

CINDERS

JANUARY 1993



IN THIS ISSUE

Philadelphia Chapter News.....	1-2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
ON THE SCENE, by El Simon.....	7
Extra List.....	8
AREA SHORTLINE/REGIONAL ROSTER, Part I.....	9
Chapters' FP7 Project Reaches Major Goal.....	11
Chapter Sets Book Sale.....	12

Volume 54

Newsletter of the

Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

Chapter Officers Plan for Future at December Board Meeting

Most Philadelphia Chapter officers and committee chairs attended a board meeting called by President Michael Burshtin on December 9 in the national office.

Several actions were taken during the course of the meeting. These include:

- Unanimous approval of an agreement with Lancaster Chapter for a \$10,000 line of credit to finance completion of our restoration of former Reading FP7 #903. The officers insisted, however, that the agreement be modified to provide for \$5,000 in interest-free funding, the balance to accrue simple interest at the prevailing passbook rate after two years. It was recalled that Philadelphia Chapter extended Lancaster Chapter a \$5,000 interest-free loan several years ago to help fund the "J" tower project at Strasburg.
- Harry Garforth to chair a committee to produce a commemorative FP7 T-shirt, intended to raise funds for the restoration project.
- Michael Hopkins to seek out possible storage sites for both Philadelphia and Lancaster Chapter's FP7's, after their departure from the present shop location.
- Drafting of a proposed 1993 budget for the Chapter, income and expenses to be generally in line with 1992 experience, except for an additional \$3,000 to be appropriated for FP7 engine work. President Burshtin will prepare the final draft for board review.
- Unanimous approval for discontinuing the present break-even operation of the Chapter bookstore, operated for several years by Editor Larry Eastwood. The existing inventory valued at \$3,000 is to be sold off to members at slightly above cost. The Chapter will explore a cooperative mail-order service for members, utilizing the Chapter's discount from publishers, with order forms to be printed in Cinders.
- Director Frank Tatnall to step down as chairman of the Trip Committee, after 20 years on the job. Michael Hopkins will serve as interim chairman, with others volunteering as members. A meeting is to be scheduled in the near future.
- Senior Vice President Doug Watts to draft a survey form concerning members' preferences for meeting sites and programs, the form to be published in Cinders. Concern was expressed over declining meeting attendance in the present center city location.

The membership will be kept informed of future developments.

LAST CALL FOR RENEWING MEMBERSHIPS IN PHILADELPHIA CHAPTER

A small minority of Philadelphia Chapter members have not yet renewed their memberships for the new year. These members are urged to renew NOW by using the pre-addressed envelope furnished with the dues notice. This will be the last issue of Cinders sent to those who have not paid their dues for 1993.

Full Chapter and National memberships cost a total \$26.00, with checks made payable to "Philadelphia Chapter NRHS." Additional amounts for donations may be included in the same renewal. Please mail all renewals to: David Kopena, Treasurer, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

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

CHAPTER OFFICERS

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

COMMITTEE CHAIRS

Equipment.....	Michael F. Hopkins
Membership.....	Sheila A. Dorr
Newsletter.....	R. L. Eastwood, Jr.
Program.....	Douglas W. Watts
Publications.....	Harrison Garforth, Jr.
Publicity.....	Thomas F. Moran
Trip.....	Michael F. Hopkins

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 (\$18.00 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$26.00 per person, which includes Chapter and National dues. Chapter-only dues \$13.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter membership.

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

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

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, JANUARY 15, 1993
Eakins Lounge, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks
south of Market East station)
Dinner at 6:15 PM (\$18 per person); Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above
Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th
above Locust (\$5.75 after 6 PM), Downtown Garage,
Walnut Street east of 10th (\$5.00 after 5 PM).

Our first meeting of the New Year will be on Friday evening, January 15, 1993, as West Jersey Chapter Member Frank Kozempel will present an audio-visual program entitled 30 YEARS OF CHANGE IN SOUTH JERSEY. Frank and his camera have chronicled the many changes in railroading in Southern New Jersey, and we'll be sure to enjoy the fruits of his labor.

The evening will begin with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, JANUARY 12, 1993 to National Director Frank Tatnall at 215-828-0706. This is a strict deadline and we ask that you please specify when ordering if you desire a fish dinner. There is no cash bar this year.

We encourage you to come out and take a look back at railroading in South Jersey on January 15, through the camera lens of Frank Kozempel.

STAMP EXPO CACHET FEATURES JOE MANNIX ARTWORK

The Philadelphia National Stamp Expo last October prominently displayed a drawing by Chapter Member Joe Mannix commemorating the 100th anniversary of electric trolley service in Philadelphia. (See page 10 of December Cinders for a view of the drawing.) The Stamp Expo has issued a special postal cachet featuring Joe's artwork, which may be ordered for \$1.75 each or three for \$5.00. Send a check with large stamped, self-addressed envelope to: SEPAD, P. O. Box 358, Broomall, PA 19008-0358.

CHAPTER MEMBER CO-AUTHORS RED ARROW BOOK

Chapter Member Sam James is co-author, with Frederick A. Kramer, of a new soft-cover book entitled Red Arrow Lines Remembered, published last fall by Bells & Whistles. The 64-page book contains many photos of the Red Arrow system between 1935 and 1955, with informational captions largely the work of Sam.

List price of the book is \$10.95, but Sam is selling it for \$10.00 per copy at Philadelphia Chapter meetings.

AMTRAK OFFERS WALL CALENDAR FOR 1993

Later than usual, Amtrak last month announced that it has produced a full-color wall calendar for 1993. Unlike most such calendars in years past, it features a painting by Artist J. Craig Thorpe rather than Gil Reid. The subject this year is Amtrak's newly-opened station at Olympia/Lacy, WA, with a train in the foreground.

The calendar may be ordered for \$5 each, or \$9 for two, \$12 for three and lower unit prices for larger quantities. Checks made payable to "Amtrak Calendar" should be mailed to: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143. Calendars are shipped in sturdy mailing tubes, and two weeks should be allowed for delivery.

PHILADELPHIA



FRANK G. TATNALL, JR.

The big storm of Friday, December 11 was one of the worst on record in the Northeast, with the Jersey shore, New York City, Long Island and New England the hardest hit. In the Philadelphia area, wind gusts of up to 90 mph and heavy rains--more than three inches fell in some suburbs--took a predictable toll on all transportation services. At least 200,000 Philadelphia Electric customers lost their power, making the storm the fifth worst in PE's history in terms of damage to the electrical system.

Passengers on SEPTA Regional Rail suffered numerous delays and train cancellations because of flooding and downed trees. The most serious problem occurred on the R5 Paoli line when a tree fell across all four AMTRAK main tracks east of Villanova station--SEPTA trains and Amtrak's Harrisburg service were suspended for much of the day. The first trains began moving around 4 PM when two tracks were reopened at the scene, but the afternoon rush hour was severely disrupted. The catenary over the #4 westbound track was not repaired and full service resumed until 11 AM the following day, after Amtrak was forced to borrow SEPTA's wire train to do the job. The R6 Norristown Line was again flooded at Conshohocken, and R3 service to Elwyn was knocked out for a time. SEPTA's Railroad Division posted only a 35-percent on-time record for that Friday.



AMTRAK managed to maintain a semblance of normal service between New York, Philadelphia and Washington during the December 11 storm, but some delays due to crowding were reported. Closure of New York area airports and some cancellations of Philadelphia flights were thought to be responsible. SEPTA's transit system also experienced a difficult day, especially on surface trolley and bus routes. Many bus lines had to be detoured because of street flooding. PATCO also had its problems and was forced to operate trains in both directions on the south track across the Benjamin Franklin bridge, after a large billboard collapsed onto the north track about 7 AM at the Philadelphia end of the bridge. The span was closed to motor traffic until the next day when the wind-damaged steeple of historic St. Augustine's Church near 4th & Vine Streets threatened to fall onto the roadway. PATCO's north (or westbound) track was also exposed and could not be used.

SEPTA has indicated a willingness to run four diesel-powered trains from northern suburbs directly to 30th Street Station during this year's RailWorks shutdown. Beginning in May, SEPTA would run two weekday trains in each direction between Lansdale and 30th Street, one between Warminster and 30th Street and one to and from West Trenton, possibly using borrowed AMTRAK F40 locomotives. All would run into and out of the lower level of 30th Street. DVARP, however, is pressing its campaign for up to 12 daily trains, to operate all the way into Suburban Station. SEPTA has initially refused to consider the use of this station because of reported ventilation problems for diesel locomotives. DVARP responds that some relatively minor improvements would permit the safe operation of diesels into the below-street-level station. DVARP has suggested the use of ex-BURLINGTON NORTHERN head-end-power E9 units, recently released from METRA's Chicago-Aurora (IL) commuter service. CONRAIL has agreed to allow a limited number of SEPTA detour trains to run over its freight lines.

SEPTA's revenue crunch continues on all divisions, with few signs of a reversal of the downward trend in ridership which has persisted for more than two years. On Regional Rail, passenger revenues for November 1992 were 6.5 percent below budget, and for the first five months of the current fiscal year they are 4.9 percent below budget. The five-month operating deficit after subsidies rose to \$1.3 million.....While Regional Rail ridership has been declining, passenger volume on the five subway-surface trolley lines is on the increase. Daily railroad ridership of 75,000 has dropped below that of the trolleys (78,000), based on October figures.

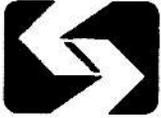
SEPTA has again revised its track speeds through the RailWorks area in North Philadelphia. Between the tunnel portal at Brown and Temple U station the maximum speed on all four tracks has been raised to 45 mph, but remains at 30 mph between Temple and "16th Street Junction".....The Mainline track speed over the 5.5 miles between Wayne Junction and Jenkintown is 60 mph on both tracks, but most trains are allowed 11 minutes for this run in the public timetables. Effective with the December 6 schedule change, Melrose Park was eliminated as a stop for R5 Lansdale-Doylestown trains during off-peak periods. Even with no intermediate stop the old seven-minute running time is maintained over the 3.7-mile distance between Fern Rock and Jenkintown, for an average speed of 32 mph!

SEPTA last month issued its long-awaited Request for Proposals to lease the idle Newtown branch for private-sector operation. The RFP also contains an option to lease the Bethlehem branch north of Lansdale. Due date for proposals is February 23.....Just one week after SEPTA issued a complete set of new timetables, it reissued the R5 west timetable to restore two Downingtown expresses. These are train #4714 in the morning which now runs express from Bryn Mawr and #9599 in the afternoon running non-stop to Bryn Mawr. Morning local #9522 from Bryn Mawr was added and afternoon Paoli local #9569 was cut back to Bryn Mawr. Also, former Downingtown local #9573 now terminates at Paoli. A midday turn to and from Parkesburg has been restored as trains 525/566. Push-pull trains are currently assigned to R5 expresses #7532-8538-9524-9528-9530-7555-7563-9559-9565-9599, as well as R7 Trenton expresses #9724-9745.....SEPTA will issue a combined timetable for service between Glenside-Jenkintown and center city, the first such publication in more than a year.....SEPTA has purchased 6.9 miles of the former Reading Bethlehem branch from CONRAIL between mileposts 45.4 near Coopersburg and 52.3 in Hellertown. This segment of line is located in Lehigh and Northampton Counties.

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

A bid request is out for the new University City rail station to be built behind the Civic Center in West Philadelphia.....Catenary wire fell onto SEPTA train #7295 at AMTRAK's Wilmington station on December 15, burning a hole in the roof of Silverliner #109.....That new bridge over York Road in Elkins Park has not been completed, as incorrectly stated here last month. Two new steel spans have been installed, but the old center span has not yet been replaced.....SEPTA has been rebuilding the catenary structures on the West Chester Line south of Swarthmore.....A new pedestrian bridge has been erected at Fernwood station, where the Church Lane overpass was recently demolished.....A mobile ticket office is in service at Lansdowne, where the old building was gutted by fire last year.....DVARP reports that the Borough of Lansdale has decided not to take over and renovate the SEPTA station there, because of toxic waste contamination on the site.



SEPTA's City Transit Division racked up another substandard financial performance in November, with passenger revenues two percent below budget. The Division's deficit for the first five months of this fiscal year was \$2.5 million even after subsidies. Suburban operations produced a five-month deficit of \$288,000 after subsidies.....SEPTA and other mass transit systems are looking hopefully toward the advent of the new Clinton Administration. "We are on the threshold of a new era for public transportation," Mr. Clinton told transit executives last fall, underscoring his pledge to boost Federal investment in the nation's deteriorating infrastructure. Spending for Fiscal Year 1993 is \$1.4 billion below the authorized \$5.2 billion for transit, and highway spending could be boosted by \$2.5 billion to \$20.5 billion. States also have the option under certain conditions to divert up to 40 percent of their highway funding to mass transit projects. Clinton told Passenger Transport Magazine that he is "keenly aware of the enormous potential of the Intermodal Surface Transportation Efficiency Act of 1991 to serve as a catalyst to spur long-overdue investment in our surface transportation system, and in public transportation in particular. I strongly support full funding of ISTEA and the flexible local decision-making that is the hallmark of the bill."

SEPTA Chairman J. Clayton Undercofler III will not seek re-election next month, the Daily News reports. Undercofler, 52, is one of Chester County's two representatives on the 15-person SEPTA board, and has served as its chairman since 1988. He was personally responsible for recruiting General Manager Louis Gambaccini, and has been a strong supporter of the sometimes embattled GM. A prime candidate to replace Undercofler is Vice Chairman Thomas Hayward, 61, of Delaware County.....The December 17 board meeting was largely occupied with wrangling over the award of lucrative underwriting contracts. Of 18 investment banking firms which submitted proposals to SEPTA, the board decided to name six to help float bond issues for some \$500 million in future capital funding. The Daily News later said that the controversy arose because the board wanted to reverse its support of firms favored by influential State Senators Vincent Fumo of Philadelphia and Joseph Loeper of Delaware County, and City Council President John Street. After extended discussion, the board fell into line, naming Smith Barney Harris Upham as lead underwriter for the first bond issue, and the other five to significant roles in later issues.

SEPTA Assistant General Manager Jeffrey McCormick resigned last month rather than accept what he perceived as a low-level post in environmental compliance (see December Cinders). While heading the Surface Division, he was a leader in the effort to retire the remaining PCC fleet.....SEPTA's Citizen Advisory Committee reports that late-night ridership on the Broad Street and Market-Frankford Lines has declined from 3,600 to 2,200 since buses were substituted for the late-night trains in 1991....."Frankford Under the El" is the title of a video produced by SEPTA for cable TV, designed to show SEPTA's concern for the neighborhoods affected by its Frankford Elevated Reconstruction Project (FERP).....United Artists opened a new, \$4-million, nine-screen movie theater on Christmas Day near SEPTA's 69th Street Terminal. It's a hopeful sign for reviving the shopping area.

SEPTA made an attempt last month to celebrate the 100th anniversary of electric traction in Philadelphia. The City's very first trolley line began service on Catherine and Bainbridge Streets on December 15, 1892 and, ironically, SEPTA shut down its last all-surface streetcar routes in 1992. On December 15 a ceremony was held at 3rd & Bainbridge Streets in South Philadelphia to commemorate the anniversary, and in Chestnut Hill SEPTA trotted out one of its newly-repainted PCC's for the television cameras, and cut a specially-decorated cake at the top-of-the-hill loop.....SEPTA continues to operate its three green PCC's in weekend service between the Chestnut Hill shopping district and Mount Airy. A brochure promoting this "vintage trolley route" has been distributed and it even mentions the availability of group charters. Work has begun at Germantown depot on servicing facilities so that the cars will not have to be deadheaded to and from Luzerne depot, as is now the case.

SEPTA has recently been the target of heavy criticism over its management of the City's Shared Ride Program, which uses vans to transport elderly and disabled passengers. SEPTA took over the program in November after a private operator had been dismissed because of the failure of its centralized reservation and scheduling system.....New Census Bureau data reveals that commuter volume into Philadelphia has changed little over the past 20 years. While SEPTA's ridership has declined substantially, the Inquirer reports that an estimated 226,966 persons from seven suburban counties commuted to Philadelphia each weekday during 1990, versus 229,119 in 1970.....SEPTA has decided to reorganize bus Routes 5, 47, 57, 73 and 89, and to discontinue Route 50. Public hearings were held last month.....A book entitled Car-Free in Philadelphia has been published as a how-to guide for reaching hundreds of places via public transit. SEPTA is selling the book for \$5 per copy.... Metro Magazine in its 1992-93 Fact Book lists the ten largest passenger railcar operators in North America. With its 5,951 cars NEW YORK CITY TRANSIT AUTHORITY heads the list, followed by AMTRAK with 2,141 cars. SEPTA's 1,166 commuter, heavy and light rail cars place it fifth in size, although this number includes the now-retired PCC fleet (Mohawk & Hudson Chapter Call Board).

PHILADELPHIA EXPRESS (Continued from Page 4)



Controversy is swirling around the selection of a new chief executive at AMTRAK, following President W. Graham Claytor's announcement that he intends to retire this year. Apparently reassured by the election of Fellow Democrat Bill Clinton, Claytor said that he would step down as soon as the Amtrak board names a successor. The board retained an executive search firm to propose candidates. But Secretary of Transportation Andrew Card said that President Bush and he might fill four existing vacancies on the board before leaving office, creating the impression that the "lame-duck" Republican Administration would try to dominate the selection process. The Washington Post then reported that Claytor, 80, made it clear that he would not leave if a GOP-dominated board named someone he doesn't like.

The powerful chairman of the House Energy & Commerce Committee, Democrat John Dingell of Michigan, weighed in with a stern letter to Secretary Card, Traffic World reported. Dingell warned that any attempt to pack the AMTRAK board with last-minute appointees could trigger legislation to "dissolve all or a portion" of the board, "as well as rescind any decision made by such board" regarding a new president. Dingell obviously believes that any vacancies on the nine-member panel should be filled by incoming President Clinton and his own secretary of transportation. Among possible successors to Claytor mentioned in Washington are William S. Norman, Amtrak's executive vice president; Brian W. Clymer of Pennsylvania, the Republican head of the Federal Transit Administration; and David L. Gunn of the Washington METRO system, a former SEPTA general manager. Claytor has been president of Amtrak since 1982, and is credited with bringing increased revenue and effective cost management to the nationwide passenger railroad.

AMTRAK tested its Swedish-built X2000 high-speed train between Philadelphia and Lancaster during the week of November 30, storing the train between trips on track #1 in 30th Street Station. The shovel-nosed electric locomotive--resplendent with white front end, blue stripes and prominently-displayed Amtrak lettering--was sometimes on the east end and at other times on the west end of the five-car train. A rakishly-styled cab control car was used in reverse movements. The train's tilting mechanisms received a good workout in the several runs over the curvy track between Parkesburg and Lancaster, reportedly negotiating the four-degree curve at Gap, PA at 80 mph, 25 mph above the normal track speed. On December 10 Amtrak ran the X2000 to Lancaster and return for a group of invited journalists, resulting in a spate of favorable television and newspaper publicity. On one trip, the train posed at Leaman Place beside STRASBURG RAIL ROAD's steam locomotive #90. The X2000 also made at least one test run on the New York Division before returning to Washington the following week.

AMTRAK intends to run the X2000 in revenue service beginning next month. For two weeks in February it is to operate between Washington and New York as Metroliner trains 112/223, then for the rest of February and during March it will be assigned to Metroliners 114/125. In April it will run Washington-New Haven as trains 202/223, and on two weekends in May there will be public excursions between New London, CT and Boston. No regular service will be operated in the non-electrified territory because Amtrak's turbo units cannot handle the existing New England Express schedules. Though the X2000 is capable of 150-mph running, even under wire it will be restricted to 125-mph Metroliner speeds. Following the end of the testing program, Amtrak "hopes to initiate the procurement of 26 high-speed trainsets that will be used both north and south of New York." Service to Boston, however, will be dependent upon completion of the north end electrification for which engineering work has already begun (NARP, Dick Barben, Railway Age).

Plans were announced last month for a \$400-million facelift of the seedy area near Atlantic City's railroad station. The project would begin at the end of the Atlantic City Expressway, next to the station, and include shops, restaurants and theaters highlighted by a plaza modeled after a Monopoly game board. It would be anchored by a \$250-million convention center adjoining the rail station, and a \$70-million hotel for convention-goers. All of this will be good news for AMTRAK and NJ TRANSIT, whose Atlantic City ridership has lagged behind projections.....NJ Transit will refurbish its Atlantic City bus terminal, originally built by PRSL in 1934 as the main railroad terminal in the shore resort (Jersey Central News).

President-elect Clinton last month nominated former Denver (CO) Mayor Federico Pena to be his secretary of transportation. Pena spearheaded the drive to build a huge new international airport near Denver.....The bill to create a \$5-billion intercity rail passenger capital trust fund was introduced in the last Congress by Representative Al Swift of Washington. It had 32 co-sponsors, one of whom was Curt Weldon of Delaware County. The bill will very likely be reintroduced in the new Congress with even more co-sponsors (NARP).AMTRAK recently assigned its rebuilt club conference car #9800 to express Metroliner trains 203/220 between New York and Washington on weekdays. Though equipped as a cab car, it is believed that #9800 will be used in a trailing position (AAR Rail News Update).

Now that AMTRAK has centralized the control of its mainline between North Philadelphia and Morrisville (see December Cinders), it is moving to establish Rule 261 signalling in both directions on all main tracks. Last month tracks #2, 3 and 4 were cut over to Rule 261 between "Holmes" and "Shore" interlockings in Northeast Philadelphia. Between "Holmes" and "Morris" only middle tracks 2 and 3 are fully Rule 261 operated and between "Shore" and "North Philadelphia" all four tracks remain under Rule 251 (signalled in the direction of traffic only). Cab signal rules remain in effect on all tracks, but numerous signals are being converted to the color position type.

AMTRAK is advertising for part-time reservation sales agents to work at its Fort Washington center. The number to call is 215-628-1810.....The Federal Railroad Administration's track geometry car, SPV-2000 #T-10, was spotted at AMTRAK's Race Street terminal in Philadelphia last month.....AMTRAK train #600 was stopped at Narberth station on December 10, when a crew member required medical attention. Some SEPTA trains were delayed, and some were able to cross over to the center tracks at Bryn Mawr until #600 was able to proceed at about 8:10 AM.....AMTRAK has dedicated its new \$15-million frequency converter station at Jericho Park, near Bowie, MD.

PHILADELPHIA EXPRESS (Continued from Page 5)



CONRAIL announced last month that it will lease 50 additional C40-8W locomotives from General Electric, for delivery later this year. After a one-year lease period, Conrail will have the option to purchase the 4,000-hp units. The lease brings to 225 the number of new locomotives to be acquired by Conrail, including 105 3,800-hp SD60M's from Electro-Motive and 70 previously-ordered C40-8W's from GE. The first of 45 SD60M's programmed for this year should now be arriving, numbered in the 5500 series, to be followed by 80 GE's during 1993 with numbers starting at 6150. All will be widenose units, all will bear the "Conrail Quality" logo and all will be permitted a maximum speed of 70 mph.....CONRAIL's Juniata shop this year will rebuild ten former KANSAS CITY SOUTHERN GP40's to Dash 2 specifications. To be leased from Pacific Rail, these units tentatively will be numbered 6200-6229.....CONRAIL last fall placed in service 138 new state-of-the-art cars designed to carry coiled steel with maximum protection. The builder was Thrall Car.

CONRAIL is hoping to start service this month over the newly-rebuilt Stony Creek branch between Lansdale and Norristown. With the line idle for more than 12 years, local officials are expressing concern about grade crossing safety, but Conrail will be allowed to operate over the line at ten mph with flag protection at each crossing until PennDOT installs automatic gates next summer (Joe Boscoe).....As part of its all-but-completed deal with NORFOLK SOUTHERN for joint control of the Triple Crown intermodal organization, CONRAIL plans to deactivate its Conrail Mercury subsidiary. Just a few years ago Mercury was hailed as a new way to manage high-quality trailer and container service.....The Delaware River Port Authority, after a long delay, finally opened its new South Philadelphia container yard last month. Adjacent to Packer Avenue Marine Terminal, the new yard can be accessed by the three line-haul railroads.

General Motors last month announced the closing of seven more plants, including the parts factory at West Trenton served by CONRAIL. The Boxwood Road assembly plant near Wilmington, served by CSX, will also close. The West Trenton facility employs 2,000 workers and Wilmington 3,500.....Several major labor contracts expire in 1993, and strikes could spell trouble for the nation's railroads. In February unionized coal miners will be seeking a new contract, as will oil and chemical workers. In May it's the aluminum industry and in July steel. Also in July the Teamsters will have their every-three-year confrontation with United Parcel Service and the Big Three automakers come up in September (Kiplinger Washington Letter).....The American Society of Testing Materials, an international standards organization, plans to move out of Philadelphia and into a new \$13-million building in West Conshohocken. To be located beside CONRAIL's Harrisburg Line near the Marriott Hotel, the ASTM building will be a part of the Tower Bridge development in this well-located borough.

Gerald Grinstein, chairman & CEO of BURLINGTON NORTHERN, this month replaces CONRAIL Chairman James Hagen as chairman of the Association of American Railroads (Bull Sheet).....Janus Capital is the largest holder of CONRAIL stock, with about 6.1 million shares.....PennDOT last month announced plans to build a connector ramp from the Route 422 Expressway to the Schuylkill Expressway (I-76) in traffic-choked King of Prussia, using the right-of-way of the ex-Reading Chester Valley branch. The track is now owned by Philadelphia Electric.....A group of Conrail retirees plans to file suit against the railroad, according to an Inquirer report. They claim that Conrail "raided" its pension plan to fund an early-retirement offer to non-union employees in 1989.....CONRAIL train SECSO was spotted in Philadelphia December 21, headed by CSX CW40-8 widenose units #7791-7787 leading Conrail C30-7A units 6556-6578-6577 enroute to Jacksonville, FL.

DELAWARE & HUDSON RAILWAY is now officially known as the Bridge Line Division of CP RAIL SYSTEM, under a reshuffling announced last fall by parent Canadian Pacific. D&H, however, will remain a corporate entity for legal and financial purposes. D&H dispatchers are to be relocated to Milwaukee, WI in order to centralize them with CP's other U.S. rail property, the SOO LINE. A unified paint scheme is also anticipated. Since purchasing the D&H from its bankruptcy trustee in early 1991, CP has invested in track and signal improvements and removed many obsolete facilities. Recently, trackwork was begun on the little-used former Pennsy branch between Wilkes-Barre and Sunbury, reportedly because CP wishes to resume direct service to and from Alexandria, VA via Harrisburg which was discontinued five years ago. Trackage rights over CONRAIL and AMTRAK would be utilized (Leatherstocking Chapter Railtimes and L&WV Chapter Laurel Lines).

Maryland's MARC system took delivery last month of six former BURLINGTON NORTHERN E9 locomotives purchased from the West Suburban Mass Transit District near Chicago. Until last summer the big green-and-white units had been used in METRA commuter service over the 38-mile route between Chicago and Aurora, IL. MARC acquired several other second-hand locomotives last year to help meet a chronic power shortage. The E9's are #9902, 9905, 9906, 9907, 9908 and 9911.....UNION PACIFIC CORP. Chairman Drew Lewis of Montgomery County was the only railroad executive invited to President-Elect Clinton's economic conference last month in Little Rock, AR.....This writer was a banquet speaker at the first annual convention of the CONRAIL Technical Society, held in Allentown November 20-22. The main events were a tour of Conrail's Philadelphia Division dispatching center in Mount Laurel, NJ, a visit to Pavonia yard in Camden, and an inspection of Allentown yard. For the last event Conrail spotted two notable SD50 locomotives for photography: #6707, the "Desert Storm" unit, and #6726 with its unique Olympic bicycle trials paint scheme.

The Inquirer Magazine featured a four-page article on famed Artist Grif Teller in its December 13 issue. Numerous color photos of Teller's PRR calendar paintings were included in the article entitled "Rembrandt of the Rails" by Writer Art Carey.....A U.S. Navy petty officer assigned to the Philadelphia Navy Base was killed on December 18 when he tried to drive around a CSX freight train backing across Pattison Avenue in South Philadelphia.....Another victim of the December 11 coastal storm was the PATH system, which had several tunnels flooded in Hoboken, NJ and in its tubes beneath the Hudson River. The Hoboken PATH station, directly beneath NJ TRANSIT's Hoboken Terminal, was closed for ten days.....CP RAIL has brought in GP9 #8224 as its South Philadelphia switcher.....READING, BLUE MOUNTAIN & NORTHERN has begun construction of its long-planned engine terminal at Port Clinton, PA (Mike Hopkins).



Thanksgiving has come and gone and Amtrak put on its usual big show. Through the courtesy of Amtrak, I was able to observe the Wednesday activity at 30th Street Station in Philadelphia, and followed this up with a Sunday observation at Penn Station, Newark. I spent about 15 hours on each of the two days physically observing and recording trains, looking at passenger loadings and noting change in equipment and other facets of operations.

My overall impression was that capacity was down a bit from 1991 and the number of standees up. Whether Amtrak compensated or this indicated greater loadings won't be known until the monthly ridership figures for November are released.

More MARC equipment was used, fewer SEPTA cars, and the same level of MBTA cars. There are no longer any "steam" cars on Metro-North and, in fact, no MNCR equipment was borrowed. SEPTA Silverliner IV's were largely confined to Harrisburg trains but did sally forth on a few runs to New York. Most MARC equipment was AEM-7's and Sumitomo cars, but some of the ex-Pennsy sleepers did show up. Four sets of MBTA push-pull equipment ran down to New Haven, connecting with locomotive-hauled extra sections for points beyond.

In Chicago, two three-car trainsets of Metra push-pull gallery cars were assigned to Chicago-Milwaukee trains on Friday and Sunday. Largest "locals" out of Chicago were the two Sunday "college specials" -- 12-car consists to West Quincy and Carbondale. Two consists of Superliners and bi-levels operated all during the period on the Grand Rapids and West Quincy trains. A Sightseer lounge and an El Capitan lounge were part of these consists at various times. The Carbondale train on Sunday also included some Superliner and gallery equipment. Sixteen buses were available on Sunday and relieved the most overcrowded trains, often running directly to some college campuses. Vans were available for handicapped riders to Milwaukee, since leased Metra cars are not yet fully accessible.

Ten Chicago-based Horizon coaches were transferred to Empire Service and did not stray from these assignments. A maximum of 28 RTL and 15 RTG II turbo units were in service and several extra trains were scheduled, each with its own train number.

In California, six Caltrans gallery cars were borrowed for Capitol service out of Oakland, freeing up Horizon Fleet cars to strengthen the San Joaquin trains. The San Diegans used Metrolink cars normally restricted to the Orange County commuter service, and in fact, Wednesday's train was extended to San Diego to provide additional peak period capacity.

Budget limitations precluded the issuance of a special public timetable, but station and reservation/information personnel were provided with schedules of added trains in a pamphlet-like format. Some revisions were made as late as November 21, and modified even the printed "employee" schedule.

All in all, it was a creditable effort considering the limitations imposed by capacity levels.

In other Amtrak news, the program to replace Heritage cars on eastern long-distance trains has begun with an order for 50 Viewliner sleepers and an option for 50 more. These cars will be similar to prototypes 2300-2301 and plans are to name them in the View-series. Deliveries of these cars are planned for 1995, and the builder will be Morrison Knudsen, with initial assembly at Chicago and final work at Hornell, NY -- home of SEPTA's new Norristown N5 cars.

The Amdinettes based in Chicago are assigned to Custom Class service and the first to be refurbished has emerged as 43219, set up with push-pull trainlines. Five earlier conversions, not assigned to Custom Class, were renumbered into the 48200-series.

Present plans call for completion of electrification between New Haven and Boston in July 1997, and so the present Thanksgiving drill outlined above will have at least four more years to run. It will be interesting to see what type of equipment Amtrak acquires for Metroliner service, but the X2000 trainset offers a possible line of thinking. With the need to replace Heritage cars on long-haul trains, any capacity growth in the Corridor will probably have to await delivery of these new cars and the consequent "cascading" of cars presently in Metroliner Service to strengthen other consists.

The X2000, meanwhile, has been engaged in its initial test program. Its operating schedule is outlined in Frank Tatnall's Philadelphia Express column. The trainset carries 203 revenue passengers, all of whom will be charged Metroliner coach fares. Carts will provide free soft drinks and hors d'oeuvres and you may purchase beer, wine and an upscale cold entree. In the Bistro car you can buy sandwiches, snacks and souvenirs. In addition, there will be a Railfone, outgoing fax service and at-seat audio entertainment (with headsets for sale for \$3.00).

As part of the X2000 test program, RTL turbo cabs 154 and 158 entered Wilmington shop on November 25 for repainting. They will power the X2000 trainset on its runs east of New Haven.

VIA Rail Canada's "steam" equipment made its last "hurrah" over Christmas. Two scheduled and one extra trainset were operated between Montreal and Halifax, but within a month or so the some 50 cars involved are set to be placed in storage as the Atlantic and Ocean are completely re-equipped with HEP cars. At year's end, less than 25 former CP Rail Canadian cars had not been sent in for rebuilding and perhaps only 12 were actually in service.

(Continued on Page 8)



JANUARY 29, 1993: Railroad Film Night sponsored by Canal Museum at Dana Engineering Hall, Lafayette College, Easton, PA. Three-hour program of steam films begins at 8 PM. Donation is requested. For information, telephone the Museum at 215-250-6700.

FEBRUARY 6: Steam-powered mixed train on Black River & Western Railroad, leaving Ringoes, NJ at 9:30 AM, returning about 3:30 PM. Photo stops, runbys featured, with one-hour lunch stop at Three Bridges interchange. Fare: \$25 per person (box lunch \$5 additional). Order tickets from: BR&W Railroad, P. O. Box 200, Ringoes, NJ 08551

FEBRUARY 20: 4th annual EastRAIL, exhibition of multi-media railfan slide programs sponsored by Jersey Central Chapter NRHS, at Chatham High School auditorium, Chatham, NJ. Presenters include noted Photo Journalist Ted Benson, NRHS Members Steve Barry and Mitchell Dakelman, the latter with a three-dimensional slide show. Programs extend from 11 AM to 7 PM. Admission: \$12 adults, \$8 age 16 and under. Tickets ordered before January 15 are \$10 and \$6 respectively. Order tickets from: EastRAIL '93, c/o JCRHS, P. O. Box 700, Clark, NJ 07066, making checks payable to "Jersey Central Railway Historical Society" and enclosing stamped, self-addressed envelope.

FEBRUARY 20: "Green Mountain Flyer" special train from Boston, MA to Brattleboro, VT via Conrail and Central Vermont, sponsored by Mass Bay Division RRE. Amtrak-equipped special leaves Boston (South Station) at 8 AM, returning about 9 PM. Various options available at Brattleboro, including covered bridge tour and sleigh rides. Fares: \$45 adults (\$50 after January 31), \$25 children (4-12) or \$30 after January 31. Order tickets or request further information by writing: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810-0814, enclosing stamped, self-addressed envelope.

MARCH 13-14: Greenberg's Great Train, Dollhouse & Toy Show at Valley Forge Convention Center, King of Prussia, PA, 11 AM to 5 PM both days. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

MARCH 14: 7th annual Railroad Show & Collectors Market at Zembo Temple, 3rd & Division Streets, Harrisburg, PA, sponsored by Harrisburg Chapter NRHS. Hours: 9 AM to 4 PM. More than 11,000 square feet of railroadians and model railroad items. Admission: \$3 adults, children under 12 free. For information on table space, write: Harrisburg Chapter NRHS, P. O. Box 3423, Shiremanstown, PA 17011.

MARCH 14: Annual Train Show & Sale at Mother Seton High School, Garden State Parkway Exit 135, Clark, NJ, sponsored by Jersey Central Chapter NRHS. Model trains, railroadians, railroad collectibles and train set raffle. Admission: \$4 adults, children under 12 free (maximum \$8 per family). For information, telephone 908-665-4018.

MARCH 20: 12th annual Canal History & Technology Symposium at Lafayette College, Easton, PA, sponsored by Canal Museum. Presentation of seven original research papers will be made. Registration includes bound copy of proceedings and lunch. For information, telephone Museum at 215-250-6700.

MARCH 20: "Sugartime Special" chartered Amtrak train from Boston, MA to White River Junction, VT and return, sponsored by Mystic Valley Railway Society. Train leaves Boston (South Station) at 8 AM and operates via Conrail and Central Vermont. Choice of activities at destination. Fares: \$55 adults, \$40 children (5-16). Order tickets from: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486, enclosing stamped, self-addressed envelope.

DAYTON SYSTEM SEEKS "HARD-CORE TRANSIT JUNKIE"

The following advertisement was placed last fall in the transit trade paper Passenger Transport under the heading "Wanted: Workaholic." Former SEPTA official John F. Tucker III is executive director of Dayton's Miami Valley Regional Transit Authority.

"The Miami Valley Regional Transit Authority, Dayton, Ohio, seeks a well-experienced hard-core transit junkie who is totally fascinated by the complexities of trolley bus and diesel bus operations for the position of Chief Transportation Officer. This is the opportunity of a lifetime to participate in restoring the nation's pre-eminent trolley bus network to its former glory and to help shape its grand future.

"Ideal candidate is well-educated, well-spoken, energetic, detail-oriented and comfortable with delegation. Leads by example and by setting very high standards. Successfully able to deal firmly and fairly with sometimes-cantankerous union. Must be unswervingly devoted to safety, passenger convenience and service quality. Good sense of humor, and ability to call upon a vast repertoire of transit anecdotes would be a plus.

"Customary long hours, tough working conditions, lousy pay and dungeon office (but, most of your time will be spent in the field). Dayton is a congenial midwestern environment with a healthful four-season climate. Only those with substantial, practical, fixed-guideway transportation operating experience need apply."

ON THE SCENE (Continued from Page 7)

SEPTA Rail of Montreal is turning out rebuilt baggage cars and coaches of U.S. ancestry for the Atlantic and Ocean. Eighteen coaches and six baggage cars are involved.

Los Angeles' initial subway line, the first four stations of the Red Line, will tentatively start service on January 17. The route will link Union Station with downtown Los Angeles and serve to make the Metrolink commuter trains more accessible. The subway cars are similar to those in Baltimore and Miami.

New York continues to operate some non-air-conditioned subway cars. A small group of Flushing cars are in service and were not air-conditioned because they are single units (for 11-car trains) and, while the Hudson & Manhattan (PATH) purchased single-unit air-conditioned cars in 1958, New York has only rebuilt paired sets. In addition, the C line (Bronx-8th Avenue IND Local) still has some R30/R30A series cars in service from the 1960's.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

PART I

(Corrected to December 1, 1992)

ROAD NUMBER	TYPE	MODEL CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ</u>						
41	B-B	CF7	D/E	EMD	1950	Santa Fe 2419 (F7A 326L)
42	B-B	CF7	D/E	EMD	1951	Santa Fe 2421 (F7A 252C)
56	B-B	T6	D/E	Alco	1958	Conrail 9847
57	B-B	RS1	D/E	Alco	1948	Washington Terminal 57
60	2-8-0		Steam	Alco	1937	Great Western 60
4666	Railcar	OEG415	D/E	Brill	1930	Pennsylvania 4666
<u>BLUE MOUNTAIN & READING RAILROAD (BMRG), Hamburg, PA (Note 1)</u>						
103	B-B	NW2	D/E	EMD	1947	Reading 103 (Note 2)
425	4-6-2		Steam	BLW	1928	Gulf, Mobile & Northern 425
600	B-B	SW1	D/E	EMD	1953	Warner Company 15
702	B-B	DS44-1000	D/E	BLW	1948	Reading 702 (Note 2)
730	B-B	DS44-750	D/E	BLW	1950	Warner Company 14 (Note 2)
1000	B-B	NW2	D/E	EMD	1948	Conrail 9220 (ex-BMRG 413)
1032	B-B	NW2	D/E	EMD	1946	Port Jersey 1032
1200	B-B	SW7	D/E	EMD	1950	Conrail 8905
1201	B-B	SW7	D/E	EMD	1951	Sugar Loaf & Hazleton 183
2102	4-8-4	T-1	Steam	Reading	1945	Reading 2102
5308	C-C	C630	D/E	Alco	1967	Conrail 6761 (Note 2)
5513	B-B	GP30	D/E	EMD	1962	Conrail 2181 (Note 2)
5706	A1A-A1A	E8A	D/E	EMD	1952	Amtrak 495 (284)
5898	A1A-A1A	E8A	D/E	EMD	1951	Amtrak 497 (305)
6300	C-C	U30C	D/E	GE	1967	Conrail 6840 (Note 2)
9166	Railcar	RDC-1B	D/M	Budd	1958	SEPTA 9166
9168	Railcar	RDC-1	D/M	Budd	1951	PennDOT 9168
Note 1: Locomotives also based at Boyertown, East Greenville, Kutztown, Leesport, Temple and Shoemakersville, PA						
Note 2: Owned by Reading Company Technical & Historical Society						
<u>BRANDYWINE VALLEY RAILROAD (BVRY), South Coatesville, PA</u>						
8201	B-B	NW2	D/E	EMD	1945	Conrail 9236
8202	B-B	NW2	D/E	EMD	1949	Conrail 9228
8203	B-B	SW7	D/E	EMD	1950	Conrail 8908
8204	B-B	SW1200	D/E	EMD	1964	Missouri Pacific 1184
8205	B-B	SW1200	D/E	EMD	1957	Southern Pacific 2315
8206	B-B	SW9	D/E	GMD	1950	Toronto, Hamilton & Buffalo 58
<u>BRISTOL INDUSTRIAL TERMINAL RAILWAY (BITY), Bristol, PA</u>						
22	B-B	RS18	D/E	MLW	1959	Lackawanna Valley 1802
1102	A1A-A1A	RSC2	D/E	Alco	1947	Seaboard Coast Line 1102
5715	B-B	U36B	D/E	GE	1970	CSX 5715
<u>CANTON RAILROAD (CTN), Baltimore, MD</u>						
1201	B-B	SW1200	D/E	EMD	1954	Milwaukee 625
1501	B-B	SW1500	D/E	EMD	1967	Southern Pacific 2455
<u>CARBON & SCHUYLKILL RAILROAD (CSKR)/RAIL TOURS, INC.*, Jim Thorpe, PA</u>						
4D	B-B	F7B	D/E	EMD	1950	Boston & Maine 4268B (Note 1)
44	B-B	F3A	D/E	EMD	1948	Bangor & Aroostook 44 (Note 2)
56	B-B	F3A	D/E	EMD	1948	Bangor & Aroostook 46 (Note 1)
467	B-B	RS3	D/E	Alco	1952	Reading 467 (Note 1)
972	4-6-0	D10j	Steam	Montreal	1912	Canadian Pacific 972 (Note 3)
1098	4-6-0	D10h	Steam	Canadian	1913	CP 1098
1554	B-B	RS3	D/E	Alco	1953	Central of New Jersey 1554 (Note 1)
5771	B-B	U36B	D/E	GE	1972	CSX 5771
Note 1: Owned by Anthracite Railroads Historical Society						
Note 2: Owned by Tri-State Chapter NRHS						
Note 3: At Strasburg, PA for repairs						
<u>CHESTNUT RIDGE RAILWAY (CHR), Palmerton, PA</u>						
20	B-B	S2	D/E	Alco	1945	
21	B-B	S2	D/E	Alco	1946	
1055	B-B	S2	D/E	Alco	1949	Missouri Pacific 1055 (Note 1)
Note 1: Leased from RELCO						

(Continued on Page 10)

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 9)

ROAD NUMBER	TYPE	MODEL CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>DELAWARE COAST LINE RAILROAD(DCLR)/QUEEN ANNE'S RAILROAD*, Georgetown, DE (Note)</u>						
2	B-B	RS36	D/E	Alco	1962	Norfolk, Franklin & Danville 2
3	0-6-OT		Steam	Vulcan	1943	Wilmington & Western 3
17	B-B	T6	D/E	Alco	1958	Eastern Shore 17
19	B-B	T6	D/E	Alco	1958	Conrail 9846
23	B-B	RS1	D/E	Alco	1954	Soo Line 351
200	B-B	C420	D/E	Alco	1963	Eastern Shore 200
Note: Locomotive also based at Milton, DE						
<u>EAST BROAD TOP RAILROAD, * Rockhill Furnace, PA (3-foot-gauge)</u>						
M-1	Railcar		G/E	EBT/Brill	1926	
M-4	0-4-0	JCD	D/M	Plymouth	1947	Warner Company
M-5A	0-4-0		D/M	Plymouth	1956	Bethlehem Steel 28A
M-5B	0-4-0		D/M	Plymouth	1956	Bethlehem Steel 28B (Note)
12	2-8-2		Steam	BLW	1911	
14	2-8-2		Steam	BLW	1912	
15	2-8-2		Steam	BLW	1914	
16	2-8-2		Steam	BLW	1916	
17	2-8-2		Steam	BLW	1918	
18	2-8-2		Steam	BLW	1920	
Note: Cabless unit						
<u>EAST JERSEY RAILROAD & TERMINAL (EJR), Bayonne, NJ</u>						
18	B-B	65-ton	D/E	GE	1950	
19	B-B	80-ton	D/E	GE	1948	U. S. Steel (Fairfield, AL)
<u>EASTERN SHORE RAILROAD (ESHR), Cape Charles, VA (Note)</u>						
1600	B-B	GP8	D/E	EMD	1950	Norfolk & Western 3450
1603	B-B	GP8	D/E	EMD	1952	N&W 3468
2000	B-B	GP10	D/E	EMD		
2001	B-B	GP10	D/E	EMD		
8066	B-B	GP10	D/E	EMD	1954	Illinois Central Gulf 8066
8096	B-B	GP10	D/E	EMD	1955	ICG 8096
Note: Locomotive also based at Little Creek, VA						
<u>EVERETT RAILROAD (EV), Claysburg, PA</u>						
4	B-B	80-ton	D/E	GE	1943	U. S. Army 7893
8933	B-B	SW9	D/E	EMD	1951	Conrail 8933
8990	B-B	SW9	D/E	EMD	1953	Conrail 8990
<u>GETTYSBURG RAILROAD (GETY), Gettysburg, PA</u>						
39	B-B	GP9	D/E	EMD	1957	Knox & Kane 14
70	B-B	RS36	D/E	Alco	1962	Norfolk & Western 2870
76	2-8-0		Steam	BLW	1920	Mississippian 76
1278	4-6-2	G5d	Steam	Canadian	1946	Canadian Pacific 1278
<u>JUNIATA TERMINAL (JTFS), Philadelphia, PA</u>						
9251	B-B	NW2	D/E	EMD	1947	Conrail 9199
<u>LACKAWANNA RAILWAY (LRWY), Scranton, PA</u>						
4202	B-B	GP35E	D/E	EMD	1964	Southern Pacific 4202
<u>LACKAWANNA VALLEY RAILROAD (LVAL), Scranton, PA</u>						
901	B-B	U30B	D/E	GE	1967	Conrail 2888
1801	B-B	RS18	D/E	MLW	1959	Canadian National 3127 (ex-LVAL 43)
5019	B-B	RS36	D/E	Alco	1963	Delaware & Hudson 5019 (Note)
Note: Owned by private individuals						
<u>LANDISVILLE RAILROAD (AMHR), Landisville, PA</u>						
92	0-4-0	HLB	D/E	Plymouth	1928	Delaware Valley
8526	B-B	45-ton	D/E	GE	1944	U. S. Army 8526
8651	B-B	SW900M	D/E	EMC	1938	Conrail 8651
<u>MARYLAND & DELAWARE RAILROAD (MDDE), Federalsburg, MD (Note)</u>						
100	B-B	RS3M	D/E	Alco	1952	Conrail 9999 (ex-MDDE 1201)
101	B-B	RS3M	D/E	Alco	1950	Conrail 9926 (ex-MDDE 1202)
102	B-B	RS3M	D/E	Alco	1952	Conrail 9942 (ex-MDDE 1203)
2628	B-B	CF7	D/E	EMD	1946	Santa Fe 2628 (F3A 20C)
Note: Locomotives also based at Selbyville, DE and Massey, MD						

CHAPTERS' FP7 PROJECT REACHES MAJOR GOAL



For the last several years, Philadelphia Chapter NRHS has been restoring its ex-Reading Company FP7A passenger locomotive #903 as a joint project with the Lancaster Chapter, owner of ex-Reading FP7A #902. Work has taken place at Amherst Industries, Inc., Landisville, PA, a tank/hopper car rebuilding shop with extensive painting capabilities. Cosmetic restoration work started in earnest in 1990 when inspections disclosed that several of the metal-faced plywood side panels were deteriorated and required replacement, and that the side sills had extensive rust accumulation and water damage. The chapters decided to replace all of the panels except the now-unavailable louvered panels, which were fortunately in good condition. Amherst permitted both chapters to use volunteer labor to minimize costs.

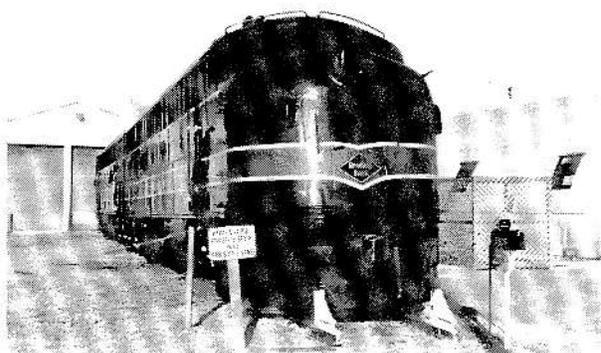
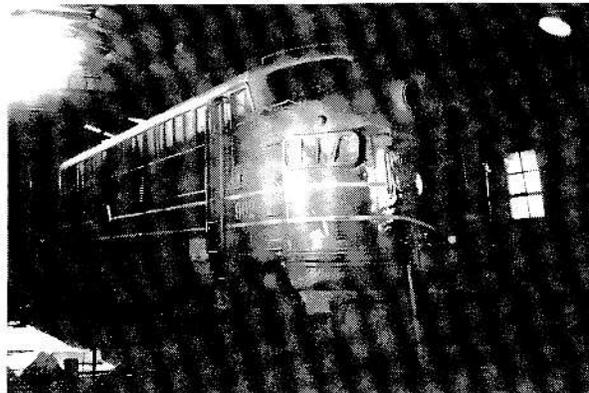
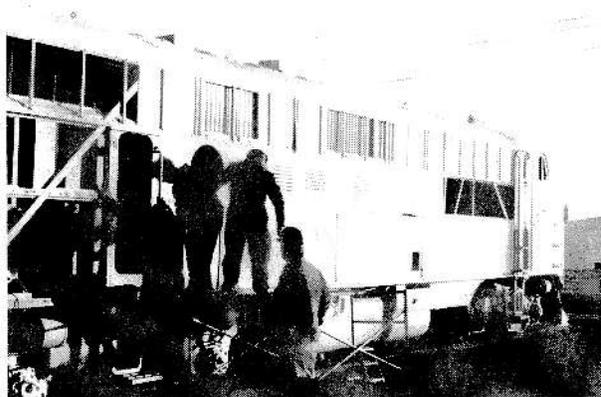
The restoration process began on Memorial Day weekend, 1990 when most of the side panels of the two units were removed during a driving rainstorm. During the following months new side panels were fabricated and primed, the bare locomotive side frames cleaned and repaired where necessary and primed, and the new panels installed using several hundred stainless steel versions of the original truss-head bolts. During 1991 the detail work continued, restoring cab linings, repairing exterior trim and working on the engine room.

This portion of the project culminated in late 1992 with the painting of the two units by Amherst, when their covered hopper rebuilding work eased sufficiently to permit scheduling of our units. With the assistance of George Rust of DuPont, Philadelphia Chapter was able to locate the original master color chips which were used to mix the 1950 "as-delivered" Reading paint. These chips were used to prepare the DuPont Imron polyurethane paint used to repaint the units. Copies of the EMD painting drawings were made as a guide by the Chapter to hand-cut all of the lettering masks and the Reading nose herald.

By early November 1992 Amherst had painted the interior of the units suede gray, and by November 11 the exterior painting had begun. The gold paint was the first applied, and lettering, striping and heralds were then applied by NRHS personnel. The green color band was then painted, and masked when dry. Finally, the black body color was sprayed. Those who were physically involved during this hectic two-week period will long remember the difficult problems encountered with excessive humidity, causing slow drying and paint bleeding under some of the masking. This resulted in drips and sags which required sanding and extensive hand touch-up.

By Sunday, November 22, the last of the masking was removed to reveal the two locomotives in their original Reading paint scheme. New windshields were then fitted, and the final installation of new glazing for the portholes, number boards and cab side windows will take place over the winter.

None of this work, the most exhaustive project ever undertaken in the history of Philadelphia Chapter, could have ever taken place without the vast amount of volunteer labor of a devoted cadre of members, who were faced with a 2-1/2 hour drive to reach Landisville. The list of those who have worked includes Equipment Committee Chairmen Harry Garforth and Mike Hopkins, Volunteer Coordinator Bob Morris, and John Burke, Lynn Burshtin, Mike Burshtin, John Cassidy, Rich Copeland, Elliot Engels, Bill Faltermayer, Joe Flagler, Rodger Fredrick, Bruce and Virginia Irvin, Dan Knouse, Paul Kutta, Frank Lancaster and Frank Tatnall. They have been supported by those members who were not able to donate their time, but who have financially supported the Chapter during the years of this project.



EVOLUTION OF A READING FP7

At the beginning of the 903 restoration project in 1990, Chapter volunteers installed new steel side panels on the unit (top left). Both locomotives had received a primer coat. In November 1992, both Lancaster Chapter's #902 (above) and Philadelphia's #903 received their final coats of DuPont Imron paint in the Amherst Industries shop. The final result may be seen at bottom left, as both units stand outside the shop on December 3, resplendent in authentic Reading colors (some masking may still be seen).

--Photos by FRANK TATNALL

Chapter Sets Book Sale

As outlined elsewhere this issue, the Chapter, at its board of directors meeting on December 9, has decided to discontinue its ongoing chapter bookstore program, replacing same with periodic special sales campaigns throughout the year.

Our inventory of hard-cover and soft-cover books will be sold to Philadelphia Chapter members at cost (plus Pennsylvania sales tax) as long as items remain on hand. In order to provide opportunity for all members to take advantage of this special liquidation sale, titles listed below may be ordered by telephone from Editor Larry Eastwood, who will hold them for delivery at Chapter meeting or for pickup at a suitable location. At the time the telephone order is placed, the item will be confirmed and removed from stock for you.

Orders will be accepted by telephone evenings from 7-9 PM at 215-947-5769, or on weekends at the same telephone number. Listings will appear, space permitting, in each issue of Cinders until our stock is liquidated. Titles below will give the list price and member price for the publication, and in most cases, prices will represent 40 percent off the list price.

The first list of titles available is as follows:

TITLE	LIST PRICE	SELLING PRICE
LEHIGH VALLEY IN COLOR, Bob Yanosey (Morning Sun Books).....	\$45.00	\$27.00
JERSEY CENTRAL LINES IN COLOR, William J. Brennan (Morning Sun Books).....	\$45.00	\$27.00
NEW YORK CENTRAL LIGHTNING STRIPES, Vol. 1, by David R. Sweetland.....	\$45.00	\$27.00
PENNSY ELECTRIC YEARS, by William D. Volkmer (Morning Sun Books).....	\$45.00	\$27.00
PENNSY DIESEL YEARS, Vol. 1, by Robert J. Yanosey (Morning Sun Books).....	\$45.00	\$27.00
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