

CINDERS

APRIL 1996



IN THIS ISSUE

| | |
|---|---|
| Philadelphia Chapter News..... | 2 |
| "Painting the Town Tuscan Red"..... | 3 |
| PHILADELPHIA EXPRESS, by Frank Tatnall..... | 4 |
| ON THE SCENE, by El Simon..... | 7 |
| Extra List..... | 8 |

Volume 57

Newsletter of the

Number 4

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

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

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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, APRIL 19, 1996

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

Dinner at 6:15 PM (\$19.50 per person), Meeting at 7:30 PM

Parking in Wills Eye Hospital garage, 9th Street above Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut Street east of 10th (\$5.00 after 6 PM)

Our April 19, 1996 meeting will feature Andrew Lenton, Transportation Planner with the Philadelphia City Planning Commission, who will present a program on Northeast Philadelphia Rapid Transit Needs and Preferences. Find out how long ago rapid transit to the Northeast was suggested--and by whom; how many different options were considered for the future, and which ones made the cut; what the next steps are to secure funding.

Our usual sit-down dinner will be held in the Eakins Lounge, 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, APRIL 16, 1996 to Secretary Marie Eastwood at 215-947-5769. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

Looking forward, our meeting on Friday, May 17, 1996, will feature the postponed Ray Muller Slide Contest, which was snowed out in February.

Please note also that our June meeting will be held on the second Friday, June 14, 1996, rather than the third Friday, June 21. Member Howard Bender advised us that this would conflict with the Charlotte convention. That meeting, which will feature Jeffrey C. May, Conrail's Project Manager for the Pennsylvania Clearance Project, will be held in the Jefferson Faculty Club on the second floor.

NOTICE OF ANNUAL MEETING AND ELECTION

Notice is given of election of Chapter officers to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday, April 19, 1996, beginning at 7:30 PM. The Chairman of the 1996-97 Nominating Committee is:

Mr. C. Bruce Irvin
146 Glencoe Road
Upper Darby, PA 19082-3306
610-352-7063

Any member in good standing who is interested in running for election to office for the position of President, Senior Vice President, Vice President and Treasurer, Secretary or National Director should contact the Chairman of the Nominating Committee prior to the April 19 meeting.

MARIE K. EASTWOOD
Secretary

READING FP7'S READY TO ROLL ON APRIL 20

Former Reading FP7 passenger locomotives #902 and 903 are being readied for their 1996 debut on Saturday, April 20, when they will power an excursion train over the Delaware Valley Railway in Chester County. Philadelphia and Lancaster Chapters are the sponsors.



The special train, consisting of open-window, rest-room-equipped coaches furnished by the Brandywine Scenic Railway and Wilmington & Western Railroad, will depart from Northbrook, PA at 10 AM, returning about 4 PM. Northbrook is a former station on the Reading's Wilmington & Northern branch, located on Northbrook Road just north of Route 842 six miles west of West Chester. There is ample free parking at Northbrook.

In addition to operating over the W&N south to Chadds Ford and north to Coatesville, it is planned to run the train west on the ex-Pennsy Octoraro branch as far as Kennett Square or possibly Avondale. Several photo opportunities will be available to passengers, so cameras are recommended.

Tickets are priced at \$30 per person, with box lunches \$5 extra. Orders should be mailed promptly to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to the Chapter and enclosing a stamped, self-addressed envelope. Visa, MasterCard and Discover are also accepted if the card number and expiration date are provided. Credit card orders will be accepted by telephone to Bruce or Virginia Irvin at 610-352-7063.

The FP7 crew, made up of volunteers from both Chapters, is busy servicing the sleek green and black units after winter storage, and the locomotives promise to be in fine condition for this early spring trip along the scenic Brandywine Creek. Don't miss it!

"TRAINS & TROLLEYS" EXHIBIT HIGHLIGHTS PHILADELPHIA RAILS

"Trains & Trolleys" is a new exhibit showing how transit systems and railroads helped shape Philadelphia and the lives of its residents. It opens Saturday, April 13, at the Atwater Kent Museum, 15 South 7th Street, Philadelphia, and runs through October 19. The museum is open from 10 AM to 4 PM daily except Tuesdays and Wednesdays, and the admission is \$3 for adults and \$1.50 for children between 3 and 12.

The exhibit will feature a series of scenes answering such questions as who were the entrepreneurs making their fortunes from mass transit, why generations of Philadelphians clustered along transit lines and why did the Baldwin Locomotive Works go out of business. Featured will be over 300 items from the museum's collection and from private lenders, including Chapter Members Ted Xaras and Dick Reuss. Chuck Denlinger's beautiful scale model of Broad Street Station will be a prime display.

On the April 13 opening day a preview of special attractions will be offered, including "Songs of the Railroad" at 2 PM, a traveling toy train layout from 10 AM to 3 PM and "Paint Me a Train" (11 AM and 1 PM) during which children will have the opportunity to decorate drawings of trains. "Trains and Trolleys" is sponsored by Conrail, the Pennsylvania Historical & Museum Commission and SEPTA. For more information, telephone the museum at 215-922-3031.

"SAVE THE METROLINER" FUND NEEDS SUPPORT

One of the few surviving Budd Metroliner cars still relatively unmodified is #860. This 1967-vintage snack bar coach has been donated by Amtrak to the Railroad Museum of Pennsylvania, but at least \$15,000 is needed to prepare the long-idle car for shipment and to move it from Wilmington shop to Strasburg.

The Metroliners were developed in the final years of the Pennsylvania Railroad for high-speed New York-Washington service, entering operation in January 1969. Last used in Amtrak's Harrisburg service, all were retired although a small number were converted to cab cars for push-pull service. The 860, however, has been in storage at Wilmington for over ten years, never having received the latter-day red-white-blue Amtrak paint on the car ends.

To help preserve this unique example of late-PRR passenger car design, NRHS members are urged to contribute in any amount to:

Metroliner Fund
c/o Friends of the Railroad Museum
P. O. Box 125
Strasburg, PA 17579-0125

All donors of \$100 or more will receive a VIP invitation to the dedication of #860 during "PRR Days" at the Railroad Museum on June 8-9, 1996.

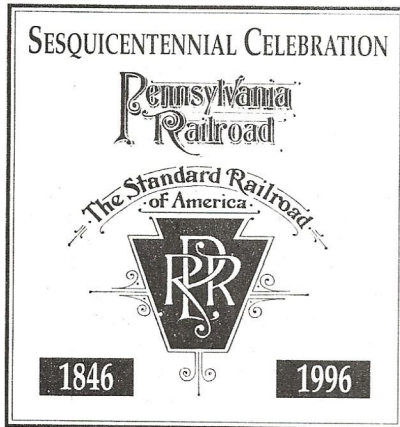
BRANDYWINE SCENIC RAILWAY BEGINS SEASON

The Brandywine Scenic Railway began its first full season of rail tours last month, operating over Delaware Valley Railway's Wilmington & Northern line out of Northbrook, PA. The diesel-powered trains consisting of three open-window, rest-room-equipped coaches and caboose operate weekends only, leaving Northbrook at 11 AM, 12:30, 2 and 3:30 PM. Trains operate alternately south towards Chadds Ford and north towards Coatesville. The station is located on Northbrook Road off Route 842 six miles west of West Chester (telephone 610-793-4433).

PAINTING THE TOWN TUSCAN RED

Pennsy Display and Banquet Big Success

Saturday, March 16, was a day to celebrate the Sesquicentennial of the Pennsylvania Railroad, as well as the 60th anniversary of Philadelphia Chapter NRHS and 20th birthday of the Pennsylvania Railroad Technical & Historical Society's Philadelphia Chapter. The PRR display and banquet held in 30th Street Station, co-sponsored by the two chapters, were an unqualified success, with larger-than-expected crowds at both events.



The PRRT&HS was responsible for the display of PRR models, posters, timetables, videos and other attractions, which occupied a large area between Amtrak's ticket windows and customer service office. The buffet banquet, which began at 7 PM, was managed by Philadelphia NRHS and drew some 325 dinner guests.

During the early afternoon and again between 6 and 7 PM, Bennett Levin's elegant PRR presidents' car #120 was available for tours on track #1 of the Lower Level, together with 1963-vintage Budd-built Silverliner #269, the only remaining car in SEPTA's fleet still fully lettered "Pennsylvania." Member Hank Habbersett, a SEPTA supervisor, arranged to have custom PRR keystone emblems affixed to both ends of the car in place of the standard SEPTA logos, and served as host on the car for most of the afternoon.

The banquet, held in the cavernous North Waiting Room of the station, was a perfect venue for a PRR celebration--although its high ceiling created an acoustical problem which made some of the speakers difficult to hear in certain areas of the room. NRHS Senior Vice President Larry Eastwood served as master of ceremonies, introducing PRRT&HS National President Ivan Frantz and NRHS National President Gregory Molloy who delivered brief remarks and offered toasts to the PRR and Philadelphia NRHS respectively. They were followed by Joseph McHugh, Director Government Affairs for Amtrak, who spoke of Amtrak's own 25th anniversary this year, the magnificent restoration of 30th Street Station and the new high-speed trains just ordered for Northeast Corridor service. He also commended the Chapter's newsletter Cinders for its accurate Amtrak coverage. Next to speak was Edward J. Murphy, chief mechanical officer of SEPTA's Railroad Division, who oversees what is today the largest existing fleet of active PRR passenger cars anywhere: 56 Silverliners delivered between 1963 and 1967.

Next came the featured speaker, Bennett Levin, chief executive officer of Juniata Terminal Company, owner of car 120 and former Commissioner of Licenses & Inspections for the City of Philadelphia. In his humor-filled address Mr. Levin recounted his early years as a railfan and his experiences as a prominent PRR enthusiast and private-car owner. He surprised the audience by offering an additional door prize in the form of a trip to Washington for two on car 120, which was won by Chapter Member Donald F. Morrison. Mr. Levin also revealed his plan for a campaign to restore the name "Pennsylvania Station" to 30th Street.

Phil Ritter, vice president of Philadelphia PRRT&HS, thanked many of those who had helped pull everything together, and called attention to future events in the year-long PRR Sesquicentennial celebration. Carl Landeck, historian for PRRT&HS and an NRHS member, delivered both the invocation and benediction with appropriate remarks, a duty he was called upon at the last minute to fulfill after Brother Hilary Basel suffered a heart attack two days earlier. Larry Eastwood offered the closing remarks at 9:55 PM.

The festive evening was enhanced by the presence of at least 40 former PRR employees scattered throughout the large audience, as well as Amtrak Attorney Jared Roberts, a great-grandson of PRR President George B. Roberts (1880-1897). A selection of more than 60 door prizes donated by several railroads and other organizations were awarded both during and after the dinner, with Marie Eastwood handling the task. A beautiful framed PRR calendar print from Phil Ritter's collection was raffled off and won by Tom Kane of Amtrak.

Many people from both organizations labored for months to create this memorable day and evening. Larry and Marie Eastwood handled ticket orders for NRHS, stuffed the "goodie bags," purchased the beer, wine and soft drinks, arranged the ticket and program printings and transported much of the material to 30th Street. Phil Ritter received ticket orders for the PRRT&HS, rented and transported the display tables, secured the miniature locomotive bell presented to Mr. Levin and headed the subcommittee which put together the amazingly varied display of PRR memorabilia. Harry Garforth provided the table favors from SEPTA, which included discount coupons good at the Transit Museum Store, while Frank Tatnall, Les Dean and Sam James served on the banquet subcommittee for NRHS.

Sheila Dorr, Dave Ackerman and Frank Tatnall worked at the NRHS table during the afternoon display, and Sheila assisted Marie Eastwood at the check-in table before dinner. Fred and Brenda Davis of PRRT&HS, resplendent in their white coats, sold drink tickets as well as colorful coasters adorned with the NRHS 60th anniversary emblem on one side and PRRT&HS's 20th anniversary logo on the reverse. PRRT&HS Members Dan DiAddezio, Al Giannantonio, Jim O'Connor, Ed Farrell, Jim Brazel and Fred Monsimer played important roles in monitoring the various displays, and Dick Reuss provided the photographic coverage. (KYW Channel 3 sent a cameraman during the afternoon, with a report appearing on the 11 PM news show).

The Chapters are also grateful for the fine cooperation received from Amtrak, its Police Department, U. S. Equities Realty which manages the station building, SEPTA and Juniata Terminal. The caterer, Feastivities, Inc., did an excellent job in arranging not only for the good food but for the tables, chairs, sound system, flowers and other necessities.

It was a fitting celebration for the PRR, and to honor the two chapters which worked so hard to make these events a reality.

PHILADELPHIA



FRANK G. TATNALL, JR.

In response to the accidents involving NJ TRANSIT and MARC commuter trains (see March Cinders), the Federal Railroad Administration issued Emergency Order #20 (Notice #2) effective March 4. But its effects on train service are far less onerous than the original order issued on February 20 would have caused, thanks to several changes proposed by SEPTA Assistant General Manager Michael Burns and his Railroad Division staff at a February 26 meeting with the FRA and other transit agencies.

One major modification embodied in the new order applies to engineers of MU trains or push-pull trains operating cab car first on track not equipped with cab signals or automatic train control, where authorized speeds are greater than 30 mph. (On SEPTA, this includes all former Reading lines north of Wayne Junction as well as the Norristown Line.) The revised rule applies only in a block immediately preceding an interlocking or controlled point rather than in all blocks, and requires that any train that stops or slows to less than ten mph ("delayed in block") must proceed at not more than 40 mph and be prepared to stop until the next wayside signal "is clearly visible and that signal displays a proceed indication." Permanent "D.I.B." signs are to be erected at all stations where the delayed in block rule applies, which in SEPTA's case number only 11. For example, a southward R5 train leaving North Hills station on the Mainline must proceed not exceeding 40 mph until the signal at "Carmel" interlocking, Glenside, is clearly visible. In practice, the new rule has had little impact on running times, while computer simulations showed that the original rule would have had a severe effect on SEPTA--such as delays of nearly a half hour between Doylestown and center city.



The emergency order also requires that the engineer of each affected train must "call" each stop or restrictive signal to another crew member, either in person or by radio, although a 90-day waiver has been granted on this. If the engineer fails to control the train in accordance with the signal indication, a second crew member must ascertain the reason and if necessary take action to ensure the safety of the train. Other requirements include the sampling of emergency window exits to make certain they are in operable condition, and the filing by each agency of an interim system safety plan by April 5 spelling out what is being done to address various hazards associated with the operation of MU and push-pull trains. The plan must specifically target the safety of passengers occupying the lead car in such trains, which is most vulnerable in collision situations.

An arson fire in a huge mound of scrap tires early on Wednesday, March 13 forced the closure of Interstate 95 just north of Allegheny Avenue in the Port Richmond section of Philadelphia. Traffic jams resulted as rush-hour traffic was diverted onto Roosevelt Blvd. and local streets, but SEPTA quickly responded with extra service on its R3-West Trenton, R7-Trenton and R2-Warminster routes starting the next day and continuing through March 22. After furious efforts to repair about 120 feet of elevated roadway, four of the eight lanes were reopened on the evening of March 20, but traffic congestion continued. PennDOT said it would require nearly \$5 million to restore the entire section of damaged structure and the work would not be completed until September. SEPTA's response included two extra R3 and R7 trains each weekday morning, extra cars on other trains and shuttle buses between a park-and-ride lot north of Yardley and Yardley station. Part of the Franklin Mills Mall parking lot was also utilized, with buses running to and from Cornwells Heights station. During the crisis, SEPTA reported handling up to 6,000 additional passengers daily, including those who used Route 66-Frankford Avenue and the Market-Frankford Line. SEPTA hopes to retain some of the new riders--more than the estimated five percent it held onto after the January storms.

SEPTA is working on the design for its "mini-Railworks" project which will upgrade the Mainline between Wayne Junction and Glenside. The latest phase in its plan to modernize the former Reading side of its system will include installation of cab signal and automatic train control capability on the ten-mile double-track line, with bidirectional signaling and 70-mph speeds that will greatly enhance train operations. All SEPTA trains already are equipped with cab signals and ATC.....The cost of SEPTA's new Railroad Operations Control Center in the Mellon Bank Building was about \$350,000, not the \$2 million stated in January Cinders. The latter figure evidently referred to a state-of-the-art control center being planned for the future, perhaps by 1999.

Budd-built MU #269, fitted out with Pennsy keystones for the March 16 display in 30th Street Station (see separate report), ran in regular service the following week to West Trenton, Media, Norristown, Chestnut Hill--still sporting the red keystones on each end!.....With the numerous storms of this past winter, the Flower Show and I-95 outage, ridership on Regional Rail is up by as much as 15 percent over a year ago. In mid-February an average of 96,000 weekday passengers was achieved, and some winter days found ridership almost touching the 100,000 mark.....To build on this trend, SEPTA has been doing some advertising such as the "Stay Awhile" ads run in February.....In a legal advertisement in the Inquirer on March 22, SEPTA again advertised the out-of-service Silverliner I MU cars for sale, with bids to be opened on April 25.

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

A rock slide in the Gwynedd cut on March 6 fouled the #1 track and was struck by southbound train 587 out of Lansdale. Lead MU #340 received substantial damage, but the engineer was only slightly injured.... The new "Frazer" interlocking on AMTRAK's Harrisburg line is due for completion this month, but a late-March inspection revealed much trackwork still to be done.....SEPTA conductors are now required to report standees on trains where no empty seats are available.....SEPTA has finally received permission from the Pennel Council to expand the Langhorne parking lot from 68 to 170 spaces.....SEPTA has issued a color map showing the proposed routing of its Schuylkill Valley Metro light rail line between Philadelphia and Pottstown. But the soon-to-be-commissioned \$500,000 consultant's study of the project will also explore the option of retaining and/or extending the present R6 Norristown commuter rail line.....SEPTA has issued a special R5 Lansdale-Doylestown timetable to accommodate the midday single-tracking of the Mainline between Ambler and Gwynedd Valley. Welded rail will be installed on the #2 northbound track, following completion of work between Oreland and Ambler.



SEPTA General Manager Louis Gambaccini startled Philadelphia City Council and SEPTA riders with the news that an operating deficit of \$75 million (after subsidies) is expected for Fiscal Year 1997 beginning this July 1. He laid this to a 50-percent cut in Federal operating funds, a freeze of State operating assistance and an increase in unfunded mandates from the Federal government. Saying that the situation is the worst he has experienced in his 44-year career, Gambaccini noted that a deficit of this size could force the layoff of 1,400 employees, or an increase in the base transit fare from \$1.60 to \$2.25 or elimination of many rail and transit routes. His plea for increased State funding was met by a rebuttal from Governor Ridge who said that Pennsylvania is also strapped for money and cannot increase its funding beyond the \$177 million slated for the present fiscal year. But the Governor's more recent call for a 6.5-cent-per-gallon boost in the gas tax for road repairs brought demands from Philadelphia-area legislators that some of that money be used to release more funding for transit. (The State Constitution forbids the use of gas tax revenues for anything but highways.)

SEPTA has begun a study to identify possible service cuts as a means of reducing the looming deficit for next year. Various transit routes would be eliminated for an annual saving of \$7.6 million, including the Route 76 Ben Franklin and the Chestnut Hill Trolley. Rail service to Cynwyd and Parkesburg would be dropped and some weekend service cut if the proposals are approved. The Welcome Line trolley in center city may be contracted out.....SEPTA has scheduled a series of hearings from April 22 to 26 to consider its FY 1997 operating budget, with the Philadelphia hearings set for Friday, April 26 at 11 AM and 5 PM in the SEPTA board room at 1234 Market Street. Public participation is encouraged.....SEPTA expects a \$7-million operating deficit for FY 1996.

SEPTA will continue running the Chestnut Hill Trolley until June 30, but its future beyond that date is very much in doubt (see above). And the Welcome Line is unlikely to resume this spring, if for no other reason than a water main replacement project at 25th & Poplar Streets will sever the Route 15 access tracks for about three months.....A chain-reaction accident in the trolley subway on the morning of March 11 injured about 65 people, none seriously. The accident happened when Route 13 car #9037 failed to stop in time to avoid rear-ending a stopped Route 36 car near the 36th & Sanson station, shoving that car into the rear of a Route 11 car just ahead of it. The two cars were halted while a disabled car in the tunnel ahead was being removed.... SEPTA has changed its "Vision of the Future" light rail map at the 15th Street westbound station. The map now shows a "Fairmount Light Rail Line" running from center city to Manayunk (the same route envisioned for the Schuylkill Valley Metro), a "Route 56 Extension" along Erie Avenue and Ridge Avenue to Manayunk and a "Penn's Landing Line" along the Delaware River waterfront, replacing the former Penn's Landing operation.....SEPTA's Transit Control Center is still located in the old 2nd & Wyoming building, where it will remain until a new centralized control center is built--possibly at 1234 Market.



After months of waiting, big news came from AMTRAK last month with the announcement that it will acquire 18 "American Flyer" high-speed trainsets, 15 high-horsepower AC electric locomotives and three new maintenance centers. The winning bidder was the consortium of Canada's Bombardier and France's GEC/Alstom, with the equipment to be assembled in Bombardier plants at Barre, VT and Plattsburgh, NY for delivery beginning in 1999 (see El Simon's column elsewhere in this issue). Some former Pennsy officials, however, were rankled at the headline on Amtrak's press release: "Amtrak unveils America's first high speed trains." What about the 1967 Budd Metroliners ordered by the PRR, they ask. Weren't they high-speed trains, since they were designed for 160-mph speeds and actually tested at even faster speeds? The new trains will be designed with tilting mechanisms a la the Swedish X2000 with a top operating speed of 150 mph. How short our memories are!

The new high-speed trains will cost \$611 million, each set to consist of six cars with a locomotive on each end. Financing is to be through a public-private partnership. Total value of the contract is set at \$754 million, with AMTRAK to ask the Federal government for a one-time grant of \$100 million to prepare the three maintenance yards for construction. These are to be located in Washington, New York and Boston, but the Wilmington News Journal reported last month that Amtrak has committed to a \$50-million investment plan for its existing Wilmington and Bear (DE) shops which would continue to maintain conventional locomotives and cars. Two two shops employ some 950 workers with an annual payroll of \$30 million. Part of the old PRR steam roundhouse, now derelict, still stands near Wilmington shop.

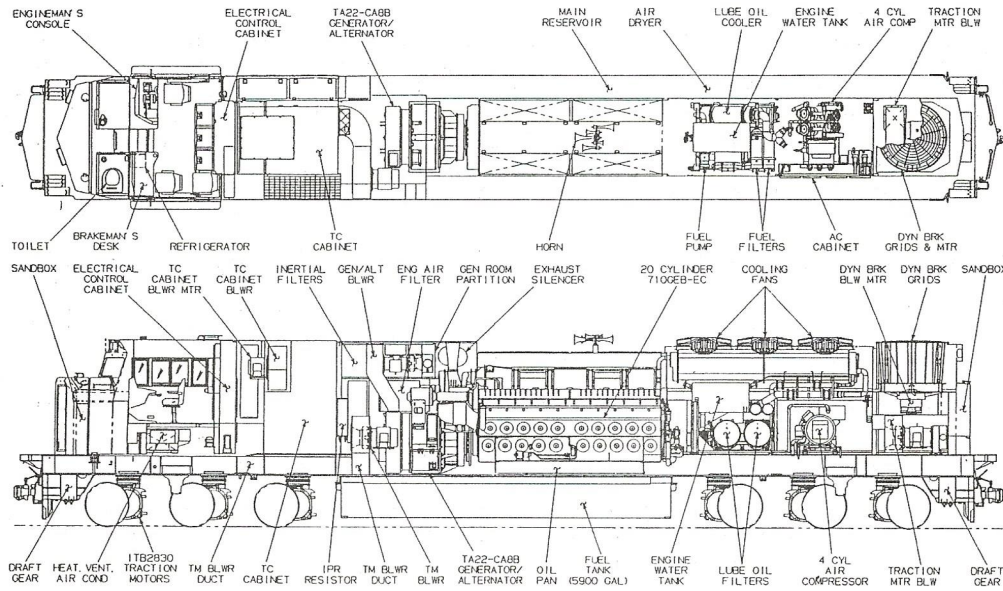
Some publications have reported that AMTRAK has ordered 98 P42 Genesis diesel locomotives from General Electric for delivery in the second half of 1996 and the first half of 1997. While no contract has apparently been signed, sources indicate that Amtrak may be negotiating for 30 units with an option for another 66 units.

PHILADELPHIA EXPRESS (Continued from Page 5)

While many of the F40's would be replaced, there are proposals to heavily rebuild some 20 of the newest units for continued service.....President Clinton has named Amy M. Rosen of New Jersey to the AMTRAK board of directors. A former deputy commissioner of NJDOT, Rosen currently serves on the NJ TRANSIT board (Amtrak)..... AMTRAK has launched a new TV advertising campaign for its Metroliner service, which is complemented by billboards along highways near Philadelphia. The outdoor ads are headlined "Read books not billboards" and "Laptop not blacktop" (Amtrak On Track).....New Intercity Business Unit CEO Mark Cane, a former BURLINGTON NORTHERN executive, began his railroad career as a cook on AMTRAK dining cars (Railway Age).....AMTRAK is pushing special "Explore America" fares good through June 15, which offer unlimited stopovers.

Northeast Corridor CEO George Warrington last month refuted rumors that AMTRAK wants to spin off its Harrisburg line. "One rumor," he said, "has the NEC negotiating a sale of the Harrisburg line to SEPTA. This rumor, of course, is not true." He said that Amtrak is cooperating in the current PennDOT-sponsored study of the Keystone service by providing engineering data to the consultants (On Track).....Information on the Keystone service can now be accessed on the Internet by addressing: <http://www.microserve.net/~amtrakpa>..... The customer satisfaction index for the Northeast Corridor, as determined by rider surveys, is holding at 80 (out of a possible 100), with major complaints relating to restroom conditions, food quality and information on delays. The Metroliner product line scored highest with 87 and Clocker service lowest with 69 (On Track)..... AMTRAK's current Northeast Corridor capital program includes the removal of oil and PCB contamination at Philadelphia's Race Street engine terminal near 30th Street Station (Jersey Central News).

CONRAIL SD80MAC EQUIPMENT LOCATIONS



Major Dimension Comparison:

| | SD80MAC | SD60 | SD50 |
|---|---------|--------|--------|
| Length over coupler faces: | 80'2" | 71'2" | 71'2" |
| Overall width: | 10'3" | 10'3" | 10'3" |
| Height - rail to top of cooling fan guards: | 16'1" | 15'7" | 15'7" |
| Capacities: | | | |
| Fuel (gal): | 5800 | 4400 | 4400 |
| Lube Oil (gal): | 510 | 436 | 395 |
| Cooling Water (gal): | 342 | 276 | 276 |
| Horsepower: | 5000 | 3838 | 3500 |
| Tractive effort (lbs): | 185000 | 100000 | 100000 |
| Weight (tons): | 210 | 195 | 195 |

--CONRAIL

With little ceremony, CONRAIL marked its 20th anniversary on April 1.....The Washington Post recently carried an article to the effect that NORFOLK SOUTHERN has abandoned its quest to acquire CONRAIL. Purportedly based on inside sources, the article claims that NS was considering a hostile takeover attempt, but that the prohibitive cost based on Conrail's current stock price, Pennsylvania's tough anti-takeover law and the problem of divvying up the property with CSX doomed the idea, for now (Potomac Rail News).....Like many other companies CONRAIL has adopted the "business casual" dress code year-round for its general office employees. Suits and ties, or dresses, are required only for meetings with certain outsiders.....CONRAIL reports that its #1 customer in 1995 was--again--General Motors Corp., which spent \$233 million on Conrail services. The largest intermodal customer was--again--United Parcel Service, with \$140 million in revenues.....CONRAIL, NORFOLK SOUTHERN and BURLINGTON NORTHERN SANTA FE last month announced formation of a new domestic double-stack equipment pool known as the North American Container System (NACS). It expects to operate a fleet of 2,500 48-foot containers which can be interchanged without restriction between member roads. (Continued on Page 9)



Amtrak announced on March 15 that the order for new Northeast Corridor high-speed trainsets had been awarded to Bombardier/GEC Alstom. Eighteen "American Flyer" trainsets, each consisting of six cars and a locomotive at each end, will be constructed at Bombardier plants at Barre, VT and Plattsburgh, NY.

The new trains are an Americanized version of the French TGV trainsets and will seat 345 passengers each. Early reports did not indicate that first class service would be offered, although it was in the initial design plans. The trains will tilt and include food service from a "bistro" car. Electric outlets at each seat, audio and possibly video entertainment will be available and riders will have access to telephones, fax machines and conference tables.

Funding is largely from private sources, although Amtrak is requesting a one-time grant of \$100 million from Congress to construct maintenance facilities for the trainsets at Washington, New York and Boston. As part of the agreement, Amtrak will also receive 15 new 125-mph electric locomotives to replace the aging E60's and provide additional capacity to Boston for conventional service. Existing Metroliner Service cars will be cascaded down to beef up NortheastDirect capacity for an anticipated increase in service and ridership once the electrification between New Haven and Boston is completed.

By the end of 1999, once in service, trains will operate between Boston and New York in about three hours, and between New York and Washington in 2 hours, 45 minutes. Based on earlier plans, the service pattern might be anticipated to be like this:

Southbound, hourly service from Boston to Washington leaving 5:30 AM to 5:30 PM, with these trains departing New York about 3 hours, 15 minutes later. Two earlier trains would originate at New York, and another at New Haven, providing earlier downline departures for Washington. The last three trains from Boston (6:30, 7:30 and 8:30 PM) would cut back at Philadelphia (first two) and New York (the last departure).

Northbound, the first morning train to Boston would originate at New York, followed by two departures from Philadelphia. Washington-Boston trains would be set to depart hourly between 6 AM and 6 PM, with the last three evening trains operating to New Haven (7 PM) and New York (8 PM and 9 PM).

The 15 trainsets required would overnight at Boston (five), New Haven (one), New York (three), Philadelphia (two) and Washington (four). There would thus be three spare trainsets, or a 20% ratio for out-of-service equipment. I would hasten to add, however, that this scheme will be subject to modification as the actual start-up date approaches.

At the end of February, Bombardier was on schedule delivering Superliner II cars and still had 16 transition sleepers and 17 coaches to go. Five cars per month is the normal pattern, although July will see only one delivery (vacations). The final month will see one of each type delivered to complete the order.

The 40 baggage conversions from Heritage coaches (1701-1740) will be rebuilds of ex-Santa Fe cars (1702-1720), ex-Southern Pacific Sunset Limited cars (1721-1727) and ex-Union Pacific "flat side" Budd cars (1701, 1728-1740). This program should see three cars per month coming on line and should be completed by the end of 1996. Mail/baggage service will also be augmented with the delivery of 13 RoadRailer sets and bogies during the month of June.

At the end of February, a total of 34 "California" cars had been delivered, with two cars expected monthly through June 1997 when all 66 cars will have been delivered. In service now are coaches 8001-8022, control cars 8301-8312 and food service cars 8802-8803.

Two F40's are to be converted to cab-baggage units, with the baggage section being placed where the engine room now is. The first conversion, 90368, will be the ex-368 and the second will be the 90225 (ex-225). Both are intended for Michigan service and will replace converted Capitoline control cars and a trainline-equipped baggage car.

In late February, three Miami-Washington round-trips were operated for the Palm Beach County Safety Patrol. Two F40's hauled a 20-car consist made up of 11 Superliner coaches, one Superliner diner, one Superliner sleeper, one hi-level transition car and six Amfleet I coaches. Also in special service during February, the Reno Fun Train was noted with six Amcoaches, one Amcafe, two Horizon dinettes, four Horizon coaches and private car Royal Gorge.

Effective March 1, the Silver Star introduced a new regional menu in a full dining car (once again!). Regional fare at reasonable prices is featured. For example, the lunch selections include a Cuban Club sandwich, with rice and black bean soup, turkey club sandwich with cream of broccoli soup, or Chicken Caesar Salad with either soup or garlic bread sticks. The dinner menu features the customary half backed chicken, or baked scrod, or Southern barbeque with corn-on-the-cob and cole slaw, or gourmet vegetarian delite. Especially noteworthy is a new "Gourmet-to-Go" service in which certain menu items can be ordered from the coach attendant and picked up at the diner for eating in the lounge or at your seat. Hours are 6:00 AM to 9:00 PM.

Spring schedule changes will find local passengers continuing to be carried on the Carolinian, so no local train will operate. Three "holiday special" trains (2174, 2165 and 2157) will be scheduled during peak holiday periods to provide relief.

(Continued on Page 9)



APRIL 13, 1996: Night photo freight on Strasburg Rail Road with 4-8-0 #475 lettered "Norfolk & Western." (Trip postponed from December 16.) Limited capacity, numerous photo opportunities. Train leaves Strasburg station 6:30 PM. Fare: \$55 per person. Order tickets from: Steve Barry, 144 Newkirk Station Road, Elmer, NJ 08318-2735, making checks payable to "Steve Barry." For information, telephone 609-358-8351.

APRIL 13: New York Harbor Railfan Cruise to inspect waterfront railroad facilities, sponsored by Conrail Historical Society. Seven-hour cruise aboard Circle Line vessel departs pier adjacent to NJ Transit Hoboken Terminal at 9:30 AM, and will be fully narrated. Fare: \$50 per person (meals on board not included in ticket price). Order tickets from: Conrail Historical Society, P. O. Box 38, Walnutport, PA 18088-0038, making checks payable to "CRHSI" and enclosing stamped, self-addressed envelope.

APRIL 13: Pennsylvania Railroad Sesquicentennial reenactment of charter signing, 10 AM in State Capitol rotunda, Harrisburg. Program will be hosted by William Withuhn, curator of land transportation, Smithsonian Institution, and includes brief talks by Historian Dan Cupper, NRHS Philadelphia Chapter President Doug Watts, State Representative Rick Geist of Altoona and Dr. Brent Glass, head of the Pennsylvania Historical & Museum Commission. There will be a costumed reenactment of the ceremony in which Governor Francis Rawn Shunk signed the PRR charter legislation on April 13, 1846. The public is invited. Afterwards, the Harrisburg Chapter will open its "Harris" tower and displays will be in Amtrak station.

APRIL 13 THROUGH OCTOBER 19: "Trains & Trolleys" exhibit at Atwater Kent Museum, 15 South 17th Street, Philadelphia, Wednesday through Monday 10 AM-4 PM. Exhibit depicts the ways that trains, trolleys and other mass transit helped shape the city and its suburbs. Admission; \$3 adults, \$1.50 children (3-12). Conrail, SEPTA and the Pennsylvania Historical & Museum Commission are sponsors. For information, telephone 215-922-3031.

APRIL 15: "The Railroad navies of New York Harbor" slide presentation by Thomas Flagg, past president of Roebling Chapter of the Society for Industrial Archaeology, at Farninon Center of Lafayette College, Easton, PA, starting at 8 PM, sponsored by Hugh Moore Historical Park & Museums. Admission free. For information, telephone 610-250-6700.

APRIL 17: Dedication of restored clock on former Pennsylvania Railroad Amtrak station, Lancaster, PA, 7:30 PM, sponsored by Lancaster Chapter NRHS which funded the restoration. This event is one of several in observance of the PRR sesquicentennial year. For information, telephone 717-299-6405.

APRIL 20: "Brandywine Spring Rail Tour" excursion powered by ex-Reading FP7 diesel locomotives #902 and 903, leaving Northbrook, PA 10 AM, returning about 4 PM, sponsored by Philadelphia and Lancaster Chapters NRHS. Trip will feature tour over former Reading Wilmington & Northern branch now operated by Delaware Valley and Brandywine Valley Railroads, with photo opportunities. (See story elsewhere in this issue.) Fare: \$30 per person (optional box lunch \$5). Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

APRIL 20: Slide lecture on Philadelphia's Broad Street Station by Artist and Historian Ted Xaras, 2 PM at Balch Institute, 18 South 7th Street, Philadelphia, sponsored by Atwater Kent Museum. Admission: \$12 per person.

APRIL 28: "Spring Steam Special" on Wilmington & Western Railroad, featuring 4-4-0 #98, leaves Greenbank station, Marshallton, DE, at 1:30 PM, with photo runbys and stops enroute to Hockessin, DE. Fares: \$25 adults, \$20 seniors, \$10 children (2-12). For tickets and information, write: W&W Railroad, P. O. Box 5787, Wilmington, DE 19808 (telephone 302-998-1930).

APRIL 28: Peter Witt Spring Foliage Ramble using restored 1926-vintage trolley #8534 will cover SEPTA's subway-surface routes in West Philadelphia plus Route 15-Girard Avenue and diversion route, sponsored by Buckingham Valley Trolley Association. Special car leaves Elmwood depot, Island & Elmwood Avenues, at 10 AM, returning about 3 PM. Fare: \$25 per person. No second car will be operated. Order tickets from: BVTA, c/o George Metz, 130 Springton Lake Road, Media, PA 19063-1826, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope.

MAY 4: Special Long Island Rail Road train from Jamaica, NY to Danbury, CT, Beacon, NY and return via Hell Gate Bridge, Amtrak, Metro-North and LIRR, including freight-only ex-New Haven line between Danbury and Beacon. Train leaves Jamaica 8 AM, returns about 6 PM, sponsored by Long Island-Sunrise Trail Chapter NRHS. Fares: \$50 adults, \$45 senior citizens and children (5-11) coach, \$95 in reserved parlor car. Box lunch (ham & cheese or turkey breast) \$7.50 additional. Order tickets and lunches from: LIST-NRHS, P. O. Box 507, Babylon, NY 11702-0507, enclosing stamped, self-addressed envelope.

MAY 4: "East RAIL ROAD Show 96" multi-media railroad slide show, 11 AM-6 PM at the Forum, 5th & Walnut Streets, Harrisburg, PA, hosted by Harrisburg Chapter NRHS. Included will be shows by well-known Photographers Jim Boyd, Tom Nemeth, Jerry Plant and others. Admission: \$7 in advance (\$6 seniors), \$9 at the door. For information, telephone 717-232-6221 (24 hours a day).

MAY 8: Lecture on Amtrak's satellite-based train communications project by Bill Stroud of Amtrak, at Drexel University's Lebow Engineering Center, Hill Seminar Room, 31st & Market Streets, Philadelphia, beginning at 7 PM, sponsored by Philadelphia Chapter, Institute of Electrical & Electronic Engineers.

MAY 11: Railfan Day on Middletown & Hummelstown Railroad, Middletown, PA, featuring mixed diesel-powered train with open-window ex-Lackawanna coaches, leaving at 11 AM. Numerous photo opportunities. Fares: \$15 adults with lunch, \$9 without lunch, \$10.50 children under 12, \$4.50 without lunch. Additional \$2 for limited seating in caboose. For tickets and information, write: M&H Railroad, 136 Brown Street, Middletown, PA 17057 (telephone 717-944-4435).

ON THE SCENE (Continued from Page 7)

The Adirondack will only operate between New York and Montreal, so the new dual-mode P32 locomotives can operate through from New York to Montreal.

Present plans call for a limited Cape Codder service to operate between late June and early September. A train of Amfleet cars and an MBTA cab car will deadhead from Boston to Providence Friday evenings, connect with a Corridor train and head off to Hyannis. The reverse drill will occur on Sunday afternoons. You'll be able to leave New York at 4:50 PM Fridays, arriving in Hyannis at 11:20 PM. Sundays, the outbound train will depart the Cape at 4:15 PM and reach New York at 11:15 PM. Connection trains will be #84 on Friday and #179 Sundays.

Metroliner Service will drop two round trips. These are numbers 202 (6:00 AM) and 228 (3:45 PM) from Washington and 203 (6:40 AM) and 229 (3:45 PM) out of New York. However, the remaining 15 weekday round trips will be expanded from six to seven cars.

Harrisburg service will be similar to current schedules, but rush hour passengers will be able to save time by riding a faster Corridor train between New York and Philadelphia (and enjoy snack service), or savor the convenience of slower through service.

Service to Saratoga Springs, NY will again operate this summer on a limited basis.

The second leased Talgo trainset is operating around California since its recent arrival. The consist includes a power car, first-class (custom class) coach, diner, and standard coaches.

Amtrak's Pioneer will shortly include a lounge car outfitted with photos of the building of the Union Pacific and the Oregon Trail. Call the "Manifest Destiny Lounge", the car will complement new menus and other amenities in first class.

But all is not without problems, because the Intercity Business Unit has developed a shortfall of some \$33 million as revenues have slipped and expenses increased beyond projections. Tactics to close the gap will include marketing efforts, pricing, revenue management actions, improved equipment utilization, state funding options and reductions in inventory and discretionary spending.

NJ Transit is negotiating with the Susquehanna to start commuter service to Sparta, NJ via the present Suffern line and a connection. Seven stops are proposed between Hawthorne and Sparta using five rush-hour trains.

The Long Island Rail Road has proposed eliminating service at 12 lightly-used stations in its "diesel zone" because ridership is too limited to justify installation of new high-level platforms needed for the introduction of new bi-level coaches now on order. Five of the stations are between Jamaica and Long Island City: Penny Bridge, Haberman, Fresh Pond, Glendale and Richmond Hill. Also proposed for closure are Glen Street and Mill Neck on the Oyster Bay Branch, Bellport, Center Moriches, Quogue and Southampton Campus-LIU on the Montauk Branch, and Holtsville and Medford on the Ronkonkoma Branch.

PHILADELPHIA EXPRESS (Continued from Page 6)

CONRAIL announced last month that it would begin regular double-stack container service between the Port of Philadelphia and Chicago, St. Louis and Kansas City on April 1. The service will take advantage of the recently-completed \$97-million clearance program on Conrail's mainline across Pennsylvania.....Effective February 26, CONRAIL's Philadelphia Division formally assumed control of the former Harrisburg Division lines west of Phoenixville and Alburdis to Duncannon, near Harrisburg, as well as the Buffalo Line as far as Keating, PA and most branchlines. But the dispatchers remain for now at the Harrisburg office and the territory will be referred to as the "Harrisburg District of the Philadelphia Division" until final phaseout later this year.....After reopening of the flood-damaged Lehigh Line near Solomons Gap, PA on February 27 (see March Cinders), CONRAIL and CP RAIL trains once again moved over this ex-Jersey Central-Lehigh Valley line to and from Allentown. But the Lehigh secondary track west of Pittston was blocked by collapse of the Vosburg tunnel at milepost 211 near Mehoopany, PA (Conrail Technical Society).....CONRAIL is offering a \$200 refund on every carload of canned goods into the Northeast, through May 15 (AAR Train-It).....The February 26 edition of the Inquirer published an interesting study of industry along the Delaware River in Delaware County, as it was in 1941 and today. Many of the plants in Eddystone, Chester and Marcus Hook have closed, by CONRAIL's remaining PRR and Reading industrial tracks still handle substantial traffic.

NJ TRANSIT's plan to build a storage and maintenance yard on CONRAIL land in Morrisville has run into problems with Falls Township supervisors, who are demanding that NJT also locate a passenger station there. But NJT management demurs, citing a 1992 agreement with New Jersey legislators not to take NJT jobs out of state. About 20 percent of riders who board NJT trains at Trenton station come from the Pennsylvania side of the river.New Jersey Transportation Commissioner Frank J. Wilson testified before Congress in February, citing the importance of public transit in getting former welfare recipients to productive jobs (APTA).....READING, BLUE MOUNTAIN & NORTHERN will operate no passenger excursions this season, because of the heavy volume of freight traffic. Steam locomotives 425 and 2102 will spend most of the year at Steamtown.....Ex-Pennsy K4 #1361 is reported ready to move from Altoona to Scranton. The Railroaders Memorial Museum, using State funds, will pay for a complete restoration of the historic locomotive at the Steamtown complex, carried out under a University of Scranton program.....Entrepreneur Ross Rowland is also said to be anxious to move his ex-Chesapeake & Ohio #614 to Steamtown for active service. He's also trying to line up excursions on NJ TRANSIT.NRHS Eastern Region VP Steve Barry is taking a job as associate editor of Railfan & Railroad Magazine.CSX GP40 #6614 has gone to the Academy of Industrial Training in Lester.

EXTRA LIST (Continued from Page 8)

MAY 18: 8th annual Delaware Transportation Festival at Wilmington Amtrak station, sponsored by Amtrak and DeIDOT. Various equipment displays, exhibits and tables will be featured, 10 AM-4 PM. Philadelphia Chapter will be represented. Admission free.

MAY 18: "My Life on the Reading" slide presentation by Bob Linden, retired Reading Railroad conductor, 2 PM at Balch Institute, 18 South 7th Street, Philadelphia, sponsored by Atwater Kent Museum. Admission: \$12 per person.

MAY 18: Vermont excursion from Rutland to Burlington, VT and return, with side trip from Florence to OMYA plant (Clarendon & Pittsford near Florence Junction), possible side trip to Essex Junction (former Central Vermont Winooski Subdivision). For information, contact Mass Bay RRE, P. O. Box 467, Lincoln, MA 01773 (telephone 617-489-5277).

MAY 19: More Vermont trackage, from Rutland to Whitehall, NY and return. For details, contact Mass Bay RRE as in item above.

MAY 26-27: Memorial Weekend steam specials on Wilmington & Western Railroad. On Sunday, train departs Greenbank station, Marshallton, DE, for Mount Cuba at 12:30, 2 and 3:30 PM. On Monday, train leaves Greenbank for Hockessin at 12:30 and 3:15 PM. For information, telephone 302-998-1930.

JUNE 18-23: NRHS national convention in Charlotte, NC, featuring steam excursion on Great Smoky Mountains Railway, two rare-mileage diesel specials on CSX (former Seaboard Air Line) trackage, circle trip on Norfolk Southern to Asheville, NC (including famous Saluda Grade) using Amtrak equipment, visit to historic Spencer Shops and North Carolina Transportation Museum, barbeque dinner, seminars, train show and many other events, sponsored by Piedmont Carolinas Chapter. Convention brochure and order form will be sent only to those requesting it. Registration charge for NRHS members: \$20 per person. Address: 1996 NRHS Convention, P. O. Box 297, Spencer, NC 28159 (telephone 704-647-0508).

JANET POTTER PUBLISHES BOOK ON RAIL STATIONS

Great American Railroad Stations is the title of a 496-page book authored by Chapter Member Janet Greenstein Potter, to be published next month by Wiley as part of its "Great American Series." With a foreword by New York Senator Daniel Patrick Moynihan, a strong proponent of station preservation, the book contains over 500 historic and contemporary photographs and line drawings. It details more than 700 notable U.S. railroad stations still existing in all 50 states.

Janet has been working on this project for several years, drawing on numerous sources including the NRHS Library in Philadelphia. The 7-1/2 x 9-1/4 soft-cover book will retail for \$29.95.

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