



CINDERS

NOVEMBER 1995



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Volume 56 Newsletter of the Number 10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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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!

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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 EVENING, NOVEMBER 17, 1995

Faculty Club, 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 November 17, 1995 meeting features our Annual Railroadiana Auction. The evening begins with our usual sit-down dinner in the Faculty Club (Note different location this month!), Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, NOVEMBER 14, 1995 to National Director Frank 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.

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 the 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 WHILE THE AUCTION IS IN PROGRESS. Dig through your attics and come up with a full box of items for sale and a full wallet to buy!

Contributions of lots to the Chapter are encouraged once again this year because of our need to raise funds to further the FP7 restoration project. There will be quite a number of items sold on behalf of the Chapter which have been previously contributed, so please be prepared to bid!

We hope you'll interest a friend in attending Philadelphia Chapter's Annual Railroadiana Auction, to be held Friday evening, November 17, 1995 in the Jefferson Alumni Hall FACULTY CLUB, on the 2nd floor. Ask the security personnel at the entrance desk for directions to the Faculty Club.

AN "ARTISTIC" SUCCESS, CHAPTER'S EBT TRIP LACKS MEMBER SUPPORT

Sunday, October 1, turned into a warm, cloudless day, an ideal occasion to visit the historic narrow-gauge East Broad Top Railroad. Twenty-two members of Philadelphia Chapter did just that aboard a chartered Martz Lines coach which required just three hours and 15 minutes for the 180-mile trip from Philadelphia to Rockhill Furnace, PA. (The driver, Frank Kowalski, is a railroad buff who also joined in the day's events.) The journey seemed even shorter as railroad videotapes from the NRHS Library were played on the monitor-equipped bus, and Marie Eastwood provided snacks and soft drinks enroute.



An 11:45 AM arrival was just in time for passengers to photograph the return of the 11 AM EBT train to the impressive Orbisonia depot. Then there was time to walk around the railyard or grab some food before boarding the 1 PM train for Colgate Grove. Heading the seven-car train, which included three authentic EBT coaches (originally built for the Boston, Revere Beach & Lynn electric railway), two open cars, a caboose and the plush 1880-vintage open-platform Orbisonia, was Mikado #14, one of four active 2-8-2's rostered by the railroad. The one-hour round-trip included a layover at the secluded Colgate Grove picnic area and the train backing around the wyes at both ends--unusual for a tourist road. (Actually, most of the 33-mile EBT mainline is still in place since its official abandonment in 1956, but only the four miles north of Orbisonia are now in active service.) After rocking along the three-foot-gauge rails and savoring the bituminous coal smoke, our group on the almost sold-out train returned to Orbisonia.

The next event was an hour-long-plus guided tour of three of EBT's ancient wooden shop buildings, where much of the original foundry and blacksmithing equipment and a maze of belt-driven machinery is still in place, although unused for nearly 40 years. Following this came a trip on Rockhill Trolley Museum's nearby standard-gauge electric line, using ex-Philadelphia & Western Bullet #205 (Brill 1931) and beautifully-restored York Railways #163 (Brill 1924), hosted by RTM and Lehigh Valley Chapter Director Gerhard Salomon. Members also had the opportunity to observe the end-of-weekend shutdown of engine #14, watching its fire being dropped, then moving onto the turntable before being tucked away in a stall of the old brick roundhouse.

At 5, the members reboarded their bus for the return trip to Philadelphia, with arrival at 30th Street Station ahead of schedule at 8:15 PM after dropping off several passengers at Gulph Mills. The roster of participants included Alex Alecknavage, Brother Hilary Basel, Larry Blinebury, Chuck Cromer, Larry and Marie Eastwood, Bill Gardiner, Al Gaus, Mrs. and Mrs. Joe Gorman, Bob Herrmann, Bruce and Virginia Irvin, Dave Kopena, Bill Marschall, Jack McNally, Mr. and Mrs. Thomas Parker, Glenn Pritchard, Frank Tatnall, Francis Toomey and Charlie Van Reed. Thanks are extended to them, as well as to the East Broad Top Railroad, Rockhill Trolley Museum and Martz Lines for helping make the trip a success.

All in all, it was a fine day, marred only by the fact that the excursion drew fewer passengers than expected. Editor Larry Eastwood, who handled all arrangements for the trip, expressed his disappointment that only a handful of the Chapter's nearly 500 members turned out for this all-day visit to one of America's most historic railroads--and with a professional to do the driving. "It's a shame that so many of our members chose to ignore this golden opportunity on a weekend with few competing events," Larry commented. "It sends a signal that all too many of our members will not support the Chapter's best efforts to entertain and educate them. The officers will certainly take this lack of support into consideration the next time we hear the inevitable question, 'When are we going to run another fantrip?' The Chapter simply cannot afford to run excursions unless they produce a surplus to add to our treasury."

CHAPTER VOLUNTEERS STAFF 3 EVENTS IN SAME WEEKEND

The weekend of October 21-22 was an unusually busy one for rail and traction enthusiasts in this area, with three public shows and numerous fantrips vying for attention.

On a rainy Saturday, the SEPTA-sponsored TrolleyFest '95 included a vendor area in the concourse of Market East Station. Paul Skvarla, Andre Lenton and El Simon manned the Philadelphia Chapter table, selling books, T-shirts and videos while distributing quantities of membership applications and Cinders. Meanwhile, another Chapter table was located at Greenberg's Train Show in the Valley Forge Convention Center, with Frank Tatnall, Marie Eastwood, David Woodland, Harvey and Helen Glickenstein sharing the duties. Concurrently, the Chapter's FP7 #903 was paired with Lancaster Chapter's 902 on four special excursions out of Coatesville, as part of the dedication of the Lukens Historic District in that city. Member Bill Oates served as engineer on the runs, assisted by Member Frank Lancaster, which operated over portions of the Brandywine Valley and Delaware Valley Railroads, with on-board assistance from Mike Hopkins and Bob Morris.

Sunday saw a continuation of the TrolleyFest Show, with the Chapter table staffed at various times by Harry Garforth, Sheila Dorr, Frank Tatnall and Bill Faltermayer. At Greenberg's, Mike Hopkins, Harry Garforth, Pete Senin and the Glickensteins ably represented the Chapter.

Sales Committee Chairman Harry Garforth was especially busy, shuttling from one show to another. Unfortunately, sufficient volunteers were not available to staff a table at the Great Scale Model Train Show which ran the same weekend at Fort Washington Expo Center, although Harry Garforth made sure that membership applications and copies of Cinders were available to participants at this event.

The Chapter thanks all those who donated their services for these events.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA's Railroad Division is now being managed from a new center with a new name and a new location. Officially known as the Railroad Operations Control Center (RROC), it is home to supervisors, dispatchers and the "trouble desk." Effective October 22, the center moved from the west end of Suburban Station to new quarters in the sub-basement of the Mellon Bank Building at 18th & Market Streets. Dan Bidwell is acting director of the RROC, and Joseph Heilman, chief officer of the new Center City Region of RRD, maintains an office there. Currently, the Desk A dispatcher is in charge of the Mainline "Newtown Junction" to Lansdale, Doylestown, Fox Chase, Neshaminy and Warminster Lines, CONRAIL Trenton Line "Newtown Junction" to West Trenton and the Bethlehem Running Track. Desk B handles the Mainline Suburban Station to "Newtown Junction," Chestnut Hill East and Norristown Lines, and Desk C controls the Mainline "Zoo" to Suburban Station, the Airport, Chestnut Hill West, Ivy Ridge and West Chester Lines.



SEPTA and AMTRAK last month announced that they were stepping up security around their properties, in the wake of the sabotage of the Sunset Limited in Arizona on October 9. With their police already stretched thin, both carriers will be relying partly on tips from employees and the public concerning suspicious activity--in addition to the already-too-common problem of juveniles committing acts of vandalism.....SEPTA has issued its annual warning of delays during the fall slippery rail season, when those pesky leaves coat the rails. It is particularly difficult with MU trains which carry no sand, though SEPTA has a supply of "sand torpedoes" which can be placed on the railhead to improve traction.....Blue Ribbon Services, which employs the ticket sellers in SEPTA Regional Rail stations, has announced a contest to select the "Transit Agent of the Year." Mail ballots are being provided to riders.

Welded rail installation on SEPTA's Mainline has proceeded to the area between Oreland and Ambler, with single-track service in effect on weekdays between rush hours between those points. With half-hourly service now restored between Ambler and Lansdale, a revised R5 timetable was issued effective October 22. (Member John Ciavatta's photo remained on the cover.).....

...A new bridge was rolled into place on the Chestnut Hill West Line over the weekend of October 21-22, replacing the deteriorated span over Harvey Street near Tulpehocken station in Germantown.....SEPTA will also roll in a new prefabricated bridge just north of Wayne Junction station on November 11-12, carrying the three Mainline tracks over Germantown Avenue.....It is odd that SEPTA provides two handicapped parking spaces at Crum Lynne station when there are no high-level loading platforms there, and the northbound platform can be reached only by climbing a long flight of steps.

The latest in a series of meetings on restoration of rail service to Newtown was held October 19 in Newtown Township. Those attending, among them State Representative David Steil, SEPTA and DVARP personnel and prospective Operator Rodney Fisk, decided that the line must have direct one-seat service to center city Philadelphia and a minimum of four rush-hour round-trips. Four stations on the branch are needed: Newtown Bypass, Holland, Churchville and Southampton. Bryn Athyn is opposed to any type of electrification on the line, and is concerned about an easement held by Peco Energy for a high-tension line through the community. Montgomery County is understood to be continuing its opposition to the resumption of rail service.....Have you noticed that SEPTA has been adding the new International Airport logo to its "yellowbird" Airport Line cars? This replaces the old "PHL" airport lettering.

Track and signal work is nearing completion on the West Chester Line, with the old Pennsy position-light signals removed. Both tracks will have bi-directional signaling all the way to Elwyn, and a new timetable showing improved service will be issued later this fall.....SEPTA has awarded a \$5-million contract to Gannett Fleming for preliminary engineering and design of the "mini-Railworks" project expected to get underway next year between Wayne Junction and Glenside. The work will include track renewal and new bi-directional signaling.....The mother of the ten-year-old girl struck and killed by a SEPTA train in North Wales two years ago has filed a \$100,000 lawsuit against SEPTA, PennDOT, the borough and virtually anyone else in sight. She charges that protection at the five grade crossings in North Wales is inadequate.

SEPTA wants to upgrade the interiors of its large Silverliner IV car fleet. United Products, Inc. will be paid \$13.9 million over four years to supply new interior components for the 210 cars, and Terrier Corp. will furnish \$5.6 million worth of new seats, which will be different than the experimental upholstery seen in cars 429-430.....SEPTA is seeking proposals from real estate and architectural firms for its planned make-over of the dingy Suburban Station concourse, expected to cost at least \$50 million (see May Cinders).....SEPTA has agreed to lease its historic Mount Airy station on the Chestnut Hill East Line to a bookstore operator, the first of 31 stations to be leased under SEPTA's new "Finding of Special Opportunity" program (see August Cinders).

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

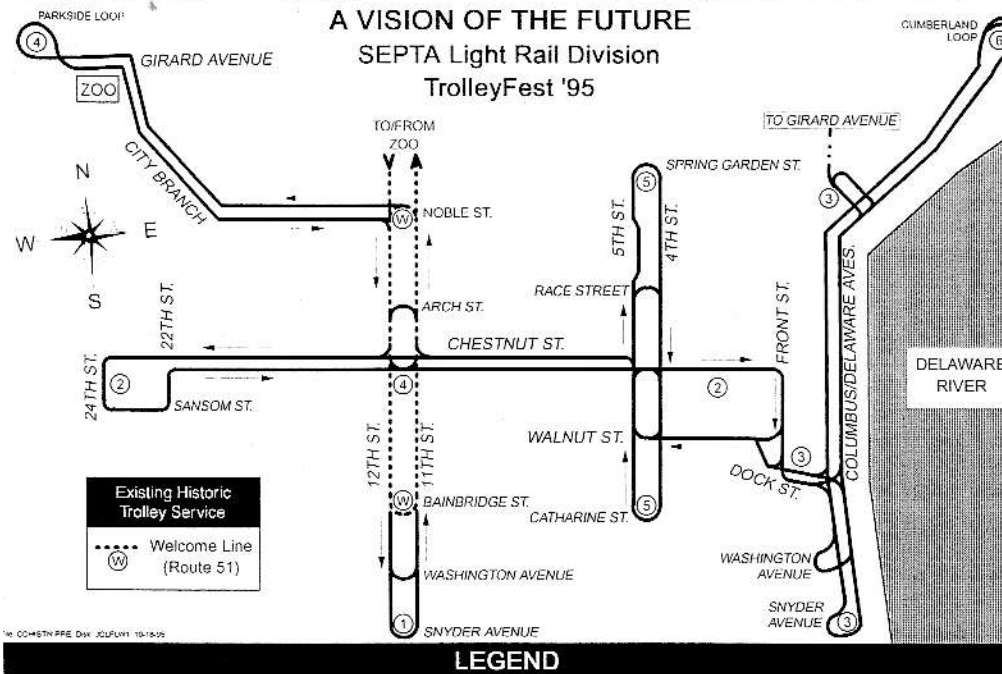


SEPTA's ambitious TrolleyFest '95 October 21-22 seemed to be a real success, in spite of inclement weather on Saturday. It attracted trolley fans from a wide area, and was enhanced by the October 17 opening of the new Transit Museum Store in the 1234 Market Street building. Numerous excursions were offered, open houses were held at Woodland heavy repair shop and Elmwood depot, a vendor show was staged in Market East Station and the Museum Store did a land-office business. Mayor Rendell and General Manager Gambaccini appeared for the opening ceremony Saturday morning, at which Daily News Columnist "Phantom Rider" (appropriately masked) was honored for his 25 years of transit reporting.

Billed as the "Greatest Show on Steel Wheels," TrolleyFest began with a parade of cars on the Route 51 Welcome Line in center city, headed by Peter Witt #8534. Other cars running on the line included PCC's #2728 (silver), 2732 (green), 2799 (red), Kawasaki 9045 decorated for Halloween and "K" cars 9031 and 9066. Operating in a shuttle service between 40th & Market, Woodland shop and Elmwood depot in West Philadelphia were green PCC 2168 (borrowed from Chestnut Hill), red-white-blue PCC 2182 and at least one Kawasaki. PCC's 2750 and 2785 were running as usual on the Chestnut Hill Trolley line, but events scheduled at Suburban Transit facilities had to be cancelled because of a threatened job action. Tours of the new Overbrook railcar shop and of former car barn sites (using a preserved Flixible bus) ran as advertised. Visitors also admired freshly-restored green PCC #2733 permanently displayed on the concourse level of 1234 Market, centerpiece of the Transit Museum. The Museum Store is open Monday through Saturday from 10 AM to 5 PM (telephone 215-580-7168).....SEPTA plans to continue operating trolleys between center city and the Zoo through November 12, and the Welcome Line loop until the holidays.

A strike threatened for October 23 by 300 Suburban Transit Division drivers was averted at the last minute and service for some 22,000 Red Arrow riders continued uninterrupted. Local 1594 of the United Transportation Union had returned to work last April when the Transport Workers Union strike on the City Division ended, but the UTU had no new contract. Its members remained on the job for six months while negotiations proceeded, but SEPTA vowed to end "featherbedding" work rules which are said to cost the Authority \$1 million annually. These rules include a provision barring drivers from changing modes between rail and bus, except at schedule change "picks." In a startling policy switch, SEPTA said that, in the event of a strike, it would operate "modified" service on the Route 100, 101 and 102 rail lines and most 100-series bus routes using qualified supervisors and management personnel. Details of the October 23 settlement were not revealed pending a union ratification vote.

CENTER CITY PHILADELPHIA TROLLEY NETWORK



The map reproduced above was distributed at TrolleyFest and represents SEPTA's "vision of the future" for a center-city surface rail network. Admittedly no more than an expensive "wish list," the map contains several previously-unannounced surprises. Among these are a Chestnut Street light rail line targeted for 1997, a double-track line along Columbus Blvd. that not only would replace the existing Penn's Landing Trolley but eventually would extend to Snyder Avenue on the south and Cumberland loop on the north, and a line to the Zoo via SEPTA's newly-purchased City Branch near Callowhill Street. (The latter makes no reference to the already-proposed Schuylkill Valley Metro which would use the same track.)

PHILADELPHIA EXPRESS (Continued from Page 4)

SEPTA got a double dose of financial bad news last month. As expected, Congress approved a Fiscal Year 1996 budget which axes \$310 million (40 percent) from mass transit operating assistance. For SEPTA this translates into a reduction from last year's \$24 million to about \$13 million. At the same time, September figures show that SEPTA ridership continues to fall, with an average of 676,000 daily passengers or 7.9 percent below a year ago and 6.9 percent below budget. The City Transit Division alone originated an average of 550,000 daily passengers, 8.5 percent below last September and 7.2 percent below budget. This contributed to a deficit for the month of \$2.2 million after subsidies, and a cumulative deficit for the first three months of FY 1996 of \$3.8 million. At the October 26 board meeting General Manager Gambaccini warned of the possibility that SEPTA will be forced to again raise fares or cut service in 1996. And if Congress permits AMTRAK to recover "fully-allocated" costs from commuter agencies using Northeast Corridor tracks, SEPTA could wind up paying about \$50 million annually, double the present trackage fees to Trenton, Wilmington and Parkersburg.....Fay Moore has been named as SEPTA treasurer, replacing Feather Houstoun.

At a ceremony last month, the name of Conshohocken Road station on the Route 100 Norristown Line was officially changed to Matsonford. A poll of riders determined the new name.....Work is nearly complete on the reincarnation of streetcar tracks on 58th Street between Chester and Woodland Avenues (see October Cinders). The only remaining task is the installation of wire, and switches at 58th & Chester. This three-block section of old Route 46 tracks, unused since 1957, was uncovered for use by Route 13 trolleys beginning next year, when work starts on a bridge replacement at 49th & Chester that will require a detour.....Work should begin soon on replacement of the turn-of-the-century rail in 9th and 10th Streets, Darby, formerly the Route 62 shuttle and now an extension of Route 13. Buses have been running between Yeadon and Darby loops since June.....Red, white and blue PCC #2741 has been retracked and saw use on the Chestnut Hill Trolley October 8, during the "Fall for the Arts" festival in Chestnut Hill. All other traffic, including the Route 23 buses, were detoured around the "mall" on Germantown Avenue between Willow Grove and Evergreen Avenues, while trolley rides were free courtesy of local banks and merchants. The previous Sunday, October 1, special trolley service was provided between Germantown depot and Mermaid loop during the "Mount Airy ArtJam '95".....The Chestnut Hill Trolley again this year will run special Wednesday and Friday evening service (6-10 PM) during the holiday season from November 24 to December 22. And "Santa's Streetcar" will run on the Welcome Line weekends and Wednesday evenings, November 25 to December 24.

Reconstruction of the Market Street el from the 46th Street portal to Millbourne should begin in 1997, a \$245-million project extending over four years. Some train service interruptions will occur, similar to the practice followed in the ongoing Frankford el reconstruction. The Frankford project, which began in 1986 and is expected to cost more than \$760 million, extends over 5.2 miles from Girard station to Bridge-Pratt terminal. Structural work will be completed by late next year but other phases will continue, including construction of the new \$80-million Frankford Transportation Center on the site of the 1922-vintage Bridge-Pratt terminal. Design work has not yet been completed on the center, and SEPTA continues to meet with concerned community groups before finalizing design.....Chapter Members Al Gaus, Russ Jackson and Jim Sparkman journeyed to San Francisco to witness the September 1 opening of MUNI's new F-Market line, which features a PCC fleet purchased largely from SEPTA.



AMTRAK got a look at its future late last month when Congress approved a \$37.4-billion appropriations bill for the Transportation Department. The bill, which the President is expected to sign, includes \$750 million for Amtrak, of which \$185 million is for operations and \$230 million for capital projects. A provision tying this money to the cutting of certain worker benefits was removed. Amtrak President Thomas Downs has said that if Amtrak got less than its requested \$260 million for operations, there might be further cuts in service. But a Senate plan to allow states to divert some Federal highway funds to intercity rail, and dedicate a half-cent of the gasoline tax to an Amtrak trust fund, is still alive.....With uncertainty in the air, AMTRAK has delayed the fall reissue of its national timetable beyond October 29.....AMTRAK has posted a \$30,000 reward for information leading to the arrest and conviction of those responsible for the derailment of the Sunset Limited October 9 in Arizona. One employee, a 58-year-old sleeping car attendant, was killed and 100 passengers and crew injured. Flags were flown at half-staff at all Amtrak facilities in memory of the employee, prior to his funeral on October 13.

AMTRAK has launched a new marketing campaign for its Northeast Corridor conventional trains, renaming the service "NortheastDirect." New amenities will be made available to customers and several Metroliner coaches will be assigned to provide upgraded Club service on certain NED trains. A distinctive red-and-blue NED logo will be used on all advertising material and applied to the sides of Corridor coaches. A radio and print ad campaign was begun using the theme "Wouldn't you rather be in one of our cars?" (as opposed to a car on heavily-traveled I-95). An attractive NED brochure was prepared and a special "Try the Train Day" set for October 28 offered a free return trip to anyone using NED service that day. NED Product Line Manager David Nogar (who will be Philadelphia Chapter's guest at the January meeting) said that one of his first efforts was to establish pre-departure checklists for each train prior to departure, aimed at insuring that all service standards are met.

AMTRAK's rebuilt RTL-II Turboliner visited Philadelphia last month, as part of a demonstration tour through the East and South sponsored by individual states and the Federal Railroad Administration. The re-powered train, dressed in a distinctive new paint scheme, had been rebuilt with \$3 million in New York State funds and operated on the Empire Corridor for the past several months. It ran as Keystone Service trains 601-644-643 on October 12, then was on public display at Harrisburg station the next day before returning to Philadelphia as train 616. On the 14th it deadheaded to Washington and on south from there. The train consisted of power cars 151 and 159 bracketing coaches 179-180-181, all built originally by Rohr.....PennDOT has awarded a consulting contract to R. L. Banks & Associates and Gannett Fleming for a new study of AMTRAK's Harrisburg line, to determine capital and operating requirements for upgraded service on the 102-mile route. The study is to be completed in six months.

PHILADELPHIA EXPRESS (Continued from Page 5)

AMTRAK has named former Vice President Transportation Robert Vanderclute as acting head of the Inter-city Business Unit, headquartered in Chicago. He replaces ex-CEO Art McMahon who was removed last month..... New trains 46 and 47 Three Rivers between New York and Pittsburgh are doing good business, with standing loads sometimes reported. Currently, the trains run with four Amfleet I coaches, an Amcafe and several headend mail cars (Rich Bernhardt).....Two Superliner cars were spotted on the headend of Train 47 October 23, the second time that such cars have been seen in Philadelphia. AMTRAK has issued instructions for the handling of Superliners between Philadelphia and Harrisburg, with only the following restrictions: #2 train must be used between "Zoo" and Overbrook, and the cars may only enter the Lower Level of 30th Street Station on #1 track and only when the overhead wire is de-energized. It was reported that Amtrak was to operate a special train, consisting of two P40 "Genesis" units, a Viewliner sleeper, Superliner transition car, five Superliner sleepers, lounge, diner, coach and another transition car from Harrisburg to Philadelphia on November 5 for travel agent briefing, with the train to return west on the evening of November 8. The Superliner tests prove that it would be possible to run excursions with this equipment west out of Philadelphia, or even to create a feeder train to the Capitol Limited at Pittsburgh. With the completion of CONRAIL's clearance program west of Harrisburg, Superliners are feasible.

AMTRAK train 640 struck and killed a 68-year-old woman attempting to cross the four-track mainline at Merion station on October 24, in full view of morning commuters waiting for a SEPTA train. The woman ignored the pedestrian tunnel that runs beneath the tracks at the station.....On October 10 a 30-year-old Fairless Hills man apparently committed suicide by stepping in front of Metroliner #228 at Bristol station. The train was operating in 125-mph territory. The incident occurred less than a month after another trespasser was killed at Bensalem, six miles to the west.....AMTRAK operated a two-car special train for the Philadelphia Orchestra on October 11 from Philadelphia to Washington.....AMTRAK last month settled claims with neighbors of Paoli yard who say they have suffered ailments from allegedly-toxic PCB chemicals. Previously, CONRAIL, Penn Central and the Budd Company also settled, but SEPTA, the City of Philadelphia, General Electric and PCB-maker Monsanto Company remain as defendants in various Federal court suits, according to an Inquirer report.

After a prolonged delay, AMTRAK expects to take delivery of 13 new-design RoadRailer Mark V bimodal trailers for use in carrying U.S. Mail on the rear of passenger trains. Earlier versions were tested extensively two years ago, but revenue service has not yet begun. Included in the order are 19 CouplerMate adaptor bogies and two intermediate bogies designed for 103-mpg service (Railway Age).....AMTRAK is planning to convert two stored F40 locomotives to cab-control service, similar to the 9600-series ex-Metroliner cars. Prime movers will be taken out and the units ballasted (Mark Sublette).....Best-and-final offers from three bidders for 26 high-speed trainsets are due November 1. After evaluation, the matter may be referred to the AMTRAK board in December, which will vote on a contract if financing has been arranged (Railway Age).....AMTRAK has placed a large number of passenger cars up for sale, including former Metroliner cars 855, 860, 861 and 866 (see separate article this issue). An effort is being made to obtain #855 for the Railroad Museum at Strasburg.....AMTRAK is working on an extensive interior upgrade of its Amfleet I cars used in Corridor service (On Track).....A garbage truck became wedged beneath the AMTRAK bridge over Penn Avenue in Wynnewood October 27, knocking off a large slab of concrete and slowing train service (Wayne Bode).....AMTRAK's Police Department is now issuing a newsletter to the public. Its 320 officers are assigned to 26 locations nationwide with Philadelphia as headquarters.



CONRAIL

CONRAIL last month reported net income of \$116 million for the fourth quarter of 1995, a nine-percent increase over the \$106-million a year ago. Net income for the first nine months was \$294 million, compared with \$175 million in the same period of 1994. Revenues for the third quarter of 1995 were \$923 million, a decrease of 2.7 percent from the \$949 million in third quarter 1994. Revenues for the nine-month period were \$2.7 billion, down 0.4 percent from 1994. Freight traffic volume in units decreased 7.8 percent in the third quarter and 4.7 percent in the first nine months versus the previous year. The results showed that Conrail is still adept at cutting costs to meet economic conditions, and the continued high price of its common stock (67 in late October) will make it difficult for NORFOLK SOUTHERN or anyone else to mount a takeover effort.CONRAIL has apparently lost out on its offer to purchase certain SOUTHERN PACIFIC-owned lines from Chicago and St. Louis to Texas (see September Cinders). UNION PACIFIC, which is in the process of buying SP, announced a 3,800-mile trackage rights deal with BURLINGTON NORTHERN SANTA FE designed to ease anticompetitive concerns among shippers. Conrail said it will continue to pursue the purchase if its customers support the idea.

The last SD60I in CONRAIL's 80-unit order, #5654, was delivered October 5. It appears that the first SD80MAC units, due last month from EMD, may be delayed somewhat, and most of the 28-unit order will await completion of on-line tests.....Several of the blue LMS 700-series C40-8W's have been seen recently powering CONRAIL trains in the Delaware Valley area.....GP38 #7868 with its unique Philadelphia Division logo is still prowling the region. It was at Morrisville yard in September.....CONRAIL has been ordered by the AAR to cease the use of "CRL" reporting marks on its leased locomotive fleet, because of a conflict with CHICAGO RAIL LINK (Railpace).....CONRAIL has announced that it will auction off 125 parcels of surplus real estate in major metropolitan areas, including several locally. The Philadelphia auction will be conducted November 29 at the Wyndham Franklin Plaza Hotel.....CONRAIL has renumbered its ex-Norfolk & Western office car Boston, built in 1911, from 100 to 5.

CONRAIL last month took its track from Belmont over the High Line out of service for six weeks, to permit double-stack clearance work to be completed. The single track down the ramp near "Zoo" tower and through the Girard Avenue tunnel was removed to permit undercutting of the line, and crossover switches to AMTRAK were spiked (Al Butler).....CONRAIL won't have to worry about handling an AMTRAK special to the Army-Navy football game at Veterans Stadium on December 2. It appears that the only Army-Navy train will be a VIP special to 30th Street Station.....The fleet of EMP domestic containers shared by CONRAIL, NORFOLK SOUTHERN and UNION PACIFIC

PHILADELPHIA EXPRESS (Continued from Page 6)

in a pooling arrangement is expanding from 6,400 to 7,400 units. Some of the additions are 53-foot-long boxes. The EMP utilization rate of containers under load or reservation hit 82.1 percent in August (Traffic World).....
.....CONRAIL is in the process of selling off all but 900 of its 3,500 high-cube covered hopper cars, many of them to shippers.

CONRAIL is still selling branchlines as part of its track rationalization program. Most recent is the sale of the former Reading Akron secondary track extending 12 miles from Sinking Spring to near Ephrata, PA, a remnant of the Reading's 48-mile Reading & Columbia branch. The buyer is believed to be the EAST PENN RAILWAYS, operator of three ex-Reading branches in Berks, Lehigh and Montgomery Counties.....CONRAIL has also been talking with several operators about the possible sale of its "Camden Cluster," the ex-PRSL lines radiating south out of Camden, NJ.....On October 14 a ceremony was held in Conshohocken to officially mark the completion of the 12-mile section of the Schuylkill River Trail in Montgomery County. Virtually all of the paved biking-hiking trail is laid on the right-of-way of Pennsy's old Schuylkill branch, two sections of which are still in use by CONRAIL. County planners gave full credit to the railroad for its cooperation in granting easements for trail use.....CONRAIL and the Fraternal Order of Police have announced a new agreement covering 300 Conrail police officers. The plan includes conversion from hourly pay to salary and eligibility for an annual bonus based on company profits.

The Delaware River Port Authority board on October 24 approved a \$350-million bond issue, seemingly insuring that PATCO will not raise fares for the next four years.....Philadelphia Industrial Development Corp. has proposed that the CSX rail line along the east bank of the Schuylkill River in center city Philadelphia be removed to permit development of a riverside park. CSX trains would be rerouted over CONRAIL's High Line (DVARP).....READING, BLUE MOUNTAIN & NORTHERN has sent its ex-Reading 4-8-4 #2102 to Steamtown in Scranton for heavy work and a return to service (Laurel Lines).

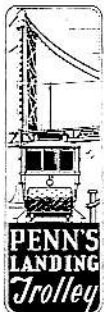
Chapter President Doug Watts has been promoted by CONRAIL to the post of director-operations management training, reporting to Senior Vice President-Operations Ronald J. Conway.....In its recently-passed DOT spending bill (see above), Congress directed that the Interstate Commerce Commission be abolished. Dating from 1887, the ICC is the Federal government's oldest independent agency, but widespread deregulation of railroads and motor carriers has reduced the need for this once-sprawling bureaucracy (Traffic World).....NJ TRANSIT last month took over dispatching of the Atlantic City Line, relieving AMTRAK of that responsibility.....
.....A trespasser was killed by a PATCO train near the Collingswood station on September 12, the first such accident on PATCO in memory.....Congress has delayed until at least 1999 its order that the metric system be adopted in interstate and foreign commerce. If and when the law takes effect, railroads may eventually be forced to convert. Will this be the end of mileposts?

READING, BLUE MOUNTAIN & NORTHERN has sold five of its ex-Lackawanna coaches to the CALIFORNIA WEST-ERN RAILROAD. They were shipped from Temple, PA last month aboard JTTX flatcars (Colebrookdale Local).....RBM&N will operate holiday passenger trains out of Temple during the first four weekends of December, over the former Blue Mountain & Reading. Earlier this year RBM&N suspended its regular summer passenger service (Form D).....RBM&N is constructing a new headquarters building in the traditional railroad style at Port Clinton, complementing its simulated 1920's-era enginehouse across the tracks.....SMS RAIL SERVICE is painting its recently-acquired Baldwin AS616 locomotive #554 in the green-and-yellow scheme reminiscent of the Reading. The big ex-TRONA unit will be shifted to a new SMS operation set to begin in the USX plant at Fairless Hills, PA.....DELAWARE VALLEY has purchased the two former SANTA FE GP7R units formerly owned by Octoraro Railway, #341 and 346. Three Octoraro-owned Alco RS3's, #103, 134 and 4118, are still stored on the DV at Montchanin, DE.

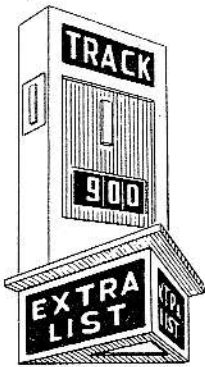
PENN'S LANDING TROLLEY GETS REPRIEVE

One day before the Penn's Landing Trolley was to be shut down (see October Cinders), its managers decided to keep the embattled line running for another year. The October 13 announcement by the board of Buckingham Valley Trolley Association, operators of the historic trolleys on Columbus Blvd., cited a concession by the Penn's Landing Corp. over the matter of rental charges at Pier 9 where the active cars are stored. In addition, the anticipated increase in premiums for the Association's \$5-million insurance policy did not occur, although individual members as well as the Philadelphia Belt Line Railroad (owner of the Columbus Blvd. trackage) helped make the payment. The new policy became effective October 15, just three days after advice was received from the insurance company.

An important factor in BVTA's last-minute decision was an expression of support from Denise Goren, the City's deputy mayor for transportation, and cooperation from SEPTA in using Federal funds to extend the Penn's Landing operation north to Spring Garden Street. But BVTA officials expressed concern that the trolleys continue to incur a substantial deficit each year.



EDITOR'S NOTE: Due to logistical complications, we are unable to bring you El Simon's ON THE SCENE this month. We will provide you with a double-length column in our December issue.



NOVEMBER 11-12, 1995: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center off Route 73, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

NOVEMBER 18: Train Show & Sale sponsored by Chalfont Boro Police Benevolent Association, at Unami Middle School, 160 South Moyer Road, Chalfont, PA, 9 AM-3 PM. Admission: \$3 adults, children under 12 free. For dealer information, contact Paul Myers at 215-345-5017.

NOVEMBER 18-19: Open house at Gateway Model Railroad Club, 3rd & Market Streets, Gloucester City, NJ, 10 AM-4 PM both days. Donation: \$2 adults, children under 12 free. For information, contact Nick Caccavo at 612-532-2271.

NOVEMBER 19: Railroadiana & Model Train Show at Parsippany P.A.L., 33 Baldwin Road, Parsippany, NJ, 9 AM-3 PM, sponsored by Tri-State Chapter NRHS. Admission: \$4 adults, children and seniors \$3, family \$6. For information, write: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962 (telephone 201-488-5429).

NOVEMBER 24-25: Annual Railroadiana & Train Show sponsored by West Jersey Chapter NRHS, at St. Stephens Catholic School, Browning Road near Admiral Wilson Blvd., Pennsauken, NJ. Antique, toy train and railroadiana sales, plus model railroad displays and sales. Hours: 12 Noon-8 PM Friday, 10 AM-3 PM Saturday. Donation: \$3 adults, children under 12 free. No charge for parking. For information, telephone Herman Lotstein at 215-339-1948.

NOVEMBER 25-26: Cheltenham Hills Model Railroad Club open house at 8000 Old York Road, Elkins Park, PA, 12 Noon-5 PM. Admission free. For information, telephone 215-357-3990.

NOVEMBER 27: "The Orphan Trains," a special hour-long television production covering the 19th-Century effort to relocate abandoned children to the West via rail. Begins at 9 PM on Channel 12 WHYY-TV.

DECEMBER 2-3: Final open house at Gateway Model Railroad Club, 3rd & Market Streets, Gloucester City, NJ, 10 AM-4 PM both days. Donation: \$2 adults, children under 12 free. For information, contact Nick Caccavo at 610-532-2271.

DECEMBER 9: "Home for the Holidays" program at Railroad Museum of Pennsylvania, Strasburg, celebrating 100 years of holiday rail travel. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

DECEMBER 9-10: "Santa Claus Specials" on Penn's Landing Trolley, departing every half-hour from 10 AM to 4:30 PM from Columbus Blvd. & Dock Street, Philadelphia. Historic 1907-vintage car #46 will be featured, decorated for the season. Fare: \$2.50 per person. Santa Claus will be aboard all trips. Tickets may be ordered in advance, specifying trip desired and enclosing check payable to "BVTA." Mail to: Buckingham Valley Trolley Association, 1129 Broad Street, Collingdale, PA 19023, enclosing stamped, self-addressed envelope. For information, telephone 215-627-0807.

DECEMBER 9-10: Cheltenham Hills Model Railroad Club open house at 8000 Old York Road, Elkins Park, PA, 12 Noon-5 PM both days. Admission free. For information, telephone 215-357-3990.

DECEMBER 9-10: Greenberg's Great Train, Dollhouse & Toy Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

DECEMBER 16-17: "Santa Claus Specials" on Penn's Landing Trolley, departing every half-hour from 10 AM to 4:30 PM from Columbus Blvd. & Dock Street, Philadelphia. For ticket information, see December 9-10 item above.

UPDATE OF CSX BALTIMORE DIVISION FREIGHT SCHEDULES

The following trains should be added to the schedule of freight trains operating on CSX's Baltimore Division, as published in the September issue of Cinders:

EASTBOUND (All Trains Operate Daily)

<u>TRAIN</u>	<u>POTOMAC YARD (VA)</u>	<u>BRUNSWICK (MD)</u>	<u>W. BALTIMORE- HALETHORPE</u>	<u>BALTIMORE (Bay View)</u>	<u>BELCAMP (MD)</u>	<u>WILMINGTON (Wilmington)</u>	<u>TWIN OAKS (PA)</u>	<u>PHILADELPHIA (Park Jct.)</u>
Q376	Ps 2115	Lv 0400*	Lv 0500	Ar 0800	Ar 1115	.....	.....
Q378	Lv 1030	Ps 1400	(Terminates	Locust Point-Baltimore 1630)	.....	.....	.....
Q380	Ps 2215	Ps 0515	Ar 0815	(Note)	.....	.....	.....
Q396	Ps 1930	Ps 2315	Lv 0310	.....	Ar 0315	Ar 0430	Ar 0630

KEY TO TRAIN SYMBOLS

Q376 - Louisville, KY to Wilmington, DE
 Q378 - Willard, OH to Baltimore
 Q380 - Cincinnati, OH to Baltimore
 Q396 - Saginaw, MI to Philadelphia
 Note: Makes sidetrip to Curtis Bay-Baltimore

REFERENCES

Ar - Arrive
 LV - Leave
 Ps - Pass
 * - Crew change
 Q - Specific customer train

SOURCE

Bull Sheet, Allen Brougham, Editor



CSX Transportation Locomotive Roster

(Corrected to October 1, 1995)

ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	UNITS	NOTES
1- 115	CW44AC	GE	1994-95	4400	C-C	115	1, 2
117	FP7B	EMD	1950	1500	B-B	1	3
118	FP7A	EMD	1952	1500	B-B	1	
1010-1050	SWMT	EMD			B-B	33	4
1100-1119	SW1500	EMD	1970-72	1500	B-B	20	
1130-1139	MP15AC	EMD	1978	1500	B-B	10	
1140-1149	MP15	EMD	1975	1500	B-B	10	
1150-1194	MP15AC	EMD	1977-78	1500	B-B	45	
1200-1241	MP15T	EMD	1984-85	1500	B-B	42	
1500-1524	GP15T	EMD	1982	1500	B-B	25	
1905-1987	U18B	GE	1973-74	1800	B-B	11	
2001-2188	GP38	EMD	1966-71	2000	B-B	89	
2200-2330	RD SLUG	EMD			B-B	129	5
2400-2404	SD20-2	EMD	1964	2000	C-C	5	6
2420	SD35M	EMD	1965	2000	C-C	1	
2450-2454	SD38-2	EMD	1975	2000	C-C	5	
2500-2716	GP38-2	EMD	1972-80	2000	B-B	187	
3001-3007	BQ23-7	GE	1978	2250	B-B	5	7
3100-3143	B23-7	GE	1978	2250	B-B	30	
3265-3324	U23B	GE	1973-75	2250	B-B	11	
4200-4262	GP30M	EMD	1962-63	2000	B-B	34	
4280-4299	GP39	EMD	1969	2300	B-B	16	
4300-4319	GP39-2	EMD	1974	2300	B-B	20	8
4519, 4559	SD35	EMD	1964-65	2500	C-C	2	
4600-4621	SD40	EMD	1966-71	3000	C-C	18	
5500-5580	B30-7	GE	1978-81	3000	B-B	80	
5806-5925	B36-7	GE	1985	3600	B-B	120	
5930-5949	B40-8	GE	1989	4000	B-B	20	
6000-6499	GP40-2	EMD	1971-81	3000	B-B	345	9, 10
6504-6860	GP40	EMD	1966-71	3000	B-B	119	
6900-6947	GP40-2	EMD	1979-80	3000	B-B	45	11
7000-7094	C30-7	GE	1979-81	3000	C-C	94	
7500-7646	C40-8	GE	1989-90	4000	C-C	147	
7650-7917	CW40-8	GE	1991-93	4000	C-C	267	2
8000-8261	SD40-2	EMD	1974-81	3000	C-C	261	
8262-8488	SD40-2	EMD	1966-71	3000	C-C	127	12
8500-8643	SD50	EMD	1983-85	3500/3600	C-C	144	
8700-8709	SD60	EMD	1989	3800	C-C	10	
8951-8972	SD45-2	EMD	1974	3600	C-C	4	
9000-9052	CW44-9	GE	1993-94	4400	C-C	53	2, 13
9500-9505	U18B	GE	1973-74	1800	B-B	5	14
9550-9553	U23B	GE	1973-75	2250	B-B	4	14
9600	GP30M	EMD	1962	2000	B-B	1	14
9650-9658	GP38	EMD	1967-71	2000	B-B	9	14
9700-9710	GP40	EMD	1966-71	3000	B-B	11	14

TOTAL CSX UNITS 2731

NOTES

Certain number blocks are not complete

- 1 - Alternating current drive units
- 2 - Widenose units
- 3 - Builder's model F7B
- 4 - Yard slugs converted by Chessie, PNC from GP7, GP9 units
- 5 - Road slugs converted by MK, PNC from GP30, GP35, GP 40 units, retaining carboodies and fuel tanks
- 6 - Rebuilt by CSX from SD35 units
- 7 - Converted by CSX to cabless "B" units
- 8 - Former Delaware & Hudson units
- 9 - 6000 rebuilt by CSX from GP40
- 10 - 6403-6499 assigned as slug "mother" units (2200 series)
- 11 - Assigned as slug "mother" units (2200 series)
- 12 - Rebuilt by CSX, MK from SD40, SD45, SD45-2 units
- 13 - 9000-9002 built as CW44-8 units
- 14 - Units painted orange, assigned to maintenance-of-way service

BUILDER ABBREVIATIONS

EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company
 MK - Morrison Knudsen Company
 PNC - Precision National Corp.

SOURCES

Bull Sheet, Allen Brougham, Editor
 Extra 2200 South, Doug Cummings, Editor
 Blue Ridge Dispatcher, Bill Cox, Editor

AMTRAK ANNOUNCES SALES OF HERITAGE, OTHER EQUIPMENT

During October, Amtrak announced pending sales of 44 different passenger cars, ranging from Heritage equipment to former Metroliners. The sales were to be held at various locations around the country, and the equipment was in various states of repair. All bids were to be handled by Amtrak's Senior Director-Purchasing, based at 30th Street Station here in Philadelphia.

Offered for sale at Albany-Rensselaer are three French-built Turboliner cars, all constructed by ANF in 1975. Coaches 88 and 89 plus Coach-Cafe 96 are up for disposition, with the 88 suffering fire damage and the 96 suffering smoke damage in the Penn Station fire in New York on September 11, 1994.

Cars available at Beech Grove include Heritage coaches 4602, 4604, 4605, 4612, 4616, 4618, 4620, 4625, 4632, 4646 and 4647. All of these cars except the 4632 were built during the 1960's by St. Louis Car for the Union Pacific, and the 4632 is a Budd product of 1961 delivered to the UP as well. Also on hand at Beech Grove are Heritage lounges 3100 and 3101 (St. Louis Car for the U. S. Army), 3107 (Budd for the Santa Fe), Slumbercoaches 2054-South Haven Harbor and 2055-Toledo Harbor (Budd 1949 for New York Central), 10-6 sleepers 2887-Pacific Peak, 2893-Pacific Northwest (Budd 1949 for UP) and 2997-Pine Ring (Budd 1949-50 for Santa Fe). [Editor's Note: 2997 is actually named Pine Ridge, in spite of what Amtrak records and various publications show, as a slide I took at Jacksonville, FL in 1981 shows!]

Located at Miami are the three "Starlight diners" from Auto Train service: 9310, 9311 and 9312, all built by Pullman-Standard in 1952. Heritage lounge 3118-Casimir Pulaski (Budd 1951 for the PRR) and a whole host of 10-6 sleepers are also for sale. They are 2441-Pacific Cove (Budd 1950 for UP), 2882-Pacific Trail, 2883-Pacific Range, 2888-Pacific Spray, 2889-Pacific Terrace, 2923-Pacific Park (all built Budd 1949 for the UP), 2986-Pine Mesa, 2988-Pine Dale and 2990-Pine Grove (all built Budd 1949-50 for the Santa Fe).

Four cars will be found at New Orleans, they being Slumbercoach 2052-Dunkirk Harbor (Budd 1949 for New York Central), 10-6 sleeper 2890-Pacific Union (Budd 1949 for UP), Heritage Lounges 3109 (Budd 1948 for Santa Fe) and 3113 (Budd 1950 for Southern Pacific).

Closer to home at Wilmington, you'll find Slumbercoach 2084-Loch Lomond (Budd 1959 for Northern Pacific), which was damaged in the May 16, 1994 wreck of Train 87 at Selma, NC. Also at Wilmington are Metroliner snackbar coaches 855, 860, 861 and 866. All of the Metroliners have much equipment removed and cannot be moved by rail.

SRNJ HOPES FOR PASSENGER TRAINS THIS MONTH

Previously-announced weekend excursion service on the Southern Railroad of New Jersey has been further delayed, but may begin this month using Jersey Central-painted F3's #56 and 57 out of Salem, NJ. A photo freight will operate on Saturday, November 11, leaving Salem at 9 AM with #56 and 57. Telephone 215-634-2582 for information on the passenger service.

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