTRAK last month announced the most extensive service reductions in its history (see El Simon's column for details). By eliminating 21 percent of its train mileage--7.2 million miles per year--AMTRAK hopes to erase a projected \$193 million deficit in the current fiscal year. Expenses would be reduced by \$201 million, although revenues decline by about \$28 million. Further cuts will be considered by the Amtrak board in March, and a spokesman predicted that by next September "virtually all long-distance Amtrak trains will be less than daily." Amtrak revenues over the past year have been substantially below budget, a result attributed to cut-rate air fares and relatively cheap gasoline prices.

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

On the local scene, AMTRAK's remaining Atlantic City service will become history on April 1, which may force NJ TRANSIT to raise fares or cut service because of the absence of Amtrak maintenance funds. All ten Philadelphia-Harrisburg "Keystone" trains are also on the hit list, prompting Governor-elect Tom Ridge to term this "very disturbing and distressing news." Unaccountably, Congressman Robert S. Walker of Lancaster County charged that Amtrak's decision was "outrageous and thoroughly incompetent"--this from a lawmaker who has consistently voted to cut off all Amtrak funding. PennDOT currently pays Amtrak \$1.2 million annually to support some of the Keystone service, leading observers to speculate that the State may turn to SEPTA to operate the neglected Harrisburg service.

The service cuts are only part of AMTRAK's retrenchment program. A total of 5,500 employees will also lose their jobs--more than one-fifth of the railroad's 24,000-person workforce. Of these, 4,600 are unionized workers and 900 management employees (including 600 who have already accepted early retirements or buyouts--see November Cinders).....Six manufacturers are rallying around AMTRAK in an effort to fight budget cuts that would reduce the railroad's buying power. The American Passenger Rail Coalition "intends to be the lead advocacy group for programs supporting an enhanced rail passenger system," said the announcement. APRC's charter members are ABB, Bombardier, General Electric, General Motors, Morrison Knudsen and Siemens Transportation Systems (Amtrak, Traffic World, Inquirer).

Bids are expected in March or April for 26 high-speed trainsets to be ordered by AMTRAK for Northeast Corridor service (see November Cinders). "Amtrak has set a goal of 70 percent U.S. content for these trainsets," said President Thomas M. Downs. The first prototype train is to be delivered in 1997.....Delivery of ten P40DM dual-power locomotives is expected by this summer.....AMTRAK has issued specifications for 15 high-speed electric locomotives, dubbed the "AME-AC." These four-axle units are intended to replace the aging E60's, but will be capable of 135 mph. Bids are due by May.....Those two rebuilt RTL-2 turbo power units are expected in Philadelphia this month for high-speed testing on the Corridor east of Trenton. The units were rebuilt by Morrison Knudsen, Hornell, NY, with funding from the State of New York.

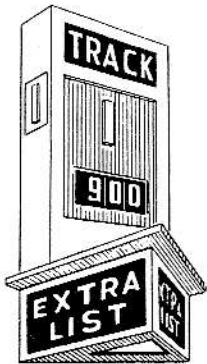
AMTRAK has changed its promotional slogan for the Metroliners from the "Civilized Shuttle" to the "Smarter Shuttle".....Last month the P40BH Genesis units returned to trains #19 and 20 Crescent, changing power at Philadelphia.....AMTRAK ran no public train to the Army-Navy football game in Philadelphia December 3, but did operate a "VIP" train from Washington to 30th Street Station behind a pair of Genesis units.....At 2 PM on Saturday, December 19, a cable failure blacked out all signals between "Zoo" and Bryn Mawr. Massive delays to both AMTRAK and SEPTA trains followed for the next 36 hours, with full signal power not restored until 5 AM Monday.....Negotiations are in progress for donation of the interlocking machine from abandoned "Bryn Mawr" tower.....AMTRAK estimates a 2.8-percent increase in ticket sales along the Northeast Corridor during the 1994 Thanksgiving period versus the previous year.....AMTRAK has set up its second regional business group, the Intercity unit based in Chicago. Former Vice President Customer Services Art McMahon is chief executive officer of the new unit, which handles most long-distance services (Fast Mail).



On November 30 CONRAIL's Juniata shop rolled out its first new locomotive in almost a half century. SD60MI #5595 was photographed and speeches were made by top Conrail and Electro-Motive officials, then the unit was rolled back in the shop. It finally emerged for trial runs in mid-December, making its first trip to Enola on the 14th, then west to Conway. Four other units are in the shop, constructed from "kits" furnished by EMD. Of the 90-unit order for SD60's, 45 will be built at Juniata and the other 45 at GM's London, Ont. plant, from which #5575 and 5577 emerged on December 13. Four more units were due out in December and 13 this month, with the series eventually to extend through #5664.....CONRAIL has also reportedly placed a massive order with EMD for 108 SD80MAC locomotives, including the 21 5,000-hp, 20-cylinder units previously announced. The first two of the AC-drive units are due in June for testing, although four 4,400-hp AC units should arrive from GE next month.

CONRAIL's freight locomotive ownership rose to 2,144 last month, with 1,874 of those road units. The total increased to reflect ownership of the final 20 C44-8W units from GE (#740-759), originally expected to be leasers. At the moment, all 60 of the 700-series are out on lease, #700-714 and 740-759 to UNION PACIFIC and #715-739 to CANADIAN NATIONAL. The first 40 bear only LMS markings while the last 20 are in full Conrail paint. All are expected on home rails later this year.....Railway Age reports that CONRAIL has one of the nation's oldest locomotive fleets among Class I carriers, with an average age of 16.6 years. With more powerful units in the future, Conrail plans to reduce its fleet by ten to 15 percent over the next three to five years.....Of the 31 U34CH units taken in trade from NJ TRANSIT, CONRAIL has leased a minimum of 11 to Mexico (Jersey Central News).

CONRAIL now expects to complete its cross-state clearance program by late May of 1995, several months ahead of schedule, allowing double-stack container trains to begin rolling east from Cleveland and Pittsburgh....CONRAIL's Shore running track, which parallels the AMTRAK mainline from near the Schuylkill River to Frankford Junction, has been made a part of the Delair branch and equipped with the "Rule 261" bidirectional signal system.....Two locomotives and four cars of eastbound train ALCS derailed in Pottstown on December 11, when a work crew apparently left a siding switch open. The engineer and conductor were injured, though not seriously. Morrisville-Chicago intermodal trains TV-1 and TV-2 detoured that night via the Dale secondary track and AMTRAK's Harrisburg line through Downingtown.....Train BAPI derailed 21 cars about 15 miles west of Johnstown on December 2, delaying many freight trains and forcing AMTRAK to bus some passengers. Train 40 Broadway Limited detoured via CSX from Pittsburgh and train 43 Pennsylvanian was deadheaded via the little-used Conemaugh Line....CONRAIL's Office Car Special made a weeklong tour of the system the week of December 5. The nine-car train behind EBA's 4020-4021 arrived in Philadelphia from Selkirk on the 9th, deadheading back to Altoona from here. The Engineering Department tour was the last OCS outing of the year.



JANUARY 28, 1995: "Super Sunday Streetcar Special II" on SEPTA Routes 23 and 56 using historic Peter Witt car #8534, sponsored by Wilmington Chapter NRHS. Car will depart Chestnut Hill loop at 10 AM, returning about 3 PM. Numerous photo opportunities are planned. Fare: \$20 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 144 Newkirk Station Road, Elmer, NJ 08318-2735. Telephone 609-358-8351.

FEBRUARY 8: SEPTA's new automated train and crew dispatching system, now under development, will be the subject of talk by Nick R. Sparozic, project manager, Regional Rail Division, at the monthly meeting of Institute of Electrical & Electronic Engineers and Vehicular Technology Society. The meeting begins at 7 PM in Hill Seminar Room of Drexel University's Lebow Engineering Center, 31st & Market Streets, Philadelphia. Admission is free and non-members are invited.

MARCH 11: GATSME Lines Open House, Prospect and Madison Avenues, Fort Washington, PA 19034, 1 to 5 PM. HO, HOOn3 layouts in operation. Admission by donation. For information, contact Job Luning Prak at 215-646-2033.

MARCH 11-12: Great Scale Model Train Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 10 AM-4 PM both days. All scales represented. Admission: \$5 adults, \$1 children (6-12), family \$10. Sunday, return free. For information, telephone 410-730-1036.

MARCH 12: 9th annual Harrisburg Railroad Show & Collectors Market at Zembo Temple, Third and Division Streets, Harrisburg, PA, sponsored by Harrisburg Chapter NRHS, 9 AM to 3 PM. Railroadiana show, model railroad items, snack bar, movies, seminars. Admission: \$3 per person, children under 12 free. For information, contact: Harrisburg Chapter NRHS, P. O. Box 3423, Shiremanstown, PA 17011, or telephone 717-232-6221 24 hours.

MARCH 18: 5th annual Friends Symposium at Drew University Hall of Science Auditorium, Route 24, Madison, NJ, sponsored by Friends of the New Jersey Railroad & Transportation Museum. Several illustrated presentations will be given on the preservation and restoration of New Jersey's historic transportation equipment, structures and sites, from 9 AM to 5 PM. Admission: \$35 per person (includes one-year membership in Friends group, refreshments and lunch). Order tickets from: Bob Hooper, 4 Carriage Hill Drive, Long Valley, NJ 07853, enclosing stamped, self-addressed envelope.

MARCH 26: Train Show at Mother Seton High School, Clark, NJ, 9 AM-3 PM, sponsored by Jersey Central Chapter NRHS. Show features operating layouts, train set raffle, trains, books and collectibles for sale. Free parking at school at Clark Circle, off Exit 135 of Garden State Parkway. Admission: \$4 adults, children under 12 free, \$8 family. For information, telephone Jersey Central Railway Historical Society at 908-755-7456.

APRIL 2: "Mount Carmel Limited" rail excursion on Reading & Northern from Port Clinton to Mount Carmel Jct., PA and return, sponsored by Jersey Central Railway Historical Society. Train will feature Reading & Northern diesel motive power. Refreshment car available all day. Train leaves Port Clinton at 9 AM. Tickets: \$40 open-window coach, \$45 deluxe reclining-seat coach, \$60 vista-dome. Tickets limited. Order from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700. Information from 908-454-4848.

APRIL 28-30: "Fly with the Eagles" weekend bus tour from Lancaster, PA to Romney, WV and Union Bridge, MD, to ride "Potomac Eagle" and "EnterTRAINment Line" excursion trains through scenic areas, sponsored by Lancaster Chapter NRHS. Chartered buses leave Toys "R" Us parking lot at 1 PM Friday, returning Sunday evening. Tour includes two-night stay at Wisp Four Season Resort, Deep Creek Lake, MD, meals, rail tickets and motor coach transportation. Fares: \$195 double occupancy, \$237 single. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, enclosing stamped, self-addressed envelope. For information, telephone 717-299-6105 9 AM-9 PM.

RAILROAD MUSEUM ANNOUNCES OPENING OF NEW RAILROAD HALL

The Railroad Museum of Pennsylvania at Strasburg will officially unveil its new display hall during a "Grand Opening" weekend May 18-21. With its natural lighting and trainshed atmosphere, the \$3-million addition will create indoor space for many locomotives and cars previously stored in the outside yard.

According to the Friends of the Railroad Museum Milepost, a VIP preview will take place on Thursday, May 18, the grand opening ceremony and ribbon cutting on Friday, special events on Saturday and a memorial program honoring all railroaders on Sunday. Most events will be open to the public.

RADIO RADIO FREQUENCY GUIDE UPDATE

The following additions and changes should be made to the listing of railroad radio frequencies in the Delaware Valley area, as published in the December 1993 issue of Cinders:

CARRIER	AAR CHANNEL	MHz	USE
Amtrak	35/35	160.635	Philadelphia ("Zoo")-Harrisburg
Conrail	90/90	161.46	SEPTA Line - Norristown
CSX Transportation	66/66	161.10	Philadelphia Sub Dispatcher (Road channel remains 160.23)
Delaware Valley	29/29 33/33	160.545) 160.605)	All operations
NJ Transit	75/75	161.235	North Jersey Coast, Princeton, Raritan Valley Lines
Southern Railroad of New Jersey	86/86	161.40	NJ Transit Atlantic City Line



The first axe has fallen as Amtrak's board approved the reduction of about 21% of the system's train miles at a December board meeting. In the Northeast, we will see the end of all Harrisburg-Philadelphia "local" service (excepting, of course, the two "through" trains and some Harrisburg-New York trips), and all Amtrak service to Atlantic City will end. However, the Commonwealth of Pennsylvania seemingly would be free to fund whatever service it might choose to maintain, and NJ Transit will continue to serve the Atlantic City market, albeit with some service adjustments possible due to reduced maintenance funding from Amtrak.

Along the Northeast Corridor itself, three round-trips will be eliminated somewhere and a Metroliner round-trip cut as well, but specific trains had not been targeted at presstime. Inland route service via Worcester and Springfield, MA will be discontinued, except for the Lake Shore Limited Boston-Albany segment.

Other casualties will be the Montrealer, which will be completely discontinued, and service reductions on several southern trains. The Crescent will still operate daily between New York and Atlanta, but will run tri-weekly between New York and New Orleans, departing New York on Monday, Wednesday and Saturday, and leaving New Orleans on Monday, Wednesday and Friday. The Gulf Breeze stub between Birmingham and Mobile will become a tri-weekly operation on February 1, coinciding with the Crescent's days west of Atlanta, and then will be completely discontinued April 1.

Originally, it was planned to cut the Silver Star to a tri-weekly New York-Florida service and the Silver Meteor to quad-weekly, with the Palmetto remaining a daily train. However, in late December Amtrak had rethought the Florida scene and had decided that the Palmetto would be completely discontinued, with the Star and Meteor each continuing daily operation. This move will preserve twice-daily service to the important Orlando and Miami markets, with the lighter Tampa segment receiving one daily round-trip.

If present plans remain untouched, the Silver Star will lose its dining car and sleeper, but retain a Slumbercoach. Four coaches and a lounge car each will operate to Miami and Tampa as this train becomes Amtrak's economy-conscious vacation train. The Slumbercoach will operate to Miami. The Silver Meteor, meanwhile, will remain a full-service train to Orlando and Miami offering sleeper, Slumbercoach, dining and lounge cars as well as coaches. This would mean no through sleeper service to Tampa, as the Meteor is connected to the west coast of Florida by an Amtrak Thruway Bus connection at Winter Haven, which presumably would continue to operate.

Elsewhere, the Empire Service will see the discontinuance of Albany-New York trains 250, 252 and 253.

In the Midwest, the Chicago-Milwaukee Hiawatha Service will be discontinued in its entirety and the Chicago-Grand Rapids Pere Marquette and the Detroit-Toledo Lake Cities will also be casualties. The newly-extended service between Detroit and Pontiac, MI will be cut, although the basic Chicago-Detroit trunk remains. Any of these services could find themselves saved through state funding, and those developments may be ahead.

The Empire Builder, meanwhile, will run daily between Chicago and the Twin Cities, but only four days a week beyond to the Pacific Northwest. Departures from Chicago and Seattle will be on Monday, Wednesday, Friday and Saturday. The Pioneer will depart Chicago and Seattle Tuesday, Thursday and Sunday, and this operation, coupled with the Empire Builder will provide seven-day-a-week operation between Chicago and Seattle for the all-important mail contract with the Postal Service. The Desert Wind will depart Chicago and Los Angeles on Monday, Wednesday and Friday, operating alternately with the Pioneer as add-ons to the California Zephyr. There will be no "extra section" departure from Chicago or a western terminal on Saturdays.

Most frequency reductions will be effective February 1, 1995, and the discontinuances are scheduled for April 1. More changes may be in store, because the Amtrak board will meet in March and June to discuss some further adjustments which would become effective June 1 and October 1. Amtrak officials have been quoted as saying that no long distance trains are immune from frequency reductions.

Also, President Downs stated that "most" of the Heritage cars would be gone quickly, which can only come by further reductions or replacement by Superliners, possibly in the manner mentioned in this column last month. Amtrak is still on an "E ticket" ride, folks, so stay tuned. While no list of expendable equipment has been published, cars and locomotives have started to move to storage at Chicago (F40 #218 and coach 4601 are recent examples). Early candidates for retirement are the aluminum and steel survivors (former Army ambulance cars and ex-Union Pacific coaches), followed by the non-standard Auto Train cars.

Work continues, meanwhile, on the design for a proposed order for about 15 new electric motors which will be needed for Boston service until new high-speed trainsets arrive, and after that as E60 replacements. In other words, something more powerful than an AEM-7 and faster than an E60.

Amtrak's 1994 Thanksgiving weekend was as exciting as ever, with a few new twists thrown in. On the Northeast Corridor, the usual holiday drill of adding extra trains on peak travel days while reducing service on Thursday afternoon and Friday was followed. After a one-year absence, a special printed holiday schedule was issued (Form TS in a run of 100,000). In fact, some corrections and additions were made and some changes took place at the last minute to cope with operational concerns.

(Continued on Page 8)

ON THE SCENE (Continued from Page 7)

Amfleet cars were, as usual, the backbone of the Corridor, with over 250 cars running on peak days. Clocker coaches, including several newly-refurbished examples, were all over the Corridor (coach 7610 even made it to Albany). The fleet of MARC commuter cars borrowed totaled five cars on Wednesday through Friday, 17 cars on Saturday and 28 on Sunday. Both new and rebuilt (ex-PRR and ex-N&W) cars were included. SEPTA Silverliner IV cars operated to Harrisburg and on "clocker" and advance sections between Philadelphia and New York. Sixteen cars ran Wednesday, eight Thursday, 16 Friday and 12 Sunday. Both single and paired cars, as well as ex-Reading and ex-Penn Central-side cars were involved. All four MARC AEM7's ran, including a Sunday-afternoon doubleheader.

Four North Carolina coaches were picked up in Washington on Tuesday evening and operated as a set to Charlotte on alternate trips of the Carolinian. These cars are former NJ Transit (ex-Kansas City Southern) coaches intended for the Piedmont service, should it ever begin. The cars are numbered 400001, 400002, 400004 and 400005 and are named for official North Carolina state bird, tree, flower, etc.

In New England, six Connecticut Commuter Rail rebuilt former Budd SPV coaches ran as a group on Train 165 Wednesday, 146 Saturday, 149 Sunday and 146 Monday. Included were cab car 1671 and coaches 1621, 1623, 1625, 1627 and 1631. A train of standard Shore Line East cars protected train 412 between New Haven and Springfield; this was made up of five cars and returned to New Haven as Train 477. The Sunday drill of MBTA trainsets between Boston and New Haven this year consisted of three eight-car train sets which ran on Train 647 (turning to Train 640), 6173 (to 6174) and 6167 (to 6184). All were single-level cars.

A group of five leg-rest Heritage coaches ran on Train 193 Thursday and return (with two more coaches and lounge 3106) deadhead Friday on Train 188.

Finally, the return of NJ Transit to Thanksgiving Amtrak service, after a long hiatus. A ten-car train of Arrow III's ran to Washington and back on Sunday, operating as Trains 181 and 194. It may have been a last minute substitution since I understand two trainsets were to be on "protect" status. Unfortunately, not even "panic box" food service was available, and these cars definitely have a distinctively lower speed limit.

Surplus Metroliner cars operated on regular Corridor trains since New England Express trains are now regularly equipped with "standard" Amfleet cars.

In Empire Service, five five-car turbosets were available, with no more than five running on any one day. They spent most of their time east of Schenectady, with eight Amfleet trainsets protecting the remaining service.

Chicago saw spare Amfleet II coaches in service, while Superliners operated on the Grand Rapids train. Dome coaches 9401, 9403, 9404 and 9406 operated on the Chicago-Kansas City train, two to a set. As usual, the Carbondale train Sunday afternoon was the longest, with a mixed bag of 13 cars, while Toledo-bound Train 352 loaded 11 cars. Two three-car Metra gallery trainsets protected most Chicago-Milwaukee service on Friday and Sunday.

In the west, the Talgo trainset ran its scheduled service while seven Superliners operated Sunday on the Mount Rainier. In California, both the Capitols and San Joaquins were swamped, with many standees. Four Caltrans gallery cars were assigned to the Capitols, two to a set. The capacity problem will finally be eased as new California Car deliveries come on stream. The longest San Joaquin consist was Train 704 on Saturday and 703 on Sunday, each with seven cars. The San Diegans are a separate pool of Amfleet cars and no gallery cars were borrowed. However, Metrolink's new Oceanside line undoubtedly took some of the load Wednesday afternoon. On Sunday, Trains 774 and 783 ran in two sections to avoid the need for one train too long for easy operation.

SEPTA BOARD MEETING DATES ANNOUNCED FOR 1995

Regular meetings of the 15-member SEPTA board are normally held on the fourth Thursday of each month, beginning at 3 PM in the board room at SEPTA headquarters, third floor, 714 Market Street, Philadelphia. (By midsummer, however, the meetings are expected to be transferred to SEPTA's new quarters at 1234 Market Street).

A number of interesting subjects relating to SEPTA operations are discussed openly at each meeting, the members vote on proposals brought before them and the financial report is received. The public is welcome to attend.

Meeting dates are: January 26, February 23, March 23, April 27, May 25, June 22, July 27, August 24, September 28, October 26, November 16, December 21.

WILLIAM WAGNER LEAVES MAJOR BOOK COLLECTION TO NRHS

NRHS will be the recipient of a substantial collection of hardcover books, magazines, timetables and other rail-related items, under terms of the will of the late William C. Wagner, a longtime Philadelphia Chapter member who passed away in August 1994.

With the assistance of Bill's widow, Pat, a complete inventory of the collection was made last fall by Larry and Marie Eastwood, Lew Hoy and Frank Tatnall. Lew and Frank were designated to handle the disposition of the material, which includes more than 350 hardcover books. After approval is received from the bank officer who is overseeing the estate, it is expected that virtually all of the books and other resources not duplicated in the NRHS National library will be transferred to that location.

The Society is grateful to Bill Wagner for his generosity, and his foresight in assuring that his collection will be of use to future members and historians.

ADDENDA TO MOTIVE POWER ROSTERS OF SHORTLINE/REGIONAL RAILROADS

The following additions and changes should be made to the motive power listings of shortline and regional railroads, as published in various 1994 issues of Cinders:

Delete	<u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ</u>						
	41	CF7	(To be scrapped)				
Add	<u>DELAWARE VALLEY RAILWAY (DV), Kennett Square, PA</u>						
	211-212	B-B	RS32	D/E	Alco	1962	Former East Tennessee 211, 212
	<u>MARYLAND MASS TRANSIT ADMINISTRATION (MARC), Baltimore, MD</u>						
Delete	64	E9CH	(Traded to Morrison Knudsen)				
Delete	66	E9CH	(Traded to Morrison Knudsen)				
Change	67-68	E9CH	(Renumbered to 91, 92)				
Delete	81	F9PH	(Traded to Morrison Knudsen)				
Add	<u>MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ</u>						
	578	B-B	F7A	D/E	EMD	1949	Former NJ Transit 420 (Note)
	Note: Owned by United Railroad Historical Society						
	<u>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ</u>						
Delete	4151-4171	U34CH	(Sold to Conrail)				
Delete	4173-4182	U34CH	(Sold to Conrail)				
Add	4210-4211	B-B	GP40PH-2B**	D/E	EMD	1968	Former Conrail 3182, 3192 (Note 6)
Add	4212-4214	B-B	GP40PH-2B**	D/E	EMD	1969	Former Conrail 3272, 3274, 3265 (Note 6)
Add	4215	B-B	GP40PH-2B**	D/E	EMD	1965	Former Conrail 3009 (Note 6)
Add	4216-4218	B-B	GP40PH-2B**	D/E	EMD	1968	Former Conrail 3204, 3218, 3199 (Note 6)
	Note 6: Rebuilt by Conrail 1994 from GP40's						
	** - Equipped with head-end power						
Add	<u>NIITTANY & BALD EAGLE RAILROAD (NBER), Bellefonte, PA</u>						
	2444	B-B	CF7	D/E	EMD	1950	Former Stourbridge 44
Change	<u>READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN), Port Clinton, PA</u>						
	3303	U33B	(Renumbered to 3300)				
Delete	<u>STOURBRIDGE RAILROAD (SBRR), Honesdale, PA</u>						
	44	CF7	(Transferred to Nittany & Bald Eagle)				

SOURCES

Susquehannock, Central Pennsylvania Chapter NRHS
Harrisburg Rail Review, Harrisburg Chapter NRHS
Jersey Central News, Jersey Central Chapter NRHS
 Carl Perelman
 Vic Stone
 Frank Tatnall

ABBREVIATIONS

D/E - Diesel-electric
 Alco - American Locomotive Co./Alco Products, Inc.
 EMD - Electro-Motive Division, General Motors Corp.

AMTRAK 1995 CALENDAR FEATURES SUPERLINER "CAPITOL LIMITED"



For its 1995 wall calendar, Amtrak has again commissioned a painting by Artist J. Craig Thorpe, this time picturing the newly-reequipped Capitol Limited crossing CSX's Potomac River bridge at Harpers Ferry, WV. Train #29 is seen with two F40BH Genesis diesels and a train of new Superliner cars.

The colorful 33 x 23½-inch calendar may be ordered for \$5 each, \$9 for two, \$12 for three or \$14 for four, with further discounts applying on large lots. Postage and handling are included. Send check or money order to: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143, allowing two weeks for delivery. Calendars for years 1980-1994 (excepting 1987 and 1992) may be ordered from the same address at \$2 each in quantities up to five, or \$1.50 each in lots of 6-25.

Last year's calendar was a color photograph of the X2000 and ICE high-speed trains along with a Genesis unit.

PHILADELPHIA EXPRESS (Continued from Page 5)

NJ TRANSIT last month ordered 95 new Comet 4 coaches from Bombardier, costing \$111 million, to replace aging Arrow II MU's and to provide additional capacity after the Kearny connection to New York's Penn Station opens in 1996. NJT expects its rail ridership of 70,000 daily to grow by one to three percent per year, and the new cars will bring the commuter fleet to 714 cars (Alan Feinstein).....NJT has purchased three former CANADIAN PACIFIC snowplows and has devised a new plan to combat winter weather conditions. An emergency hotline (201-491-7400) has been established to advise passengers of train and bus delays (Jersey Central News)..... NJT will retain only one U34CH on its roster for work train use--#4172. The other 31 units have been traded to CONRAIL in part payment for rebuilt locomotives.....A private study commissioned by a group of New Jersey municipalities and business organizations has concluded that NJT would more than cover its costs if it re-established three round-trip commuter runs between West Trenton and Newark. A recent NJT study had found the service to be unfeasible.

Member Bill Vigrass has recently had two of his articles published. One, in the January issue of Trains, tells of a western trip in 1947, and the other, in the winter issue of the New Electric Railway Journal, reviews PATCO's first 25 years.....President Clinton's plan to reorganize and slim down the Department of Transportation has aroused fierce opposition from many transportation groups. The plan includes reducing the number of DOT agencies from ten to three, cutting the workforce from 104,000 to 54,000, privatizing the nation's air traffic control system and having AMTRAK and transit subsidies paid out of unified grants to the states.....The AAR is cutting employment by 12 percent, after member railroads reduced their contributions (NARP).....CSX ran its annual employee special out of Philadelphia on December 11, using a MARC trainset.....NEW HOPE & IVYLAND expects to acquire an Alco-built 4-8-4 steam locomotive for future excursion service.....BLACK RIVER & WESTERN last month was in the process of scrapping its ex-SANTA FE CF7 diesel #41 at Ringoes shop.....Jersey Central Chapter reports that the SUSQUEHANNA has ordered three SD70 locomotives from EMD.

PATCO riders may be in for an increase in fares this year--the first since 1983. KYW Newsradio reported that the Port Authority board will consider a fare proposal this spring, in an effort to cut PATCO's estimated \$12-million annual deficit.....PATCO suffered a rare service interruption on the morning of December 1 when a suspicious box thought to contain a bomb was found under the Benjamin Franklin bridge in Philadelphia. SEPTA suspended Frankford el service south of the Spring Garden station between about 5:30 and 7:30 AM and motor vehicle traffic on the bridge was also halted. The box was found to contain chocolates.

Two rare Alco RS32 locomotives--one ex-New York Central, the other ex-SOUTHERN PACIFIC--arrived on the DELAWARE VALLEY RAILWAY last month at Kennett Square. They were acquired from the EAST TENNESSEE RAILWAY but are not yet in service on DV, which is owned by RailAmerica of Alexandria, VA.....The CHESAPEAKE RAILROAD, which is taking over the old Pennsy branch between Clayton, DE and Easton, MD, ran its first public passenger excursions last month out of Goldsboro, MD. Whitcomb #85 and restored Pullman parlor car Defender made up the train.....Preferred Real Estate, Inc. of Conshohocken has agreed to purchase the vacant Baldwin Towers office building in Eddystone, the former headquarters of Baldwin Locomotive Works. Delaware County recently acquired the building from the Federal government. Preferred had offered \$1.52 million for the 206,000-square-foot X-shaped structure and said it would spend up to \$8 million to refurbish it for commercial office space (Les Dean).

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