

CINDERS

FEBRUARY 1996



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Volume 57

Newsletter of the

Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

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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.

FESTIVE EVENING PROMISED FOR PENNSY BANQUET MARCH 16

The 150th anniversary of the charter which created the mighty Pennsylvania Railroad will be celebrated with a festive banquet and display of PRR memorabilia on Saturday, March 16, in the North Concourse of 30th Street Station, Philadelphia. Co-sponsors of the event are the Philadelphia Chapter NRHS and Philadelphia Chapter of the Pennsylvania Railroad Technical & Historical Society.



Featured speaker at the dinner will be prominent PRR Historian Bennett Levin, whose restored private car Pennsylvania 120 will be available for inspection by banquet guests. Preceding the dinner will be the display mounted by members of the PRRT&HS, from 12 Noon to 5 PM. It will be open to the public, but the social hour (6-7 PM) and the banquet (7 PM) are reserved for ticket-holders only. Tickets are priced at \$45 per person for this once-in-a-lifetime event, and may be obtained by mail from:

Philadelphia Chapter NRHS
P. O. Box 7302
Philadelphia, PA 19101-7302

Checks should be made payable to "Philadelphia Chapter NRHS" and tickets will be mailed promptly. Anyone interested in the Pennsylvania Railroad is welcome to attend, and are urged to order tickets as soon as possible. Included in the event will be entertainment, music, table favors and door prizes, the latter donated by local railroads.

In addition to the Sesquicentennial of the PRR, the banquet commemorates the 60th anniversary of Philadelphia Chapter NRHS, the 20th anniversary of Philadelphia PRRT&HS and the 25th birthday of Amtrak.

A joint NRHS-PRRT&HS committee is working to make this evening a real success. Its members include Larry and Marie Eastwood, Phil Ritter, Frank Tatnall, Les Dean and Sam James.

Information may be obtained by calling Phil Ritter at 610-647-0235 or Frank Tatnall at 610-828-0706.

Let's make March 16 a day to remember!

LAST CALL FOR 1996 NRHS AND CHAPTER DUES!

Because of the late mailing of 1996 dues renewal notices, the cutoff date for payment has been extended to March 1. All members will receive the February issue of Cinders, but will not receive the March issue if dues have not been paid. Philadelphia Chapter normally enjoys an extremely high rate of renewals, and as of January 31 more than 70 percent of full members and 85 percent of Chapter-only members had indeed renewed.

Chapter officers are especially pleased by the generosity of members in donating to the Chapter and the National over and above the basic dues level. To date, more than \$3,000 has been donated to the Chapter for the FP7 restoration fund, in addition to a substantial gift of stock in a blue-chip corporation by Charlie Van Reed. Members are urged to consider donations of any amount to the Chapter, and are reminded that Philadelphia NRHS is recognized by the IRS as a Section 501(c)3 organization for purposes of tax deductions.

OUR MEETING:

FRIDAY EVENING, FEBRUARY 16, 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 February 16, 1996 meeting will feature the Annual Ray Muller Slide Contest, rules for which are shown below. The contest is named in honor of the late Chapter member who excelled in rail slide photography.

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, FEBRUARY 13, 1996 to National Director Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

We encourage all members to enter the 1996 Slide Contest, share your work with your fellow members, and compete for film prizes at the same time. Join us on Friday, February 16, 1996.

PLEASE NOTE THAT THERE WILL BE NO REGULAR MEMBERSHIP MEETING DURING MARCH, 1996. OUR 60TH ANNIVERSARY BANQUET ON SATURDAY EVENING, MARCH 16, 1996 WILL REPLACE OUR MEETING. SEE BANQUET ARTICLE ON PAGE 1.

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.

Annual RAY MULLER Slide Contest Rules

1. No entry form is required for the 1996 Ray Muller Slide Contest, but entrants must register in person, beginning at 7:15 PM. Registration closes at 7:30 PM, with no entries accepted after that hour. THE SLIDE CONTEST IS OPEN TO 1996 PAID-UP PHILADELPHIA CHAPTER MEMBERS ONLY!

2. There are six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1986, and category (f) only subject matter BEFORE March 1, 1986. In case of uncertainties, the contest manager will rule on appropriate categories or will disqualify any unsuitable entries.

- (a) Steam
- (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) Heavy electric (including multiple-unit commuter rail equipment)
- (d) Light electric
- (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
- (f) Oldies (any subject prior to March 1, 1986)

3. Each contestant may exhibit a maximum of four slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name MUST be on the slide. After the initial screening, entrant will select ONE SLIDE in each category for the projectionist to use in the FINAL judging. Thus, only six (6) slides are permitted in the final presentation.

SEPTA'S TRANSIT MUSEUM STORE STOCKED WITH GOODIES



The new Transit Museum Store, located on the ground floor of SEPTA's headquarters building at 1234 Market Street, Philadelphia, is continuing to expand its line of merchandise. In addition to a wide variety of books and videotapes (some furnished by Philadelphia Chapter), the store has for sale such offbeat collector's items as genuine fareboxes and SEPTA map T-shirts. There are even packs of replica tokens made of chocolate (one inch in diameter and not good for fares). The books and magazines for sale are not confined to transit, but include many rail subjects.

Store hours are 10 AM to 5 PM Monday through Saturday, and the telephone number is 215-580-7168. The store manager is Joan Doyle.

UPDATE OF CSX TRANSPORTATION LOCOMOTIVE ROSTER

Updating the CSX Transportation locomotive roster published in November *Cinders*, B23-7 units 3115-3128 have been restored to the active roster following their earlier retirement. But during December, two additional U18B units, three GP38's, three U23B's, eight GP30M's and six GP40's were retired, bringing the total of CSX locomotives to 2,716. More than two-thirds of all CSX units now have received the current yellow-nose paint scheme. Six additional GP40's were assigned to maintenance-of-way service and painted bright orange, bringing the total number of "pumpkin" units to 48 (up to road #9722). (Bull Sheet)

'BLIZZARD OF '96' SLOWS AREA TRANSIT, RAIL SERVICE

But SEPTA, NJT, PATCO Draw Praise in Crisis Period

by Frank Tatnall

The media dubbed it the "Blizzard of '96" and the "Storm of the Century," but by any measure the record-setting snowfall of Sunday and Monday January 7-8, will long be remembered in the northeastern United States.

Philadelphia officially recorded 30.7 inches of snow at International Airport, eclipsing the previous mark of 21.3 inches set on February 11-12, 1983 and far exceeding the ten inches that fell during the legendary Blizzard of 1888 (which had much greater wind velocities). The huge storm affected 15 states and caused major disruptions in cities from Washington to northern New England.

Then, just as the digging-out process was well along, a drenching one-inch rainfall coupled with temperatures as high as 62 degrees struck the region on Friday, January 19, creating massive flooding. This encore crisis caused far less disruption to mass transit services than did the blizzard, but the combination of heavy rains and melting snow produced high water and ice jams along many of Pennsylvania's rivers and tributaries, blocking highways and forcing thousands of residents from their homes. Governor Ridge later estimated the cost of the two storms at \$700 million, and he pleaded for Federal disaster assistance in 58 of the State's 67 counties. Unofficially, the snowstorm resulted in 66 deaths in Pennsylvania, with 16 more attributed to the floods.

One bright spot during this unprecedented period was mass transit. With Philadelphia's major airport shut down for nearly two days and most highways in the State embargoed for all but emergency travel until Tuesday the 9th, SEPTA managed to keep much of its Regional Rail system operating even on Monday, the day of maximum paralysis. Also in partial operation that day were the Broad Street subway and Market-Frankford Line, as well as subway-surface cars between the 40th Street portal and center city. All City and Suburban Division bus service was suspended on Monday, as was NJ Transit bus service in South Jersey. For a time, PATCO was forced to curtail its operations to a 40-minute headway on only one track because of snow packed against the third rail--a problem which also plagued the elevated sections of the Market-Frankford Line and the Fern Rock yard of the Broad Street Line. NJT was able to maintain some service on its Atlantic City Line between Cherry Hill, Lindenwold and the shore resort, and on its Trenton-New York trunk line.

Taking the booby prize for slow response to the storm was SEPTA's Route 100 Norristown High Speed Line, which failed to operate even at low speeds during most of the week-long crisis period. Having disposed of all snow-fighting equipment and all of the old heavyweight work cars on the third-rail line, SEPTA shut down the entire 13-mile route between 69th Street and Norristown on Sunday the 7th, and did not restore full operation until 5 PM the following Sunday. This long immobilization further tarnished the reputation of a line noted for its unreliability, in spite of the presence of 26 new state-of-the-art N5 cars and the renewal of much of its aging infrastructure.

Here is a day-by-day log of the storm's impact in the Delaware Valley:

Sunday the 7th -- Snow starts in early AM -- up to four inches per hour. Low 12 degrees. Airport closes. Governors of Pennsylvania and New Jersey declare states of emergency, banning all but authorized vehicles from the roads--including buses. SEPTA had already shut down 80 percent of its bus lines. Subways running every 30 minutes, PATCO 40 minutes. Regional Rail suspends operations at 6 PM but continues to run "patrol trains" on most lines to keep tracks and wires clear. Amtrak reports delays on Corridor.

Monday the 8th -- Snow tapers off in early PM but 30-mph winds create mass drifting. Airport remains closed until 6 PM as City and State crews concentrate on plowing expressways and other "snow routes." All SEPTA bus operations suspended. Regional Rail runs on "modified" Sunday schedule, with no service on R1-Airport, R8-Chestnut Hill West-Fox Chase or R6 Cynwyd routes. Much drifting across tracks including eight-foot drifts in Gwynedd cut on R5 Lansdale main, but continued use of both MU trains and diesel locomotives keeps lines open. Total of 183 revenue trains run during day (normal weekday: 736). Shortage of crews is problem, but several employees who reported Sunday are housed overnight in Marriott Hotel and Holiday Inn. Stores, offices, schools shuttered, but some workers such as doctors and nurses need transportation. Track workers do yeoman job of keeping switches and interlockings open on SEPTA, but lack of Amtrak personnel forces closing of most interlockings on Corridor and Harrisburg mainline and results in "straight-railing" (no crossovers used) and delays to SEPTA Paoli, Marcus Hook, Trenton service.

Elsewhere on SEPTA, suburban rail routes 100-Norristown, 101-Media and 102-Sharon Hill shut down, subway-surface cars running only between the 40th Street portal and Juniper Street. Broad Street trains running every ten minutes from Olney south, but Market-Frankford only between Bridge Street terminal and 30th Street every 30 minutes--severe drifting on Market Street el. Phlash and paratransit suspended. PATCO operating on single track Lindenwold-Camden every 40 minutes, NJT buses not running but Atlantic City rail line is in service Cherry Hill-Atlantic City. Delaware's DART shut down. Amtrak attempts to run Saturday schedule but cancels half of its normal service with significant delays to trains that run (many 30-mph speed restrictions imposed). An additional problem is snow buildup hindering operation of the sliding doors on Amfleet cars. All airports in New York, Baltimore and Washington areas are closed, the New Jersey and PA Turnpikes are shut down so Amtrak is the only way to go. Conrail and CSX virtually suspend freight service, although the crew of Pittsburgh-bound train OIPI is heard telling a Conrail dispatcher at 5:30 PM that they managed to plow through four-foot drifts on the Morrisville Line north of Philadelphia. Amtrak puts into effect its most severe "Z-Plus" snow plan.

Television and radio reporters continuously warn people to "stay in your homes--it's dangerous out there," and most heed the advice. Plowing operations continue into the night and numerous Peco power outages

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'BLIZZARD OF '96' SLOWS AREA TRANSIT, RAIL SERVICE

(Continued from Page 3)

occur. SEPTA runs its subway-el trains all night. Snow depths varied around the region--30.7 inches at the Airport, 20 at Valley Forge, 19 at Doylestown, Wilmington 22, Newark, NJ 27, New York 20.5, Atlantic City only 12. Buffalo, NY got nothing.

Tuesday the 9th -- Philadelphia gradually begins to reopen, but streets other than main thoroughfares remain impassable. The states of emergency are lifted, in Pennsylvania at 6 AM, in New Jersey at 5 AM. A few flights begin taking off and landing at the Airport in the morning, and SEPTA resumes R1-Airport service (but only after a telephone call to a top Amtrak official got the switches cleared at "Phil" interlocking where the Airport Line diverges from the Corridor). Regional Rail runs on a Saturday schedule but there is no SEPTA service west of Paoli or south of Marcus Hook because of frozen switches at the more-distant interlockings. TransPasses are honored on trains within the City. There is still no service on R8-Chestnut Hill West-Fox Chase due to frozen switches at North Philadelphia and "Newtown Junction." Two Bombardier push-pull sets run during the day on R5-Lansdale. SEPTA operates a total of 450 trains. Amtrak clears "Paxon" interlocking in the evening, allowing SEPTA access to Overbrook shop for the first time in three days.

Some City and suburban bus service is restored, but many routes are detoured around snow-blocked streets. Broad Street subway is running every ten minutes (no service on Ridge Avenue spur), and Market-Frankford has 15-minute headways over entire line. There is some subway-surface operation but street running is difficult. Route 101-Media is back but running only to Woodland Avenue; there is no service on 100-Norristown or 102-Sharon Hill. By the afternoon "rush" hour SEPTA has 38 bus routes in full or partial operation. SEPTA reports that its 24-hour information line handled 14,000 calls on Tuesday, straining capacity on an already overburdened telephone system. PATCO is operating every 15 minutes in spite of numerous cars out of service, and NJ Transit rail is on a Saturday schedule. Amtrak is on a Saturday schedule but there are many delays and no Metroliner service.

Wednesday the 10th -- City and many suburban schools remain closed, easing the burden on choked highways and transit. Regional Rail offers normal service, with R8 back on-line but Cynwyd still closed. Major problem is overflowing parking lots, which are plowed but with huge piles of snow and many "snowbird" riders flocking to the trains. R5 service is restored to Downingtown but not to Parkesburg because Amtrak crossovers at Leaman Place and Lancaster have not been cleared. R2 is again running to Wilmington. All trolley lines are back in service except subway-surface Route 10-Lancaster Avenue, and the Route 100-Norristown is still shut down. City high-speed lines are running normally and SEPTA says that 75 percent of its surface lines are back in service (many with detours) as the City struggles to plow the bus streets. Buses, trains and trolleys are packed with riders. NJT is running regular bus service, some with detours, and its Atlantic City trains are again operating into 30th Street Station. Amtrak reports regular service is in effect, except on the Harrisburg line, though delays persist. Airports in New York and Washington reopen.

Thursday the 11th -- Route 100 is now running 30-minute service to Bryn Mawr only, using a single track. Route 101 trolleys are turning back at Providence Road, with shuttle buses to Media. Seven City bus routes are still out, and DART in the Wilmington area is back to full service. TransPasses are still being honored on Regional Rail trains within the City. Conrail and CSX freight service is returning to normal, as Conrail brought in fleets of snow-fighting equipment including some of its unique jet-engine blowers for clearing yards.

Friday the 12th -- A new storm, predicted to drop up to 12 more inches, proves to be less than advertised, with only two to six inches of new snow measured, before turning to rain. SEPTA still has seven City and one suburban bus route out of service, and Route 100 is running only as far as Radnor because of drifting to the north. Thirty Market-Frankford cars are sidelined due to shorted-out motors, and a number of Kawasaki trolleys are laid up. Amtrak is running a reduced weekday schedule with only six Metroliners programmed and delays of up to two hours on other trains. Late in the day Route 100 is taken out of service again because of third rail icing.

Saturday the 13th -- Many streets iced up overnight, but during the day the melt-off begins as temperatures rise to 34 degrees. Route 100 again is running only as far as Bryn Mawr. Bus routes 2, 7 and 90 are still down. Amtrak reports only minor delays.

Sunday the 14th -- With the mercury touching 38 degrees, only bus route 90 on Locust and Spruce Streets is not running. After snow-clearing work on Route 100, including use of a "plow train" of three N5 cars and much hand shoveling, full service from 69th Street to Norristown is finally restored at 5 PM.

Tuesday the 16th -- Following the Martin Luther King, Jr. holiday on Monday, this is the first day of normal travel in over a week. All schools and businesses are open. Traffic congestion is rampant as drivers flock back to their cars, a situation worsened by morning fog. But KYW Newsradio reports "mass transit is on or close to schedule." R6 Cynwyd is back on line. Including the 11 inches received in Friday's snowstorm, the Lancaster area is still digging out of a near-40-inch accumulation. When Strasburg Rail Road attempts to clear massive drifts with its old Russell snowplow, it buckles. Front-end loaders have to be brought in to finish the job. Amtrak's Leaman Place crossovers remain out of service, but SEPTA's Parkesburg trains are turning back at "Cork" interlocking in Lancaster.

Wednesday the 17th -- Ridership is so heavy on the subway-surface lines--partly because some residents still can't get their autos out of unplowed side streets--that SEPTA is forced to put four PCC cars into regular service out of Elmwood depot. These include the three Welcome Line cars.

Friday the 19th -- Just when the region is returning to routine, a new and different kind of storm arrives with a vengeance. Nearly an inch of rain pelts the area and, combined with a high temperature of 62 degrees, wreaks havoc throughout much of Pennsylvania and neighboring states. The joint effect of the rain and rapidly melting snow causes tremendous flooding along the Susquehanna, Monongahela and Potomac Rivers and to a lesser extent along the Schuylkill and Delaware and their tributaries such as the Perkiomen and Brandywine

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'BLIZZARD OF '96' SLOWS AREA TRANSIT, RAIL SERVICE

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Creeks. Though many highways are blocked by high water, including the river drives in Philadelphia, there is little disruption of mass transit. The R6 rail line is terminating at Conshohocken because of water over the tracks near Plymouth Creek, and shuttle buses run to Norristown. But a feared onslaught of icy roads is avoided when high winds dry the surfaces before the mercury drops below freezing after dark.

Saturday the 20th -- After forcing the evacuation of some 100,000 people in Wilkes-Barre on Friday, the raging Susquehanna River brings the most severe emergency to Harrisburg since the great Hurricane Agnes flood of June 1972. Many residents near the riverfront, including Governor Ridge and his family, are forced to evacuate, and a bridge to City Island is destroyed by ice in the river. Conrail's mainline is threatened but service continues. Amtrak service is knocked out when tracks just east of the passenger station are flooded and shuttle buses to Lancaster are substituted. (New York-Washington Corridor service is not disrupted.) CSX, whose mainline is severed by flooding in the Potomac Valley, begins detouring trains over Conrail via Harrisburg, Reading and Philadelphia. Conrail suffers only minor delays in the area when water from the Schuylkill River rose a couple of inches above the rails at West Conshohocken and at Phoenixville tunnel.

In the evening, westbound Conrail freight BAPI enroute from Baltimore to Conway plows into an ice jam on the Port Road near Safe Harbor, along the banks of the rising Susquehanna. Soon the entire train--SD60's #5508 and 5510 and 120 cars--is encased in ice, the crew forced to flee to higher ground. The story receives front-page coverage in the *Inquirer* the following Monday. Meanwhile, some residents along the Delaware in the New Hope, Lambertville, Yardley and West Trenton areas are forced out of their homes, but mainline rail service is unaffected. The R6 is again running to Norristown.

Monday the 22nd -- The waters recede as a period of calmer weather settles in. Conrail and CSX continue to detour trains around flooded areas while repairs are made and Amtrak is now turning its Harrisburg trains at Middletown. (It would be the next day before through service is restored, and two more days before Conrail would reopen the Port Road.) The press is praising SEPTA and the other agencies for their performance during the crisis. ("They kept running.") The region has somehow survived the Mother of All Snowstorms--and her unwelcome cousin a fortnight later.

WATTS BRINGS STRONG SAFETY MESSAGE TO CHAPTER

Common sense behavior around railroads should be practiced by all railfans. That was the message delivered by President Doug Watts at the January 19 Chapter meeting, as he described an alarming incident he had recently witnessed at SEPTA's Prospect Park station on Amtrak's high-speed Northeast Corridor.

While standing on the platform observing trains, Doug saw a young photographer suddenly bolt across the four-track mainline--climbing a safety fence which barred his path--as a northbound express raced toward the station. After the train passed and the fan returned to his original position, Doug approached him to warn against such foolhardy actions. Having identified himself as a Conrail employee schooled in safety, Doug was surprised at the lack of contrition on the part of the teenager who--while admitting he did a "dumb thing"--told Doug that a Conrail representative had no authority on Amtrak property. Surprisingly, the youngster's father joined in the retort, telling Doug he had no jurisdiction.

Later, the 13-year-old wrote a two-page letter to James A. Beard, general manager of Conrail's Philadelphia Division, complaining about Doug's "unauthorized" actions in forcefully criticizing him. But Beard responded quickly, supporting Doug and emphasizing that such trespassing on railroad property will not be tolerated regardless of which carrier is the owner. He also gave copies of his letter to two Amtrak officials.

The incident, Doug told the attendees, is a sad reflection of the mentality which has infected all too many railfans today. He urged all members and other trainwatchers to exercise extreme caution when near railroad property, and not to trespass on tracks, structures or shop areas. (In many cases, railroad police will arrest and detain violators.) It was particularly disturbing that in the recent incident an adult actually appeared to encourage his son to violate the law--all in the interest of shooting a photo of a 90-mph passenger train!

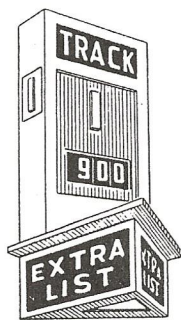
Earlier in the meeting, David V. Nogar, Amtrak's director NEC Conventional Services-Product Line, presented his insights of the new NortheastDirect marketing effort. He detailed the numerous service improvements planned to increase ridership and revenues in this important segment of NEC operations. A Philadelphia-area native, Nogar previously worked at Conrail and in management positions at NJ Transit, MARC and St. Louis Metrolink.

The January meeting drew an excellent crowd, in spite of the widespread flooding earlier in the day and a threat of icing on the roads which for the most part did not materialize.

ADDENDA TO LIST OF FORMER READING SYSTEM LINES

The following additions/corrections should be made to the list of former Reading System lines surviving today, as published in the January issue of *Cinders*:

- Manufacturers Industrial, Harrisburg: Present Conrail Hill Industrial has been reduced to 0.5 mile in length
- Milton Industrial, Milton: 0.3 mile still in service
- Newtown Branch--should read Phila. (Cheltenham Jct.)--Newtown: Insert Note 1 against present SEPTA Newtown Branch (Fox Chase-Newtown) indicating line out of service
- Correct total present miles to 780.8 and operated by Conrail to 399.3



FEBRUARY 16-19, 1996: "Steamtown Snow Spectacular" excursions with ex-Milwaukee Road 4-8-4 #261, sponsored by Friends of the 261. On Friday the 16th the 261 will power a snowplow train from Scranton to Tobyhanna, PA, with photo runbys enroute. Fare: \$49.95 per person. Saturday and Sunday the 17th and 18th will feature passenger excursions from Scranton to Tobyhanna and return. Fare: \$39.95 per person. Saturday the 17th there will be a night photo session at the Steamtown depot. Admission: \$30 per person. On Monday the 19th a photographers freight train will operate from Scranton with 20 freight cars and coach. Fare: \$100 per person. Order tickets from: Friends of the 261, 4322 Lakeview Court, Shoreview, MN 55126. All trips will depart Steamtown station, Scranton at 9 AM, returning about 4 PM.

FEBRUARY 24: "Snow Train to Vermont" from Boston to Brattleboro and Bellows Falls, VT and return, sponsored by Mass Bay Division RRE. Amtrak special train will depart South Station 7:45 AM, Back Bay Station 7:50 AM, returning about 8:30 PM. Numerous extra-cost side-trips are offered. Fares: \$50 adults (\$55 after February 10), children (12 and under) \$25 (\$30 after February 10). For tickets and information, write: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810-0814, enclosing stamped, self-addressed envelope.

MARCH 2-3: Greenberg's Great Train, Dollhouse & Toy Show will be at South Jersey Expo Center, Haddonfield Road, Pennsauken, NJ, Saturday 11 AM-5 PM, Sunday 11 AM-4 PM. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

MARCH 3: Annual Train Show & Sale sponsored by Jersey Central Chapter NRHS at Mother Seton High School, Garden State Parkway Exit 135, Clark, NJ, 9 AM-3:30 PM. Admission: \$4 adults, \$8 family. For information, write: Jersey Central Railway Historical Society, c/o Mitch Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904.

MARCH 10: 10th annual Harrisburg Railroad Show & Collectors Market, at Zembo Temple, 3rd & Division Streets, Harrisburg, PA, sponsored by Harrisburg Chapter NRHS. Hours: 9 AM-3 PM. Show features railroadiana, operating scale model railroads, model sales, movies, book signings by Dan Cupper and other well-known authors. Admission: \$3 (children under 12 free).

MARCH 16: Gala banquet celebrating 150th anniversary of the chartering of the Pennsylvania Railroad, 60th anniversary of Philadelphia Chapter NRHS and 20th anniversary of Philadelphia Chapter PRRT&HS. Featured speaker will be Bennett Levin, well-known PRR historian and owner of former PRR president's car #120. Display of PRR memorabilia arranged by PRRT&HS will be open to public 12 Noon-5 PM, social hour for ticketholders begins at 6 PM and banquet at 7 PM, all taking place in the North Concourse of 30th Street Station, Philadelphia. Banquet tickets are priced at \$45 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS." Ticket confirmations will be mailed promptly.

MARCH 23: "Sugartime Special" excursion from Boston to White River Junction, VT and return, sponsored by Mystic Valley Railway Society. Amtrak special train will depart South Station 7:50 AM. Unique seasonal activities offered. Fares: \$65 adults, \$50 children (5-16). For tickets and information, write: Mystic Valley Railway Society, P. O. Box 846, Hyde Park, MA 02136-0486, enclosing stamped, self-addressed envelope (telephone 617-361-4445).

MARCH 30: 6th annual symposium sponsored by Friends of the New Jersey Railroad & Transportation Museum in Hall of Science Auditorium, Drew University, Madison, NJ, 9 AM-5 PM. Theme will be "New Jersey's Transport Heritage," including 20 illustrated presentations. Admission: \$35 per person, including lunch and refreshments, plus one-year membership in Friends. For registration form and information, write: Capt. Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922 (telephone 908-464-9335).

MARCH 31: Marlton 1927 Hale Restoration Train Show at Kings Grant Fire Station, 150 Merchants Way, Marlton, NJ, 10 AM-3 PM. Model trains of all gauges featured. Admission: \$3 per person, \$5 family. For information, telephone Bob Costello at 609-983-9342.

APRIL 13: 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. Governor Ridge has been invited to make a few remarks on the significance of the PRR to the State. 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 near the Amtrak station for inspection.



The blizzard of 1996 and the havoc it wrought on the mid-Atlantic and New England states has to be our major news item this month. Amtrak took major hits on Sunday-Tuesday, January 7-9, and lesser delays continued on subsequent days. But, as has been proven before, Amtrak was often the only way to go, and newspaper advertisements appeared at the end of January emphasizing that Amtrak was never completely closed down.

The normal delays associated with a storm of this magnitude included clogged switches, locomotive failures and crews unable to reach their sign-up points. One Washington-Boston train arrived Monday some 15 hours late, although most delays were less than half of this. The impact on most Northeast Direct riders was lessened because travelers often wound up riding an earlier train which was in fact running late.

CSX annulled a number of trains (the second time in two weeks), including the Cardinal, Silver Star and Auto Train, all apparently scheduled for Monday, January 8. Empire Service trains were impacted east of Albany, with some annulments (and even several diversions into and out of Grand Central Terminal).

A second, much weaker storm affected travel on Friday, January 12. This time, Amtrak announced a reduced schedule in advance and cut Metroliner service to every two hours.

A more thorough analysis of Amtrak's Thanksgiving operation disclosed that the employees did an excellent job of maximizing the number of cars in service. At any given time, Bear, Wilmington or Beech Grove will have some short-distance cars in for overhauls, but otherwise only a few cars were out of service on peak travel days. As a result, the railroad was able to better handle passengers and reduce the number of standees.

Four different turbo sets operated in Empire Service over Thanksgiving, never more than two on any one day. However, since December 9 only the five-car modernized set and a six-car backup have been used and at least some of the other cars have been moved to Wilmington. Presumably, this is for storage although New York is reported to be pushing for rebuilding some additional trainsets.

The next scheduled delivery of Viewliner sleepers is expected in March, with ten cars. The 46 cars on order will be sufficient to replace all first-class Heritage sleepers but dormitory cars will be required for the Crescent, Lake Shore Limited and Silver Meteor. Meanwhile, Slumbercoach service has ended on the Lake Shore Limited and Silver Meteor and is now limited to the Silver Star between New York and Miami. Whatever future these cars may have is conditioned on the number of miles each has operated since its last overhaul.

Deliveries of Superliner II coaches and transition sleepers continue on schedule, with 43 cars still to go. Production will be complete in the fall of 1996. The first group of coaches are assigned to the Coast Starlight and apparently have been outfitted with audio and video outlets. Next deliveries will release the Amfleet II cars assigned to the Auto Train (as well as retiring the dedicated food service and lounge cars used for coach passengers).

New Northeast Corridor timetables scheduled to be issued in January, were to eliminate individual train names, which have long been a feature. In the future, trains will simply be identified as Northeast-Direct trains with individual numbers, as Metroliners are now. Regular observers of the Corridor have probably noted the increasing number of cars showing NortheastDirect emblems. Basically, all cars outshopped since October have had the new logo applied.

Northeast Corridor CEO George Warrington has issued a list of achievements by his SBU during 1995. A capsule summary shows that NortheastDirect service was launched with a new advertising campaign and service enhancements; the contract to electrify the Corridor between New Haven and Boston was awarded. The unit also launched initiatives with Pennsylvania (improving Keystone Service) and Vermont (the new Vermont with its signature baggage cars), as well as signing a contract to continue operating MBTA's Boston commuter service. Programs were begun to improve relations with riders, improve the cleaning and maintenance of toilets, expanding commercial development, introducing Custom Class service, expanding safety programs, improving on-time performance, also improving employee communication. The NEC also worked with area governmental officials to improve the station facilities at Baltimore, MD and Springfield, MA, and introduced the first Empire Service advertising campaign.

In the area of equipment, the redesigning and refurbishing of Amfleet I coaches was initiated, and most cars done to date look sharp. The reliability of the AEM-7 electrics is to be improved through a heavy overhaul program. Also introduced were ten dual-mode Genesis locomotives on Empire Service trains. Scheduled were improved on-board public address systems and re-engineered on-board hot box devices to reduce delays.

In infrastructure, more than 100,000 new concrete ties were installed, bridge rehabilitation continued, two new catenary inspection and maintenance cars were added, and substation upgrades undertaken.

NEC also worked with New York State to introduce a rebuilt Turbo trainset and again, improved on-board sanitation practices. The bottom line is that the SBU saved money while increasing revenues.

Cars and locomotives are now assigned to the three strategic business units. For example, the Western SBU has a relatively small fleet of assigned Superliners for the Coast Starlight and Seattle-Portland trains. The first ten Genesis units are also assigned to this unit to operate in pairs on the Starlight. Amtrak West has some Amfleet cars, all push-pull equipped. Most operate in the San Diegan pool, but a group of cars is at Oakland for Reno Fun Train service.

(Continued on Page 8)

ON THE SCENE (Continued from Page 7)

At last check, there were 167 active F40's, of which 46 are Northeast Corridor units, 105 Intercity and 16 Western. Except for certain units specially equipped (i.e., Santa Fe-type train stop apparatus), F40's do not seem to be specifically assigned in the way all other cars and locomotives are.

Chicago has a small group of Amfleet cars to supplement Horizon cars on trains out of the Windy City. The fleet includes Amcafes and Amdinettes (at least some of which are assigned to Custom Class service), plus a few push-pull equipped coaches and the eight cars which Michigan paid to be rebuilt from Capitliners (numbers 44550-44557).

All three SBU's have allocations of cab cars for push-pull service. The NEC cars operate on the Vermont (and apparently to Harrisburg on occasion). The Chicago cars operate to Pontiac, MI, Springfield, IL and Milwaukee, WI, while the western cars are on the San Diegans. Chicago and Los Angeles share a small pool of "walk-through" baggage cars equipped to operate in push-pull service.

Amtrak has established a new Department of Customer and Employee Satisfaction, headed by Vice President Norris W. Overton. The critical components which will help to improve these areas are being studied with the aim of improving them significantly.

Midwest Corridor trains now offer brand-name menu items like Starbucks coffee, White Castle cheeseburgers, Snapple beverages, Smiley's twice-baked potatoes, and hot dogs supplied by the same vendor as serves Chicago's Wrigley Field.

Boston's MBTA has leased three Amtrak GP40TC (ex-GO Transit) locomotives for three years, to help out while the MBTA's Boston Engine Terminal is being rebuilt.

American Orient Express is working with Amtrak to develop an expanded scope of services during 1996. The firm offers a range of decidedly up-market tours with its own fleet of equipment.

To the South, Mexico, after a brilliant but short-lived rebirth of Star Service trains, continues its downward spiral. Now the only three trains carrying sleeping cars only offer this service on Fridays through Sundays. These trains link Mexico City with Guadalajara, Monterrey and Vera Cruz. Twenty years ago, the first two trains were proud all-Pullman trains with diners and observations. I'm glad I saw them then.

VIA Rail Canada has received several of the rebuilt ex-American coaches and club (VIA 1) cars, but delays in shipments of seats have halted further deliveries. As a result, a number of steam-heated "blue" cars continued to soldier on out of Toronto (to Windsor), Montreal (to Senneterre and Jonquiere) and Winnipeg (to Churchill with some mixed train connections). Actually, the latter trains may prove to be the final steam-heated services on VIA if reported plans to convert the Montreal and Churchill trains go through. For these trains, an HEP diner could easily be modified into a diner-lounge and there should be sufficient spare cars available. The Senneterre train, if converted to a day run, could be easily re-equipped with HEP coaches. (The newest of these HEP conversions have LRC-style food service from a mobile trolley.)

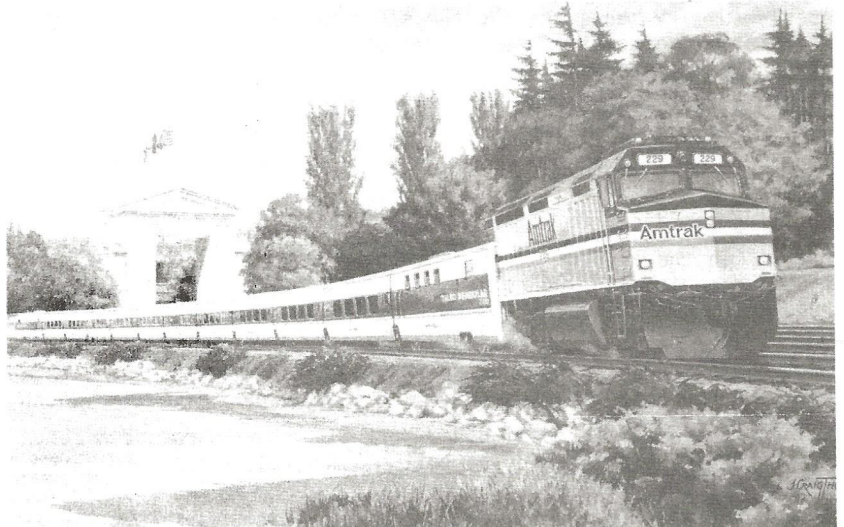
The new Montreal suburban electrification suffered an embarrassing shutdown in mid-December. The new cars were grounded from melting snow (in tunnels and Central Station) damaging traction motors. All motors were pulled and General Electric workers put in overtime to repair and modify them to get the trains back into service by early January. C'Est la Vie!

Vancouver's new commuter rail service started up with some borrowed GO Transit equipment, but deliveries of its own cars have freed up borrowed equipment for lease to Los Angeles' Metrolink. Delays in MK Rail's delivery of commuter cars led to cancellation of the order and placing of a new order with Bombardier. The borrowed GO cars (which saw California duty after the earthquake in 1994) will tide Metrolink over until the new order can be delivered.

1996 AMTRAK CALENDAR DISPLAYS TALGO

Amtrak's annual wall calendar for 1996 is now available, featuring a full-color painting of the new Mount Baker International at the Canadian border station of Blaine, WA. The Spanish-built Talgo train is shown behind F40 #229 on this 33 x 23-1/2 inch calendar, which is priced at \$5 each, two for \$9, three for \$12, \$14 for four, with further discounts on large lots. Postage and handling are included.

Orders should be sent to: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143, making checks payable (no cash, please) to "Amtrak Calendar" and allowing two weeks for delivery.

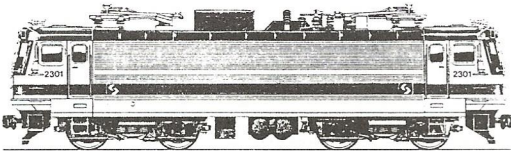


PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA's program to upgrade 31 of its Regional Rail stations (see August Cinders) took a step forward last month with approval of a five-year lease of the vacant Wallingford station to AJM Corp. AJM must repair the ex-Pennsy building and provide a waiting room for passengers.....SEPTA is asking for bids to re-engine its three SW1200 diesels, #50, 51 and 52.....SEPTA is short one of its seven AEM-7 electrics, with #2307 in for a transformer replacement. New ALP-44 locomotive #2308 is due next month.....SEPTA is finally going to scrap the Chester County, that derelict ex-Pennsy sleeper that's been parked for years near Paoli shop.



SEPTA has deferred plans to increase service on R3 Media-Elwyn (see October Cinders) because of a funding shortfall..... Bombardier push-pull sets are currently assigned to weekday R5 trains 7532-9538-9524-9528-9536-7555-7563-9559-9565-9569 and R7 Trenton trains 9724-9745.....SEPTA reissued its R3 West Trenton timetables effective January 21, adding five minutes to the running time of weekday West Trenton trains and four minutes to weekend schedules.SEPTA has contracted with Delaware Car Company of Wilmington

to roof-coat 32 Budd Silverliner II cars and 18 St. Louis III's, the job to include asbestos removal. Contract price is \$383,000.....SEPTA received heavy criticism at two public hearings last month on its plan to scale back the Newtown-Fox Chase bus service. It would be replaced with two shorter routes using smaller buses.Jenkintown Agent William Stickel has won a SEPTA award as Blue Ribbon's "Agent of the Year," based on customer surveys.

At SEPTA's January 25 board meeting Deputy General Manager Howard Roberts said that the agency will re-evaluate its procedures for responding to major storms, in light of the recent blizzard (see separate story on Page 3). He cited in particular the problems experienced in reopening the Route 100 Norristown rail line, which was out of service to Norristown for more than a week. The absence of snow-fighting equipment, including several heavy work cars disposed of a number of years ago, was a critical factor, though any snowstorm of 20-plus inches can be expected to snarl a third-rail-powered line. SEPTA's present "pickle" cars, which spray a de-icing solution on the third rail, are converted Chicago lightweights which proved totally inadequate in the face of this storm. Reportedly, several traction motors burned out as the cars tried to slog through the snow. Earlier, the ice storm of January 2 forced SEPTA to bus Route 100 passengers between Bryn Mawr and Norristown.



Chapter Member Bill Thomas, a City Transit Division maintenance worker, told this writer of his long work schedule during and after the snowstorm. One job was to help shovel out the third rail on the Market Street el. When asked about the danger of striking the power rail with a tool, Bill said that's something the workers "try not to think about." One employee was injured near 69th Street when he accidentally contacted the third rail.....Several other Chapter members also put in long hours on the City and Railroad Divisions during the emergency, sometimes being put up in center-city hotels overnight. SEPTA issued a folder on its emergency service plans in December, but it did not see wide distribution before the January storms.

"Why replace a highly-competent and principled general manager who has kept (SEPTA) on track?" That question was asked in the Inquirer's lead editorial of January 21. The editorial asserted that GM Louis Gambaccini was being targeted for replacement by those who want to turn SEPTA into a "patronage-ridden" agency like the Delaware River Port Authority, which was recently the subject of an Inquirer investigation into its wasteful spending practices. Gambaccini, it was said, has stoutly resisted the efforts of local and State politicians who want to take advantage of this "juicy prey." Back in November, it was reported that the SEPTA board would name a search committee to find a successor for Gambaccini, whose employment contract ends in August 1997.....SEPTA is resuming its fight for higher State subsidies with a push-pull train to Harrisburg on January 30 for members of the Area Coalition for Transportation (ACT) and other activist groups who will rally at the Capitol and press legislators for more transit funding.

SEPTA last month received a low-floor demonstrator bus, model D40LF, from New Flyer Industries of Canada. After revenue operations on Routes 25, 33, 38 and C when passenger and driver surveys will be made, the bus is to be returned to the builder about February 12.....SEPTA implemented service reductions on a number of bus lines effective with the February 4 spring schedule change, in response to declining ridership. Expected annual saving is \$1.5 million. The old schedules required 1,106 vehicles for rush hours, the new schedules about 20 fewer.....The first of 400 new Ikarus 44-passenger buses is expected in town this month. Sporting a new paint scheme, the pilot bus will operate on Route C-Broad Street.....A three-alarm fire in an abandoned telephone building on Oxford Avenue near Frankford December 29 forced the rerouting of bus route K and trackless trolley routes 59 and 75. The building collapsed on the street, taking overhead wires with it, and by late January diesel buses were still running on the two TC lines.

SEPTA plans to detour Route 13 trolleys via the newly-reborn track on 58th Street beginning March 17, when subway-surface schedules change.....SEPTA issued a new King of Prussia timetable January 29 showing combined rail-bus service via the Gulph Mills transfer.....SEPTA is looking at new graphics for its Broad

(Continued on Page 10)

PHILADELPHIA EXPRESS (Continued from Page 9)

Street, Market-Frankford and trolley timetables, using vehicle photos on the covers.....The short-lived joint service between the League Island ferry and SEPTA has ended.....Two gunmen robbed the operators of six trolleys during a six-hour crime spree in West Philadelphia early on November 29. They were quickly apprehended.....The Federal government last month announced a \$6.5-million grant to SEPTA, with \$3.5 million to be used to upgrade the Broad & Erie transit hub and the balance to improve the North Philadelphia subway and Regional Rail stations.....The third and fourth carshells for SEPTA's new subway cars arrived by ship January 26 at Packer Avenue Terminal, to be trucked to the Elmira (NY) assembly plant of ADTRANZ (new name for the merged ABB-AEG railcar builder).



During his appearance at the January 19 Philadelphia Chapter meeting, David V. Nogar, director of AMTRAK's conventional service product line, gave an interesting overview of the new NortheastDirect marketing program. The emphasis will be on service improvements--especially equipment cleanliness and on-time performance. Cleaning crews riding the Corridor trains will help with the first goal, and maintaining fixed-size trainsets without having to couple and uncouple at endpoints will boost

the latter. He said that the new "Custom Class" service is a success, bringing in some \$300,000 in added revenue over its first four months. Conventional trains on the Corridor accounted for \$200 million in revenues last year, and that an approximate ten-percent fare increase on off-peak trains will take effect this month to reduce any drain of passengers from the higher-priced Metroliners. Effective with the color-cover Northeast Timetable issued in January, all names such as Night Owl, Yankee Clipper and Minute Man are dropped and they will henceforth be known by the generic name NortheastDirect, a la Metroliners. He explained that there is no overbooking on reserved NED trains, though Metroliners are sometimes overbooked up to 140 percent due to too many no-shows. Interestingly, he said that the "NortheastDirect" moniker was picked from a pool of suggested names that included "Point 2 Point" and "Nirvana Rail."

AMTRAK announced last month that it will resume through-coach service between New York, Philadelphia and Chicago February 1, using Amfleet cars switched at Pittsburgh between the Three Rivers and Capitol Limited. It's not exactly a revival of the Broadway, however, as sleeping car passengers still must transfer between the trains at Pittsburgh.....AMTRAK has been leasing two sets of MARC push-pull equipment on certain weekends, complete with AEM-7 locomotives, to supplement its Corridor equipment fleet. Most recently, this was done during the post-storm weekend of January 13-14.....AMTRAK Train 640 from Harrisburg snagged a pantograph at Parkesburg just before 7 AM on January 4, delaying several Amtrak and SEPTA trains for up to two hours. GP38's #721 and 724 were sent from Philadelphia to rescue the stranded train.....Chapter Member Jan Archacki recently celebrated 30 years of railroad service dating back to the Pennsy. He's now a ticket office employee at New York's Penn Station (Amtrak On Track).

AMTRAK has cut the bidders on its high-speed train contract to two--the consortiums led by Germany's Siemens and by the French GEC/Alstom with Bombardier. According to a Swedish newsletter, ABB was dropped from the competition for the \$600-million contract partly because of a dispute over a \$13-million unpaid invoice for design changes on a power station.....AMTRAK has named ex-BURLINGTON NORTHERN Executive Mark Cane to head its Intercity Business Unit based in Chicago. A one-time BN vice president of intermodal marketing, Cane replaces Robert VanderClute who had been filling the job on a temporary basis.



CONRAIL announced last month that it will sell off another 1,800 miles of its 11,700-mile system, and that these would be the last sales in its downsizing program for the foreseeable future. (Conrail had more than 17,000 miles of railroad when it began operations in 1976.) Included in the lines to be sold to shortline operators are the "Camden Cluster," which includes the Vineland secondary from Woodbury to Millville in South Jersey, and the Bordentown secondary extending from Camden to Trenton. Because

of good traffic volumes on these lines, some spirited bidding is expected. Also included are the Salem running track to Swedesboro and the Pemberton industrial track to Mount Holly, but the Beesleys Point secondary to Palermo and the Penns Grove secondary to Carneys Point are excluded. Both of the latter carry numerous unit-train movements. Also for sale is the Lehigh Line from Penn Haven to Mehoopany, PA.

CONRAIL as of late January had six of its new EMD SD80MAC locomotives at Altoona, with #4100 ready to go out for engineer training. Balance of the 28-unit order is now expected by the end of April and Conrail has inquired about a possible 48 additional units. But EMD reportedly has capacity constraints which could prevent the delivery of so many units this year unless they could be assembled in Conrail's Juniata shop..... CONRAIL is said to have missed the mark on its goal of a 79.5 operating ratio in 1995, achieving about 79.9 because of late-season operating woes. More cuts in employment are expected, including a possible new early retirement program for management personnel. Conrail's operating ratio in 1994 was on target at 81.5..... CONRAIL last month again reorganized its Operating Department, shifting several vice presidents and creating six separate units: Service Design & Planning, Operating Assets, Service Delivery, Customer Support, Risk Management and Operations Services.

CONRAIL has released a timetable for closure of its Harrisburg Division headquarters. Administrative support personnel will be eliminated this month, by May 1 some dispatching will be transferred to the Albany and Dearborn Divisions, by June 1 control of lines Harrisburg and east will shift to the Philadelphia Division, by July 1 the Pittsburgh line will go to the Pittsburgh Division and the headquarters building near Harrisburg will be vacated by August 1 (Harrisburg Chapter Rail Review).....Capital Area Transit has received a \$40,000 State grant to buy the old Cumberland Valley bridge across the Susquehanna from CONRAIL, possibly for future transit use (Rail Review).....With the near-completion of CONRAIL's double-stack clearance project, seven new high-car detectors have been installed on non-cleared routes around Reading and Harrisburg (Railpace)..... Many stored locomotives, including General Electric B23-7's, were returned to service last month, to meet a weather-related power shortage. Still, the daily list of trains "cut" (held) for power was growing..... CONRAIL reported a net loss of \$30 million for the fourth quarter of 1995, versus net income of \$149 million in fourth quarter 1994. The 1995 figure reflects a special charge of \$285 million to cover disposition of low-density lines.

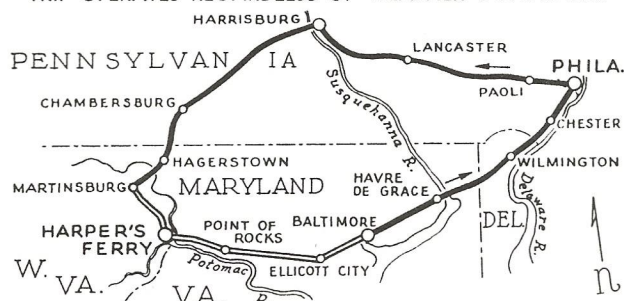
(Continued on Page 12)

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

In olden days, when the railroads were willing--sometimes eager--to run weekend excursion trains, Philadelphia Chapter proposed many such ventures. Only rarely did the carriers refuse these requests outright, because they represented added revenue for the beleaguered Passenger Department and often employed cars that would otherwise sit idle.

SUNDAY, MAY 2, 1965

TRIP OPERATES REGARDLESS OF WEATHER CONDITIONS



Such a trip was arranged for Sunday, May 2, 1965, a "One Day Circle Tour, 390 Miles thru Four States," as the flyer described it in bold type. It was to be operated jointly by the Pennsylvania and Baltimore & Ohio Railroads from Philadelphia to Harpers Ferry, WV and return. As will be seen on the map drawn for the flyer by Joe Mannix, the train was routed via Harrisburg and the Pennsy's historic Cumberland Valley branch through Carlisle, Shippensburg and Hagerstown to Martinsburg, WV, thence B&O to Harpers Ferry and the Old Main Line to Baltimore, where the train would enter the PRR main for the return to Philadelphia. Total mileage was 394--287 on the PRR and 107 on the B&O.

The 14-car train was a sellout when it departed from 30th Street Station on time at 8:30 AM and Paoli at 9 AM. (In those days, the railroads were still adhering to Standard Time in their schedules, so the two-page transportation notice gave the times as 7:30 and 8 respectively.)

The train, hauled by a GG1, consisted of a PRR coach-lounge, one open-window P70 coach, five air-conditioned coaches, one 48-seat diner, an open-door baggage car with guard rails and five more AC coaches. The consist was in proper order when leaving Philadelphia, but when two diesel units were attached to the opposite end at Harrisburg station, the passengers would be riding backwards over the CV for the 93 miles to Martinsburg, where the train would again reverse direction.

Both breakfast and dinner were served in the diner, and coach lunch service was provided for those unwilling to part with the money for a first-class meal. (The pot roast of beef was priced at just \$3.50!) Adult fare for this all-day extravaganza was \$11.50, with children between five and 11 paying only \$6.

THERE'S A DINING CAR IN OUR SPECIAL TRAIN, ENJOY BREAKFAST AND DINNER EN ROUTE

After a 1:15 PM interchange to the B&O in Martinsburg, the train left there at 2:05 PM, stopping at Harpers Ferry for an hour and a half to allow passengers to visit the picturesque village. Underway again, the train continued eastward for 16 miles to Point of Rocks, where it swung past the famed steeped station and curved onto the 62-mile-long Old Main Line. Following this scenic route to Baltimore, the train passed historic Camden Station, plunged into the long tunnel beneath Howard Street and snaked around the curves leading to Bay View yard in the northeastern section of the city. Backing over a bridge to the PRR mainline (not yet dubbed the "Northeast Corridor"), the train eased down onto the #1 track and headed north for Wilmington, where a quick stop was made to discharge passengers before an 8:40 PM arrival at 30th Street (the flyer had advertised 8:05 PM).

Thus ended another successful excursion created by Philadelphia Chapter's Trip Committee. Carl Lan-deck, in one of his premier efforts, headed the committee and was the point man in dealing with the railroads. As an indication of the complexity of this undertaking, the transportation notice, dated April 27, 1965 and signed by E. F. Schrupf, supervisor of the PRR's Special Movement Bureau, indicated copies to no fewer than 62 offices and officials, many of them receiving multiple mimeographed copies!

UPDATE OF SHORTLINE/REGIONAL RAILROAD ROSTERS

The following changes should be made in the shortline and regional railroad rosters published in recent issues of Cinders:

<u>PATAPSCO & BACK RIVERS RAILROAD (PBR), Sparrows Point, MD</u>						
Delete	121					(Sold)
Delete	130					(Sold)
Delete	133					(Sold)
Add	904	B-B	SW9	D/E	EMD 1952	Former Conrail 8971
Change	936	B-B	SW7	D/E	EMD 1950	Former Conrail 8873
<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (PBNE), Bethlehem, PA</u>						
Delete	72					(Sold)
Delete	92					(Sold)
<u>VIRGINIA RAILWAY EXPRESS (NVTC), Washington, DC</u>						
Add	V22	B-B	GP40PH-2	D/E	EMD 1966	Former CSX 6513 (Note 4)
Note 4: Rebuilt by AMF 1995 from GP40						

V. ALLAN VAUGHN

1934 - 1996

It is with great sadness that we inform you that Allan Vaughn passed away early Sunday morning, January 14. He had suffered a stroke the week before, but we believed he was on the road to recovery. However, he lapsed into a coma on January 13, and died the next morning. His interment was January 18 in Oak Park, IL.

Allan devoted many many hours each week to NRHS business, in both his capacities as Chairman of the Board and Director of Membership Services. It will undoubtedly take many individuals to fill Allan's shoes.

We have lost an irreplaceable friend, and we miss him.

In a letter to National Directors, National President Greg Molloy said: "Allan's passing is a great loss to the Society. He has served in numerous offices over the years, and he has been Chairman of the Board of the NRHS since 1983. As our Director of Membership Records, Allan worked long hours each week processing dues renewals and keeping our records up to date. His monthly NRHS News mailings have been an important source of information throughout the Society. Allan's extensive knowledge of the Society and the railroad industry made him an invaluable resource to all of us. He will be greatly missed."

A biographical sketch will be in Volume 61, Issue No. 1 of the *National Railway Bulletin*.

Memorials in Allan's name may be made to the NRHS Library, P.O. Box 58153, Philadelphia, PA 19102-8153.

PHILADELPHIA EXPRESS (Continued from Page 10)

At the age of 108 it was the oldest independent agency in the Federal government. But the Interstate Commerce Commission went out of business on December 31, 1995, the result of sunset legislation passed by Congress and signed by the President. Much of the ICC's regulatory duties were transferred to a new Surface Transportation Board within the Department of Transportation, but only 126 of the 400-plus remaining ICC employees work for the board. Some motor carrier functions of the ICC were taken over by the Federal Highway Administration while numerous obsolete regulations were eliminated altogether (*Traffic World*).....CSX Intermodal, CSX's terminal management subsidiary, will consolidate its Mount Laurel (NJ) and Hunt Valley (MD) offices in Jacksonville, FL this year (*Potomac Rail News*).....Member Wayne Blattner of Royersford is the new president of the Pottstown & Reading Chapter.....The new owner of NDC RAILROAD of Northampton, PA will change its name to Northampton Switching Company (Short Line).....A new history, the Baldwin Locomotive Works, 1831-1915, by John K. Brown has been published at \$35.95 by Johns Hopkins University Press.....The first small company to set up shop in the former Philadelphia Naval Shipyard is Advanced Transit Services, run by four onetime officials of the Budd Company's Red Lion railcar plant. ATS, which has \$6 million in annual revenues, builds passenger car parts.

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