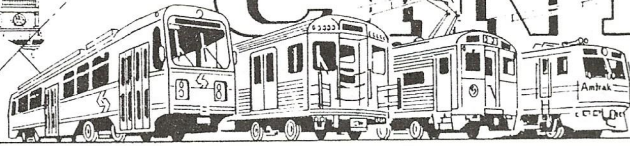


60th Anniversary ~ 1936-1996

CINDERS



JANUARY 1996



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Volume 57 Newsletter of the Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

MEETING CANCELLATION ALERT!

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

FRIDAY EVENING, JANUARY 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 MEETING:

Our January 19 meeting will feature

Amtrak®
NORTHEAST DIRECT
Service

David V. Nogar, Director, Northeast Corridor Conventional Services Product Line, Amtrak, who will discuss the changing ways of marketing and providing high quality rail passenger service between Washington and Boston. His lecture is expected to include a look at the new organizational structure of the Northeast Corridor as opposed to the old traditional railroad departmental

organization, and Amtrak's marketing objectives for the conventional trains on the Corridor. This program will provide our members with a close-up look at Amtrak's efforts to gain ridership and revenues through its new NortheastDirect service.

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 ARE MANDATORY, AND NEED TO BE MADE BY TUESDAY EVENING, JANUARY 16, 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.

Start the New Year off right by attending Philadelphia Chapter's January 19 meeting, and learn all about Amtrak's intensified efforts on the Corridor from the man in charge. Bring a friend, too!

As a reminder, our February 16, 1996 meeting will feature the annual Ray Muller Slide Contest.

DUES NOTICES FOR 1996 MAILED IN LATE DECEMBER

Dues notices for 1996 were mailed to all members late last month, the result of a serious computer malfunction by the national organization's outside contractor. Membership cards were also enclosed with each mailing, together with an appeal for financial contributions over and above the Chapter and national dues of \$28 per person. Notices to Chapter-only members had been sent out several weeks earlier, and many of these members have already responded.

Because of the long delay in receiving dues notices from National, Chapter officers are urging all members to remit their dues and contributions as quickly as possible. Nearly 10% had responded within one week of the initial mailing. All current members will receive the January and February issues of Cinders, but those not paid by March 1 will be deleted from the mailing list.

Checks should be made payable to "Philadelphia Chapter NRHS" and mailed to P. O. Box 7302, Philadelphia, PA 19101-7302, using the remittance envelope enclosed with the dues bill.

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

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

ANNUAL MEMBERSHIP DUES: \$28.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

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

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302.

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

JOINT NRHS-PRRT&HS BANQUET TO FEATURE BENNETT LEVIN

A gala banquet co-sponsored by the Philadelphia Chapters NRHS and PRRT&HS is scheduled for Saturday, March 16 in the North Concourse of 30th Street Station, beginning at 7 PM. A social hour will precede the dinner.

This event will mark the 150th anniversary of the chartering of the Pennsylvania Railroad in 1846, as well as the 60th anniversary of Philadelphia NRHS and the 20th of Philadelphia PRRT&HS. Other birthdays to be observed this year are Amtrak's 25th and Conrail's 20th. An accompanying display of PRR memorabilia will be mounted during the day in the North Concourse.

Principal speaker at the dinner will be prominent Philadelphia Rail Enthusiast Bennett Levin, who will describe his long association with PRR history and his restoration of former PRR president's car #120. The richly-restored car will be available for inspection on the Lower Level of the station.

Tickets for the dinner are priced at \$45 per person, which will include a souvenir of the occasion. The event will replace the regular March 15 meeting of Philadelphia Chapter. A special committee of members from both organizations is planning this memorable evening, with Larry and Marie Eastwood, Phil Ritter and Frank Tatnall participating.

To order tickets, please send check or money order payable to "Philadelphia Chapter NRHS" addressed to the Chapter at P. O. Box 7302, Philadelphia, PA 19101-7302. All members are urged to attend this unique event, and guests are welcome!

ALL NRHS NATIONAL OFFICERS ARE RE-ELECTED

NRHS directors re-elected all seven national officers for another year at their November 12 meeting in Cincinnati, OH. President Gregory Molloy appointed three persons to replace retiring staff members: John K. Fiorilla of Tri-State Chapter as general counsel, Robert K. Vittitow of Owensboro Chapter as director of Operation Lifesaver activities and Michael Trzeciak of Chicago Chapter as chairman of the Audit Committee. Philadelphia Chapter Editor Larry Eastwood, who is national vice president, was among those re-elected.

The president also reported on numerous Society projects, and announced that the Railway Heritage Grant program will be greatly expanded in 1996 due to a special donation. The proposed 1996 budget was overwhelmingly approved, although a deficit is projected in spite of spending reductions.

The Lancaster convention committee reported that 965 persons registered for the 1995 convention, and the committee presented a check for \$4,000 representing National's share of the initial surplus. The 1996 Charlotte convention is also on schedule, with pre-registration forms bound into issue #4 of the National Railway Bulletin.

It was announced that Carl S. Jensen, vice president for the NRHS Appalachian Region and former manager of Norfolk Southern Steam Operations, had taken early retirement from NS. He was offered a round of thanks from the directors.

PHILADELPHIA CHAPTER TOPS 500-MEMBER MARK

In late November Philadelphia Chapter finally passed a significant milestone in its history: the threshold of 500 full-Chapter members. A surge in new applications raised the count to 506, many of these members signed up by Membership Chair Sheila Dorr.

TATNALL ELECTED PRESIDENT OF PHILADELPHIA PRRT&HS

National Director Frank Tatnall last month was elected president of the Philadelphia Chapter, Pennsylvania Railroad Technical & Historical Society, for the year 1996. He succeeds Phil Klaus who had served for the past five years. Continuing as vice president is Philip Ritter, who like Klaus is also a member of Philadelphia Chapter NRHS.

WHYY TO AIR BIO OF A. PHILIP RANDOLPH

"A. Philip Randolph: For Jobs & Freedom," a 90-minute television biography of the noted black labor leader, will be broadcast by WHYY-TV Channel 12 on Friday, February 2, beginning at 9:30 PM. The program covers the life and career of this civil rights pioneer who helped found the Brotherhood of Sleeping Car Porters, the first national trade union to be led by blacks. The program will be a feature of Black History Month.

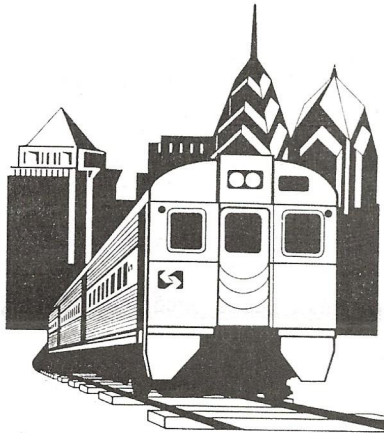
PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA's new ALP-44 electric locomotive #2308 is due to be shipped from ABB's Vasteras, Sweden plant late this month for arrival at Port Newark, NJ. NJ TRANSIT may move the unit to Philadelphia in one of its regular transfer runs.....The proposed \$2-billion makeover of Interstate 95 through Pennsylvania took a major hit last month, when PennDOT announced that it does not have funding for the project. Instead, only about \$100 million is to be spent to repave and upgrade existing sections of the heavily-used highway. Little money will be available for those ambitious station improvements along SEPTA's paralleling Regional Rail lines..... ..Surfacing work continues on the #2 Mainline track between Oreland and Ambler, in spite of last month's bad weather. While the #1 (southbound) track Lansdale to Jenkintown is now entirely laid with welded rail, the #2 track still consists of jointed rail between Oreland and Gwynedd Valley. Strings of welded rail are in position along this six-mile stretch for installation this year.

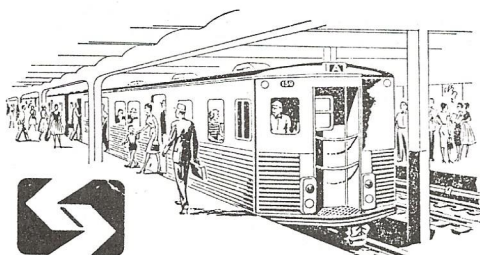
Perhaps some SEPTA critics--and staff members--should stop whining about the perceived shortcomings of the Regional Rail system. Member Alan Feinstein has provided a copy of a lengthy article published in a November issue of the New York Law Review, which praises SEPTA's "integrated and coordinated regional commuter rail system" where "real success has been achieved." Author Peter W. Herman, a member of the board of the New York Regional Plan Association, is unstinting in his enthusiasm for our center city rail tunnel linking both sides of the SEPTA rail system--a feature absent in New York at the stub-end Grand Central Terminal.....The total cost of the new Railroad Operations Control Center in the Mellon Bank Building was just under \$2 millionSEPTA has issued a version of its R1 Airport Line timetable printed in Spanish.



A Federal court jury in November found that residents in the neighborhood of Paoli shop had failed to prove that they were endangered by PCB chemical compounds once used in MU car transformers. The four remaining defendants, SEPTA, General Electric, Westinghouse Electric and PCB manufacturer Monsanto, were thus absolved of responsibility in the long-running case. On December 1, however, a Chester County judge approved a \$1.5-million settlement between the residents, Penn Central and the Budd Company, and CONRAIL settled earlier for \$1 million. A \$600,000 settlement with AMTRAK is pending, the Inquirer reported.

The sleet and snow storm of Tuesday, December 19, created hazardous highway conditions in the area but SEPTA Regional Rail performed reasonably well. Numerous bus routes experienced detours and delays while the Route 100 Norristown High Speed Line was reported running 30 minutes late. Two days later, a morning deadhead train on the R8 Chestnut Hill West Line got its pantograph entangled in the catenary near Midvale yard, forcing a power shutdown on eastbound track #1. The resulting single-track operation caused numerous rush-hour delaysNovember was a bad month for Regional Rail, with the annual wet leaf problem creating many delays in spite of massive efforts by SEPTA to scrub and sand the rails. The conditions produced the largest monthly payout to date to passengers under the "On time or on us" program.....The surprise two-inch snowstorm of November 29 caused only spotty delays on Regional Rail, most caused by switch failures on AMTRAK.

SEPTA plans to start construction this spring on the expanded parking lot at Lansdale station, which will add 350 spaces to the existing 200.....SEPTA also wants to expand the parking lot at Colmar, on the Doylestown Line, from 85 to 300 spaces. But the local newspaper is pressing for an entirely new station to combine the neighboring Colmar and Fortuna stops.....Meanwhile, SEPTA has recently installed shelters at Meadowbrook on the West Trenton line, where a fire last April destroyed the historic station building..... A local group wants to acquire and restore the dilapidated ex-Pennsy station in Bristol, now owned by AMTRAK... ..SEPTA has plans to rehab the long Cresson Street viaduct on the Norristown Line in Manayunk, built some 65 years ago by the Reading Company as a grade separation project.....A trespasser was killed by a SEPTA train near Trevoze station on the afternoon of December 3.



With its Federal operating funds for the current fiscal year slashed to just \$12.5 million, and some State funding also threatened, SEPTA's financial outlook is not a rosy one. Making matters worse is the continued downtrend in ridership, with operating revenues for the first four months of FY 1996 dropping to \$89.6 million--3.3 percent below budget. Total revenues for the period of \$111.8 million matched against operating costs of \$235.2 million produced a loss of \$123.4 million before subsidies, and a cumulative deficit of \$6.3 million after subsidies of \$117.1 million were received.....The House last month voted to repeal a 1990 Federal rule that requires employers in high-pollution areas such as the Philadelphia region to reduce the volume of automobile travel by their employees. Removing this section of

the Clean Air Act will also eliminate much of the incentive for large suburban businesses to encourage the use of carpools and public transportation.

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

This will be the final year of the Frankford Elevated Reconstruction Project (FERP), the ten-year, \$760-million program to rebuild 5.2 miles of the el structure between Girard Avenue and Bridge Street Terminal. By the end of 1996 the final segment of the project will be complete and full train service restored on weeknights and weekends. Station reconstruction, however, will continue beyond this year, with the new Frankford Transportation Center at Bridge Street not expected to be completed before 2001.....SEPTA's order for 400 new 40-foot-102-inch buses from Ikarus should make its first appearance this month, with delivery of the prototype vehicle for testing. A total of 40 production units are due by mid-May from the assembly plant in Anniston, AL, but the next 120 will go directly to Atlanta on loan to the Summer Olympics. April 1997 is the tentative completion date for the entire order, although SEPTA holds an option for 200 more buses. Specifications are also being developed for a fleet of 30-foot natural-gas-powered units for the Suburban Division.

Weekend trolley service continued through the holidays on both the midcity Welcome Line and the Chestnut Hill line, but the announced Wednesday evening service was cancelled for lack of a sponsor.....Member Sam James reports that the following PCC's have been moved to Colorado Springs, CO for a proposed tourist line there: 2092, 2093, 2097, 2102, 2107, 2109, 2119, 2129, 2131, 2722.....SEPTA was forced to stop running coupled Kawasaki cars because of a Federal rule requiring that trains of more than one car must include one wheelchair-accessible car (DVARP).....The first test run of a Kawasaki on the newly-opened 58th Street track-
age took place on December 4, as the car ran in both directions on the once-asphalt-covered track between Chester and Woodland Avenues. The track will be in regular service later this year when work begins on replacing the Chester Avenue bridge at 49th Street, forcing Route 13 cars to detour (Philadelphia Trolley Coalition)..... Work has begun to replace the aged rail on 9th Street in Darby, formerly Route 62 and now the extension of Route 13 (PTC).

A Federal appeals court last month threw out the \$125,000 award for a former SEPTA manager, who claimed that his privacy rights had been violated when Chief Administrative Officer Judith Pierce discovered that he had AIDS. She had been reviewing employee prescription claims. The appeals court ruled that an employer's need for access to health insurance records outweighed an employee's desire to keep prescription-drug purchases confidential.....Judith Pierce, who resigned from SEPTA in 1994 to take a top job at the METROPOLITAN TRANSPORTATION AUTHORITY in Los Angeles, has now resigned from the MTA. She takes with her a \$400,000 low-interest loan and \$69,000 in severance pay, according to press reports.....SEPTA has opened its new transportation center at King of Prussia Plaza (DVARP).....SEPTA is retiring some of its 110 trackless trolleys, planning to keep only 65. Four retired TC's are stored in Liberty yard, Wayne Junction.


 Amtrak

AMTRAK subsidies will be phased out over the next six years under terms of a reauthorization bill passed by the House November 30 in a 406-to-four vote. The bill also repeals the requirement that Amtrak pay laid-off employees up to six years in wages, caps Amtrak's liability in accidents and sets up a new governing board for the corporation, Traffic World reported. On December 13 Amtrak President Downs met with the press to declare that the railroad is on a path toward subsidy-free operation

by the year 2002, but that it will need the proposed one-half cent from the fuel tax to meet its capital needs. As proposed in bills filed in both the House and Senate, this half-cent would produce more than \$600 million per year--far more than Amtrak's current inadequate capital funding (\$230 million in 1996). But House Transportation Committee Chairman Bud Shuster of Pennsylvania has opposed this idea, unless the money comes out of the existing Mass Transit Account which raises the hackles of the American Public Transit Association. Altogether, the bill as approved authorizes a total of \$3.3 billion for Amtrak over the next five years, though Congress can (and probably will) appropriate less than that amount.

In his December 13 meeting, Downs also promised that AMTRAK would make great strides over the next five years in improving service and equipment, including the possibility of running premium long-distance trains in cooperation with entertainment companies such as Disney. He also said that Amtrak is considering the restoration of a Broadway Limited-style service between Philadelphia and Chicago, using new Superliner cars. And in a letter released on December 15, Downs recounted the dramatic changes made over the past year to deal with a potential cash shortfall of more than \$240 million. "The result has been a remarkable turnaround in our financial status," he said. "We ended the year with a cash balance and can now project, for the first time in our 24-year history, that with continued capital investment Amtrak will no longer need Federal operating subsidies by the year 2002." Though Amtrak was forced to cut its annual route miles by 16 percent, ridership remained virtually the same as in the previous year. "The new Amtrak today is a vital and stable link in the national transportation system--one that Americans relied on to provide more than 55 million trips in 1995." (Note: In his letter, Downs referred to his company as the "National Passenger Railroad Corp.," rather than by the correct National Railroad Passenger Corp.)

One downside to the AMTRAK story was the action taken by House-Senate conferees on the National Highway System Act last fall, when they killed the so-called Roth-Biden Amendment which would have allowed states the flexibility to spend some of their Federal highway money on intercity rail service. Senator Joseph Biden of Delaware, a co-sponsor, charged that the "cement and asphalt folks" didn't want any of "their" money to go for running trains, and the Congress agreed. "So much for the devolution of power away from Washington to the states".....AMTRAK's capital program for the Northeast Corridor this year totals \$250 million. It includes the overhaul of one-third of the 411 Amfleet I cars assigned to the NEC, improvements to the 30th Street Station parking garage, renovation of the Bear and Wilmington shops in Delaware, overhaul of additional AEM-7 locomotives, electrification work between New Haven and Boston as well as improvements to track, structures, electric traction and communications and signals between New York and Washington. (It should be noted that conversion of the Pennsy-style position light signals to color position signals is virtually complete, except for the Harrisburg line.)

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

As part of its Northeast corridor marketing program, AMTRAK has begun issuing a colorful six-page newsletter entitled "Working on the Railroad." It's full of travel tips and reports on equipment and service improvements.....Based on a recent summary of NEC personnel assignments, it appears that Amtrak has created a new product line covering Keystone Service to and from Harrisburg. Product line director is Steve Strachan in Philadelphia. Other NEC product lines are NortheastDirect, Metroliner, Clocker and Empire Service, plus Mail, Baggage & Express.....NEC's Commercial Development Department is going after additional off-rail revenue sources, according to the On Track newsletter. One area getting attention is retail development and, as anyone who has noticed the recent clutter of vendor carts in the 30th Street Station concourse can attest, is producing some results.....AMTRAK has begun installing new state-of-the-art ticketing machines at Corridor stations, including two at 30th Street. The IBM-built machines are on a 30-day test, and offer the latest in touch-screen technology.....A two-day grand reopening celebration was held at Baltimore's Penn Station December 2-3, after completion of a major refurbishing project (On Track).....Yet another start-up airline has come along, this one called "JetTrain." Its plane (or planes) features a train symbol on the tail and a slogan "Puts flying on the right track." JetTrain is also offering a \$49 fare Pittsburgh-New York (Les Dean).



CONRAIL unveiled the first of its 28 new 4,000-hp SD80MAC locomotives at Juniata shop in Altoona on December 6, but at month's end #4100 was not yet in revenue service. In fact, it had not been formally added to CR's 2,020-locomotive roster. An elaborate testing schedule has been worked out for the hulking AC-drive SD80's, which will bear the new white-stripe paint scheme previously described here--and with the "Conrail Quality" lettering on nose and sides. A second unit, #4101, was enroute from General Motors' London (Ont.) plant to Altoona late in December, dressed only in primer paint.....Two cars broke away from CONRAIL train CAPI7 at Robeson, PA on December 8, rolling eastward for 11 miles over the ex-Reading Harrisburg Line until derailling at "Center" interlocking in Reading. SD40-2's #6966-6967 assisted in stopping the runaway sand cars.....CONRAIL CEO David LeVan told Railway Age that he expects the railroad's capital spending in 1996 to be about \$500 million, the same level as last year.....Senior citizens may remember the ornate Mastbaum Theater at 20th & Market Streets, built during the 1920's. Today, CONRAIL's headquarters at Two Commerce Square sits on the Mastbaum site.

CONRAIL completed its clearance work through the Girard Avenue tunnel at "Zoo" on December 13, but additional work under the Broad Street bridge in South Philadelphia is delaying the startup of double-stack container service to and from the port area. The Girard Avenue work shut down the High Line for over seven weeks.....As previously reported, all connections between CONRAIL and AMTRAK at "Zoo" were removed as part of the clearance project, and a single track with bidirectional signaling is now in service on the High Line, with a maximum speed of 20 mph. In addition, only a single track is in service on the Arsenal Connection between "CP Field" at the east end of the High Line and the Amtrak connection at "Phil" south of Grays Ferry. CONRAIL office car trains operating from 30th Street Station to the Harrisburg Line via Belmont will now be forced to back out of 30th Street to "Phil," then proceed west over the High Line.....CONRAIL has redesignated the former Park Storage track between "CP Park" and Belmont as the #1 track of the Trenton Line, creating a double-track railroad from Park Junction to "CP River" interlocking at West Falls. The former single main is now the #2 track, with both tracks having two-way signaling.

In spite of corporate denials, CONRAIL is still considered a prime merger prospect by the soothsayers on Wall Street. The December 25 issue of Business Week lists Conrail as one of 15 prime takeover targets whose stock, recently traded at around \$70 per share, would likely fetch \$90 in a takeover battle.....CONRAIL has decided to keep Pier 122, its imported ore facility in South Philadelphia, open for business. The huge pier was reportedly considered for closure because of declining volumes, but that has been reversed. A few years back Conrail shut down adjoining Pier 124 in favor of a more modern coal facility in Baltimore (International Coal Report).

PennDOT has been lifting some relatively heavy rail from CONRAIL's abandoned Chester Valley industrial track west of Malvern. The former Reading rail, along with many good ties, is being turned over to short-lines such as DELAWARE VALLEY, EAST PENN and LANCASTER NORTHERN.....As reported last issue, LANCASTER NORTHERN has purchased CONRAIL's 12-mile Akron secondary track between Sinking Spring and Ephrata, PA. Part of the Reading's old Reading & Columbia branch, the line passes through the town of Denver, which historical markers state was originally known as "Union Station." Anyone know why? LANO is affiliated with EAST PENN RAILWAYS and BRISTOL INDUSTRIAL TERMINAL.....A recent glance at a two-year-old Official Equipment Register revealed that CONRAIL still operated 373 cars bearing "PRR" marks, and 65 with "NYC" marks, out of a total freight car fleet of 59,787. The Pennsy-marked cars included 189 gondolas and 141 flatcars.



In response to an item published here last month, Member Gerrish Williams writes to report that he has been spared the axe in his post as chairman of the South Jersey Transit Advisory Committee. While some believe that he was targeted because of his opposition to the Governor's plan to build a light rail line through Gloucester County, others feel that the whole affair was the result of bureaucratic fumbling in Trenton. Whether or not a "conspiracy" existed to remove Gerry, numerous political figures, advocacy groups and NJ TRANSIT staff rallied around him, and he remains as head of SJTAC. The Governor's office now advises that the person named to replace him will instead fill one of the seven vacancies on the 15-member committee.....NJ TRANSIT is in the process of replacing most of its ticket agents along the Northeast Corridor with the latest generation of automated ticket vending machines. More than 100 of the machines, which accept both cash and credit cards, have been installed at major locations such as Penn Station in New York and Newark, Hoboken Terminal and the Port Authority Bus Terminal, as well as most Corridor stations.

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

The New Jersey Association of Railroad Passengers in its November newsletter levels a broadside at SOUTHERN RAILROAD OF NEW JERSEY for allegedly blocking the efforts of CAPE MAY SEASHORE LINES to start passenger service over the former PRSL line to Cape May. The article charges that SRNJ has exhibited "ineptitude" in running its freight operations, but is trying to discredit CMSL so that it can start its own passenger trains. DVARP, Railpace and even Cinders come in for criticism from NJARP, having "swallowed a line" from SRNJ on its proposed passenger service out of Salem. But the newsletter states that "recently Cinders has begun following up, finding, as NJARP has, that promises of SRNJ 'Weekend Service' have come and gone..." More recently, it has been learned that NJ TRANSIT, which owns the Cape May line, has ordered SRNJ to cede the territory to CMSL. Though long delayed, regular CMSL service to Cape May could begin this coming season if work is completed on the canal bridge just north of the resort town.

A little-known electric railroad exists in our region--at the Lukens Steel plant in Coatesville. The company uses three Alco switchers, converted to operate from a double-wire overhead, to shunt carloads of steel scrap into the electric furnace building. The operation is strictly off-limits to photographers and the public (Sam James).....Member Bert Pennypacker is again in print, writing the introduction to Carleton's recent Pennsy Diesel Power Review and an article on preserved Pennsy H10s 2-8-0 #7688 for the Milepost issued by Friends of the Railroad Museum.....The TV movie "Bye Bye Birdie," shown nationally December 3 on NBC, contains scenes of stainless steel passenger cars bearing Pennsylvania Railroad keystones. Turns out that the movie, while picturing a train enroute from New York to "Sweet Apple," OH, was actually filmed near Vancouver, B.C., using ex-CANADIAN PACIFIC cars.....State Representative Rick Geist of Altoona has been elected president of the International High Speed Rail/Maglev Association, which has some 1,500 member companies. Geist is chairman of the Pennsylvania House Transportation Committee.....Rohm & Haas displayed its safety train in Oreland on December 16. One car is a tanker fitted with various loading valves and safety equipment, and the other is a boxcar containing a classroom used to train employees and public emergency crews in the handling of hazardous materials. Tank Car Corp. of America, cooperating with local merchants in providing the display, also had its ex-Amtrak EMD SW1 #735 on display for the public to tour.

The nation's railroads scored an important breakthrough last month in ongoing labor negotiations, when a tentative five-year agreement was announced with the United Transportation Union. UTU, the largest of 13 rail unions, represents conductors, trainmen and yardmasters.....Two glitzy special trains will be operating in the U.S. this year, although neither is scheduled to visit Philadelphia. One is the "Marlboro Unlimited," a \$50-million deluxe train being rebuilt in Colorado for Philip Morris as part of a giant, two-year promotion for its leading brand of cigarettes. Some 2,000 sweepstakes winners (who must be smokers) will be pampered on a series of six-day trips through the Rocky Mountain states on the 20-car train which features five bars, a casino car, diners, a spa car with hot tubs and private-room cars. Two locomotives have been bought from AMTRAK.....UNION PACIFIC is contributing a 19-car train, made up from its excursion and office car fleet, to carry the Olympic torch over a 3,500-mile route through the West and South to the summer Olympic Games in Atlanta. A special "cauldron car" on the rear of the diesel-powered train will house the torch between display sites (NRHS News).

READING FP7 JACKETS NOW AVAILABLE

Fine-quality lined jackets sporting the Joe Mannix drawing of Chapter-owned Reading FP7 #903 and sister #902 are now available. They are silver-gray in color with snap front enclosures, rib-knit collar, cuffs, and waistband, and are available in flannel-lined or quilt-lined models.

Prices for the flannel-lined jackets are \$47 each for small, medium, large or XL, \$50 for XXL and \$52 for XXXL. The quilt-lined jackets are priced \$5 higher. An additional handling and shipping charge of \$5 is also required. The jackets include "Philadelphia Chapter NRHS" on the left front.

Orders may be placed by indicating size and model, and sending check to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, allowing five weeks for delivery.

CORRECTION TO AMTRAK INTERNET NOTICE

Amtrak now maintains an online site on the Internet, as reported in December Cinders. But Member Matthew Mitchell advises that the Amtrak page does not yet contain any train schedules, a situation that should be corrected. But DVARP has filled the void with its own information page which does publish the Amtrak schedules. The online address is:

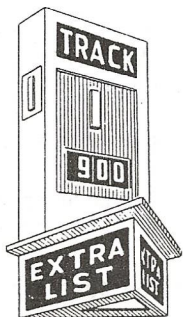
<http://www.libertynet.org/dvarp/Amtrak>

Disk versions of the software are available at cost from DVARP, P. O. Box 7505, Philadelphia, PA 19101-7505. Please specify Windows (two disks at \$8) or Macintosh (one disk at \$4), postpaid.

FUNDRAISING BEGINS TO PRESERVE METROLINER CAR

The Railroad Museum of Pennsylvania and Friends of the Railroad Museum have begun raising funds to preserve original 1967 Budd-built Metroliner snack-bar coach #860. The car has been made available to the museum by Amtrak, but about \$15,000 is needed to prepare the car for movement at Wilmington shop and to move it to Strasburg.

Checks should be made payable to "Friends of the Railroad Museum" and marked "Save the Metroliner." The mailing address is P. O. Box 125, Strasburg, PA 17579-0125.



JANUARY 26, 1996: Railroad Film Night at Dana Engineering Hall, Lafayette College, Easton, PA, beginning at 7:30 PM, sponsored by Hugh Moore Historical Park & Museums. For information, telephone 610-250-6700.

JANUARY 26: Historian Dan Cupper will present slide program entitled "The Pennsylvania Turnpike: A drive through history & technology," at Society for Industrial Archeology dinner, Meiji-En Restaurant, Columbus Blvd., Philadelphia. For information, telephone John R. Bowie at 610-565-1268.

JANUARY 27: 3rd annual Super Saturday Streetcar Special on SEPTA, sponsored by Wilmington Chapter NRHS. Chartered PCC car will depart Elmwood depot 10 AM for five-hour excursion. THIS TRIP SOLD OUT!

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 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 16-17: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center, Haddonfield Road, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

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).

UPDATE OF SHORTLINE/REGIONAL RAILROAD ROSTERS

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

	<u>BELVIDERE & DELAWARE RIVER RAILWAY (BDR), Milford, NJ</u>						
Add	752	B-B	GP9	D/E	EMD	1956	Black River & Western 752
Delete	780	(Transferred to Black River & Western 780)					
	<u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ</u>						
Delete	752	(Transferred to Belvidere & Delaware River 752)					
Add	780	B-B	GP7	D/E	EMD	1950	Amtrak 780
	<u>DELAWARE VALLEY RAILWAY (DV), Kennett Square, PA</u>						
Delete	75	(Transferred to Lancaster Northern)					
	<u>EVERETT RAILROAD (EV), Claysburg, PA</u>						
Add	6051	B-B	GP9	D/E	EMD	1956	CSX 358
	<u>LANCASTER NORTHERN RAILWAY (LANO), Denver, PA</u>						
Add	75	B-B	GP16	D/E	EMD	1956	CSX 1716 (Note)
	Note: Leased from private individual						
	<u>LUZERNE & SUSQUEHANNA RAILWAY (LS), Exeter, PA</u>						
Add	1216	B-B	SW1200RS	D/E	GMD	1956	Canadian National 1216
	<u>MIDDLETOWN & HUMMELSTOWN RAILROAD (MIDH), Middletown, PA</u>						
Add	1016	B-B	T6	D/E	Alco	1969	McKeesport Connecting 1016
	<u>MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ</u>						
Add	20	B-B	SW1500	D/E	EMD	1966	CSX 1315
	<u>NITTANY & BALD EAGLE RAILROAD (NBER), Bellefonte, PA</u>						
Add	1603	B-B	GP10	D/E	EMD	1953	Conrail 5400
	<u>READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN), Port Clinton, PA</u>						
Add	1503	B-B	CF7	D/E	EMD	1950	Nittany & Bald Eagle 2429
Add	1504	B-B	CF7	D/E	EMD	1950	Nittany & Bald Eagle 2444

THE READING LIVES! NEARLY 800 MILES SURVIVE

When the bankrupt Reading Company was swallowed up by Conrail in 1976, many employees feared that the new railroad's Penn Central-dominated management would drastically reduce traffic volumes over the close-knit Reading System. Think again. In the 20 years since the formation of Conrail, Reading's main routes have actually grown in importance, serving as conduits for much of Big Blue's business flowing into and out of New Jersey and eastern Pennsylvania. Three months ago, clearance work was completed on the Harrisburg-Philadelphia and Reading-Allentown mainlines to permit double-stack container trains access to these areas.



Meanwhile, the old Pennsylvania Railroad's electrified routes east of Harrisburg have seen most of their freight traffic diverted to the ex-Reading lines, with much of the PRR track-age either turned over to Amtrak or abandoned.

Below is tabulated a line-by-line summary of the Reading System as it stood just prior to the Conrail takeover, when the company operated some 1,120 miles of railroad, together with the disposition of each line. Currently, almost 800 miles of the former Reading still exist--70 percent of the 1976 system. Much of this mileage is operated by Conrail, but with SEPTA, the Reading, Blue Mountain & Northern and other shortlines also running various segments. And with the installation of welded rail and other improvements, a major part of the system today is in significantly better shape than it was at the end of the Reading's bankruptcy 20 years ago. -- Frank Tatnall

LINE NAME	FROM/TO	MILES	CURRENT OPERATOR/LINE	FROM/TO	MILES
Allentown Terminal RR	Allentown	1.3	Abandoned		
Avon Industrial	Lebanon	2.1	Conrail-Avon Industrial	Lebanon	1.1
Bethlehem Branch	Phila.(Willow St.)- Bethlehem	55.7	(SEPTA-Main Line (Conrail-Bethlehem Running (Conrail-Saucon Running/Beth- Lehem Secondary (SEPTA-Bethlehem Running (Abandoned	Phila.(Fern Rock)-Lansdale Lansdale-Quakertown Hellertown-Bethlehem Quakertown-Hellertown (Note 1) Phila.(Willow St.-Fern Rock)	17.4 15.8 4.4 12.1
Bear Valley Colliery	Shamokin-Bear Valley	1.2	Abandoned		
Bloomsburg Industrial	Rupert-Bloomsburg	1.6	North Shore RR	Bloomsburg	0.6
Blue Line Connecting Branch	Phila.(Nicetown-Wayne)	0.7	Conrail-Blue Line Branch	Phila.(Nicetown-Wayne)	0.7
Buckley Industrial	Minersville-Richardson Jct.	3.8	(Reading & Northern RR (Abandoned	Minersville-Buckley Buckley-Richardson Jct.	1.1
Burnside Colliery	Shamokin-Burnside	1.0	Abandoned		
Carbon Run Colliery	Shamokin	1.3	Shamokin Valley RR	Shamokin	1.3
Catasauqua & Fogels- ville Branch	Alburtis-Catasauqua	14.1	(Conrail-C&F Secondary (Abandoned	Alburtis-Seiple Seiple-Catasauqua	11.6
Catawissa Branch	Barnesville-Newberry Jct.	99.8	(Reading & Northern RR (Union County Industrial RR (Conrail-Corning Secondary (Central Penn Chapter NRHS (Abandoned	Barnesville-Hazleton Jct. Milton-New Columbia Saegers-Newberry Jct. New Columbia-White Deer Hazleton Jct.-Milton, White Deer-Saegers	6.1 3.9 17.6 1.6
Cedar Hollow Ind.	Cedar Hollow-Devault	2.5	Abandoned		
Chapman Industrial	Chapman-Fogelsville	1.4	Conrail-Chapman Industrial	Chapman-Fogelsville	1.4
Chester Branch	Phila.(Grays Ferry)-Marcus Hook	15.9	(Conrail-Chester Secondary (SEPTA-Airport Line (Conrail-Chester Secondary (Conrail-Chester Industrial (Conrail-Chester Industrial (Conrail-Chester Industrial (Abandoned (Note 2)	Phila.(Eastwick-60th St.) Phila.(60th St.-90th St.) Phila.(90th St.)-Lester Chester Chester-Trainer Marcus Hook Grays Ferry-Eastwick, Lester- Chester, Segments in Chester	1.2 2.9 2.7 1.4 1.3 1.6
Chester Valley Branch	Bridgeport-Downingtown	21.3	(Conrail-Bridgeport Ind. (Conrail-Chester Valley Ind. (Conrail-Chester Valley Ind. (Abandoned	Bridgeport-Shainline Valley Store (Malvern)(Note 3) Ackworth-Downingtown Shainline-Valley Store, Valley Store-Ackworth	2.1 0.6 2.1
Chestnut Hill Branch	Phila.(Wayne-Chestnut Hill)	5.7	SEPTA-Chestnut Hill East Line	Phila.(Wayne-Chestnut Hill)	5.7
Christiana Ave. Ind. City Branch	Wilmington (DE) Phila.(Falls East-River) Phila.(Falls-Callowhill St. Jct.)	1.8 0.3 5.1	Conrail-Christiana Ave. Ind. Conrail-Trenton Line (Conrail-Harrisburg Line (Conrail-Trenton Line (Abandoned	Wilmington (DE) Phila.(Laurel Hill-River) Phila.(Falls-River) Phila.(River-Park Jct.) Phila.(Park Jct.-Callowhill St. Jct.)	0.7 0.3 0.2 2.2
Colebrookdale Ind.	Pottstown-Eshbach	12.1	(East Penn Rys. (Abandoned	Pottstown-Boyertown Boyertown-Eshbach	8.6
Cornwall Branch	Lebanon-Rex (Note 4)	5.9	Conrail-Cornwall Industrial	Lebanon-Midway	2.9
Cromby Industrial	Cromby	0.6	Conrail-Cromby Industrial	Cromby	0.6
Delaware River Extension	Wilmington-Pigeon Point(DE)	3.9	(Conrail-Delaware River Ext. (Abandoned	Wilmington Wilmington-Pigeon Point (DE)	1.1
Dougal Industrial	Milton	0.6	Abandoned		
Doylestown Branch	Lansdale-Doylestown	10.0	SEPTA-Doylestown Line	Lansdale-Doylestown	10.0
East Norwegian Ind.	Pottsville-Wadesville	2.3	Abandoned		
East Penn Branch	Reading-Allentown	35.2	(Conrail-Reading Line (Abandoned	Blandon-Allentown Reading-Blandon	28.5

LINE NAME	FROM/TO	MILES	CURRENT OPERATOR/LINE	FROM/TO	MILES
East Trenton Ind.	Trenton-East Trenton (NJ)	3.1	Abandoned		
Fair Ground Ind.	Reading	0.8	Conrail-11th St. Industrial	Reading	0.8
Frackville Industrial	Pottsville Jct.-Bear Run Jct. (St. Nicholas)	13.2	(Reading & Northern RR (Abandoned)	Pottsville Jct.-Mill Creek Jct. Mill Creek Jct.-Bear Run Jct.	1.5
Frankford Industrial	Phila.(Frankford Jct.-Frankford)	2.6	Abandoned		
French Creek Ind.	Elverson-Warwick	2.7	Abandoned		
Gettysburg Branch	Carlisle-Gettysburg	31.2	(Conrail-Gettysburg Ind. (Gettysburg RR (Abandoned)	Carlisle Mt. Holly Springs-Gettysburg Carlisle-Mt. Holly Springs	0.8 24.9
Girard & Mammoth Colliery	Girardville-Mammoth	1.6	Abandoned		
Good Spring Colliery	Good Spring	1.4	Reading & Northern RR	Good Spring	0.8
Gordon St. Industrial	Reading	0.2	Abandoned		
Greenwood Colliery	Tamaqua-Greenwood Jct.	1.2	Reading & Northern RR	Tamaqua-Greenwood Jct.	1.2
Hazlebrook Colliery	Hazlebrook Jct.-Hazlebrook	1.2	Abandoned		
Herndon Industrial	Shamokin-Trevorton	7.8	Abandoned		
Kentmere Industrial	Kentmere Jct.-Kentmere (DE)	2.2	Abandoned		
Knickerbocker Colliery	St. Nicholas-Ellen Gowan	1.8	Reading & Northern RR	St. Nicholas-Ellen Gowan(Note 1)	1.8
Kutztown Industrial	Topton-Kutztown	4.4	East Penn Rys.	Topton-Kutztown	4.1
Lebanon & Tremont Branch	Lebanon-Jonestown	6.4	Abandoned		
Lebanon Valley Branch	Reading-Harrisburg	53.6	Conrail-Harrisburg Line	Reading-Harrisburg	53.6
Little Schuylkill Branch	Port Clinton-Barnesville	24.7	Reading & Northern RR	Port Clinton-Barnesville	24.7
Low Grade Branch	Phila.(Nicetown-Newtown Jct)	1.8	Conrail-Trenton Line	Phila.(Nicetown-Newtown Jct.)	1.8
Mahanoy & Shamokin Branch	Barnesville-Shamokin	36.0	(Reading & Northern RR (Shamokin Valley RR (Conrail-Harrisburg Line	Barnesville-Mt. Carmel Jct. Mt. Carmel Jct.-Shamokin Phila.(Falls)-Reading	28.0 8.0 53.2
Main Line	Phila.(Falls)-Pottsville	88.2	(Conrail-Pottsville Branch (Reading & Northern RR (Abandoned)	Reading-North Reading North Reading-Pottsville Jct. Pottsville Jct.-Pottsville	3.1 31.3
Manufacturers Ind.	Harrisburg	1.3	Conrail-Hill Industrial	Harrisburg	1.3
Maryland Ave. Ind.	Wilmington (DE)	0.8	Abandoned		
Middletown Industrial	Hummelstown-Middletown	7.0	Middletown & Hummelstown RR	Hummelstown-Middletown	7.0
Milton Industrial	Milton	0.9	Abandoned		
Morrisville Branch	Fairless Jct.-Morrisville	6.6	(Conrail-Fairless Branch (Abandoned)	Fairless Jct.-Morrisville Yard Morrisville Yard-Morrisville	3.5
Mt. Carbon Industrial	Pottsville	2.0	Abandoned		
Mt. Carmel Colliery	Mt. Carmel Jct.-Mt. Carmel	2.0	Abandoned		
Mt. Hope Industrial	Manheim-White Oak	4.5	(Private operation (Abandoned)	Manheim Manheim-White Oak	0.4
Muddy Colliery	Silverton Branch Dale	3.3	Abandoned		
Muncy Industrial	Muncy	0.6	Abandoned		
New Hope Branch	Glenside-Ivyland	9.4	(SEPTA-Warminster Line (New Hope & Ivyland RR (SEPTA-Fox Chase Line	Glenside-Johnsville Johnsville-Ivyland Phila.(Cheltenham Jct.-Fox Chase)	8.3 1.1 1.7
Newtown Branch	Phila.(Cheltenham Jct.)-	16.7	(SEPTA-Newtown Branch (SEPTA-Neshaminy Line (Conrail-Trenton Line (Abandoned)	Phila.(Fox Chase)-Newtown Jenkintown-Neshaminy Neshaminy-Port Reading Jct.(NJ) Port Reading Jct.-Bound Brook Jct. (NJ)	15.0 10.4 36.1
New York Branch	Jenkintown-Bound Brook Jct. (NJ)	46.5			
New York Short Line	Phila.(Newtown Jct.)-Neshaminy	13.0	Conrail-Trenton Line	Phila.(Newtown Jct.)-Neshaminy	13.0
Ninth Street Branch	Phila.(Reading Terminal-Fern Rock)	7.0	(SEPTA-Main Line (Abandoned)	Phila.(Brown-Fern Rock) Phila.(Reading Terminal-Brown)	5.9
Norristown Branch	Phila.(16th St. Jct.-Norristown (Elm St.)	14.5	SEPTA-Norristown Line	Phila.(16th St. Jct.)-Norristown (Elm St.)	14.5
Norristown Connection	Norristown (Kalb)-Abrams	0.7	SEPTA-Norristown Line	Norristown (Kalb)-Abrams	0.7
North Abrams Ind.	Norristown (Bridge-Island)	0.3	Conrail-Norristown Conn.	Norristown (Bridge-Island)	0.3
Olney Branch	Abrams-King of Prussia	2.0	Conrail-North Abrams Ind.	Abrams-King of Prussia	1.3
Paxton Industrial	Phila.(Erie-Frankford Jct.)	2.7	Abandoned		
Peoples Railway	Harrisburg	0.9	Abandoned		
Perkiomen Branch	West End Jct.-Pottsville	1.9	(Reading & Northern RR (Abandoned)	West End Jct. Pottsville	0.5
Perkiomen Branch	Perkiomen-Emmaus Jct.	38.6	(Conrail-Phoenixville Ind. (East Penn Rys. (Abandoned)	Perkiomen Jct.-Oaks Pennsburg-Emmaus Jct. Oaks-Pennsburg	1.2 15.8
Phila. Harrisburg & Pittsburgh Branch	Harrisburg-Lurgan	42.4	Conrail-Lurgan Branch	Harrisburg-Lurgan	42.4
Pine Forest Colliery	Shippensburg-Pennroad	1.2	Conrail-Hagerstown Secondary	Shippensburg	1.2
Plymouth Branch	St. Clair-Pine Forest	1.2	Abandoned		
Plymouth Branch	Conshohocken-Oreland	9.1	(Private operation (Abandoned)	Oreland Conshohocken-Oreland	0.4
Port Kennedy Ind.	Port Kennedy-Valley Forge	1.3	Abandoned		
Port Reading Branch	Weston-Port Reading (NJ)	19.4	(Conrail-Port Reading Secondary (Abandoned)	Bound Brook-Port Reading Weston-Bound Brook	16.1

LINE NAME	FROM/TO	MILES	CURRENT OPERATOR/LINE	FROM/TO	MILES
Preston Colliery	Preston Jct.-Girardville	1.4	Abandoned		
Reading & Columbia Branch	Sinking Spring-Lancaster	36.2	(Lancaster Northern RR (Conrail-Lititz Secondary (Abandoned	Sinking Spring-Ephrata Lititz-Lancaster Ephrata-Lititz, Lancaster	11.8 14.3
	Lancaster Jct.-Columbia	11.3	(Landisville RR (Private operation (Abandoned	Landisville-Bruckarts Grinnell-Columbia (Note 1) Lancaster Jct.-Landisville, Bruckarts-Grinnell	3.0 1.5
Reading Belt Branch	Klapperthal Jct.-Blandon	13.0	(Conrail-Harrisburg Line (Conrail-Reading Line	Klapperthal (Titus)-Valley Jct. Valley Jct.-Blandon	4.3 8.7
	Birdsboro-Cumru Jct.	7.1	Conrail-Harrisburg Line	Birdsboro-Cumru	7.1
	Valley Jct.-Wyomissing Jct.	1.0	Conrail-Harrisburg Line	Valley Jct.-Wyomissing Jct.	1.0
Richmond Branch	Phila.(Falls-Port Richmond)	5.9	(Conrail-Trenton Line (Conrail-Richmond Industrial	Phila.(Falls-Nicetown) Phila.(Nicetown-Port Richmond)	1.7 4.2
Richmond St. Ind.	Reading	2.5	Conrail-Richmond St. Ind.	Reading	2.5
Rockland Industrial	Montchanin-Rockland (DE)	1.1	Abandoned		
Schuylkill & Lehigh Branch	Temple-Evansville	5.8	Conrail-Evansville Industrial	Temple-Evansville	5.8
Schuylkill Valley Ind.	Mill Creek Jct.-Middleport	6.1	Reading & Northern RR	Mill Creek Jct.-Middleport	5.5
Second St. Industrial	Reading	0.4	Abandoned		
Shamokin Sunbury & Lewisburg Branch	Shamokin-West Milton	31.3	(Shamokin Valley RR (Union County Industrial RR (Abandoned	Paxinos-Sunbury Winfield-West Milton Shamokin-Paxinos, Sunbury- Winfield	11.4 8.4
Shenandoah Industrial	Shenandoah Jct.-Shenandoah	6.0	Reading & Northern RR	Shenandoah Jct.-Shenandoah	5.1
South Walnut St. Ind.	Wilmington (DE)	1.3	Abandoned		
Spruce St. Industrial	Reading	1.3	Abandoned		
Steelton Industrial	Harrisburg-Steelton	2.5	Conrail-Steelton Industrial	Harrisburg-Steelton	2.5
Stony Creek Branch	Norristown-Lansdale	9.9	Conrail-Stony Creek Branch	Norristown-Lansdale	9.9
Suedburg Industrial	Jonestown-Suedburg	11.6	Abandoned		
Swatara Colliery	Swatara Jct.-Zerbe	1.8	Reading & Northern RR	Swatara Jct.-Zerbe	1.8
Tamaqua Hazleton & Northern Branch	Hazleton Jct.-Silverbrook	3.5	Abandoned (Note 5)		
Traylor Industrial	Allentown	1.1	Abandoned		
Trenton Industrial	West Trenton-Trenton (NJ)	3.4	(Conrail-Trenton Industrial (Abandoned	West Trenton-Agasote Agasote-Trenton	1.6
Trenton-Princeton Traction Industrial	East Trenton-Lawrenceville (NJ)	2.3	Abandoned		
Venice Industrial	Phila.(West Falls-Manayunk)	1.8	Conrail-Venice Industrial	Phila.(West Falls-Manayunk)	1.8
West End Branch	Schuylkill Haven-Minersville	7.4	Reading & Northern RR	Schuylkill Haven-Minersville	7.4
	Westwood-Good Spring	15.0	Reading & Northern RR	Westwood-Good Spring	15.0
	Tremont Jct.-Pine Grove	6.6	Abandoned		
West Reading Ind.	Reading	1.9	Conrail-Reading Industrial	Reading	1.2
West Shenandoah Ind.	Shenandoah	1.0	Abandoned		
Willow St. Industrial	Phila.(Broad St.-Willow St.)	1.3	Abandoned		
Wilmington & Northern Branch	Birdsboro-Wilmington (DE)	64.7	(Conrail-Joanna Industrial (Brandywine Valley RR (Delaware Valley Ry. (Conrail-W&N Industrial (Abandoned	Birdsboro Coatesville-South Modena South Modena-Elsmere Jct. (DE) Wilmington (DE) Birdsboro-Coatesville, Elsmere Jct.-Wilmington	0.4 3.7 27.1 1.3
Wolf Creek Colliery	Minersville	1.0	Reading & Northern RR	Minersville	0.2

TOTAL READING MILES..... 1119.6

TOTAL PRESENT MILES..... 781.3

READING TRACKAGE RIGHTS

Baltimore & Ohio RR	Phila.(Park Jct.-Eastwick)	3.8
Lehigh Valley RR	Bethlehem-Allentown	3.9
Penn Central Transportation	Trainer-Marcus Hook Phila.(Port Richmond-Callowhill St.) Phila.(Port Richmond)-Camden (NJ)	0.2 1.8 6.1
Phila. Belt Line RR	Phila.(Port Richmond-Bridesburg) Phila.(Callowhill St.-Greenwich)	3.1 3.5

NOTES

- 1 - Out of service
 - 2 - Parallel segments of Penn Central now utilized by Conrail between Lester and Chester
 - 3 - New connection built by Conrail to serve isolated section at Valley Store (Worthington Steel)
 - 4 - Former Cornwall RR
 - 5 - Short segment of new "Lofty Connection" at Hazleton Jct. built on TH&N Branch right-of-way, but at higher elevation
- All points are in Pennsylvania, except as noted

PRESENT OPERATORS OF READING LINES

CARRIER	MILEAGE
Conrail	400.1
Reading & Northern RR	132.0
SEPTA	104.6
East Penn Rys.	28.5
Delaware Valley Ry.	27.1
Gettysburg RR	24.9
Shamokin Valley RR	20.7
Others	43.4

SOURCES

- Conrail (timetables, track charts, track maps)
 Reading Company (timetables, maps)
 Reading, Blue Mountain & Northern RR
 American Shortline Ry. Guide, Edward Lewis, Editor
 U. S. Geological Survey (maps)
 U. S. Railway Assn. Final System Plan
 Wayne Laepple
 Frank Tatnall (field checks)
 Barbara Winslow



Another Thanksgiving has come and gone and Amtrak, by most accounts, appeared to have things fairly well in hand. Along the Corridor, a combination of good weather, increased use of reserved seats and consists more closely tailored to ridership cut standees by half.

Borrowed equipment this year included two eight-car SEPTA Silverliner IV trainsets. They made two round trips to New York on Wednesday (including an on-time substitute for a late-running #46). On Sunday, one set ran to Washington as an unscheduled Advance 173 and the other ran a round-trip to Harrisburg ahead of a Pittsburgh train. There were three sets from Maryland's MARC (with Amfleet food service cars) and Connecticut DOT three-car sets ran between New Haven and Springfield (passengers made a cross-platform connection at New Haven on certain days). No equipment was scheduled from Boston's MBTA this year, and all extras were given four-digit numbers beginning with a "2", whereas in prior years a different digit was used for each segment of the route the train might cover.

Empire Service included a few extra trains, as indicated in the schedule. Two turbo trainsets ran on some days, drawn either from a pair of six-car "conventional" sets or the five-car "modernized" set. After the holiday, one conventional set was retired. Normally, only the express round-trip between Schenectady and New York is assigned the modernized set. The new 700-series dual-mode P32AC-DM units made some trips all the way to Niagara Falls. The Amtrak FL9's survive and see limited use as backup power to the new Genesis units.

Several extra carlines were scheduled on the Intercity SBU trains. The Crescent, for example, carried an extra sleeper on several trips. But, as usual, it was Chicago where the major effort was put forth. On Sunday, the longest "local" train was #352 to Detroit and Pontiac, with 14 cars. The usual lengthened "college" trains to Carbondale and West Quincy were operated, and the latter train was a combination of high and low-level equipment. As scheduled, high-level cars were observed on the Internationals to Toronto. Two three-car METRA trainsets protected most Chicago-Milwaukee service. Yet, on Sunday, the busiest of days, the Pere Marquette operated with just two cars.

Principal special moves in the west included a nine-car Amfleet extra section between Portland and Seattle (on Sunday, this was a Seattle Seahawks football special). New California cars assisted the Horizon fleet at Oakland, freeing up some of those cars for transfer to Los Angeles. An extra San Diego trip was operated Wednesday afternoon out of Los Angeles. Los Angeles certainly took the cake for variety, as Amfleet and Horizon cars were joined by three California cars, Superliner coach-baggage 31006 (in new livery) and Superliner II lounge 33049 on the new express train (subsequently, El Capitan diner 39980 replaced the lounge).

Close to us, it was driven home just how much we have lost in the past year. Gone are the Broadway, Montrealer, Palmetto and Cardinal on the Corridor, although some services remain in much-limited form.

What else is new? Deliveries of the new Superliner II coaches and transition sleepers continue. The coaches are being assigned to the Coast Starlight and then the Auto Train will be converted to all-Superliner.

Viewliner sleepers 62000-62003 are accumulating mileage on the Lake Shore Limited between Chicago and New York. The 62003 has made a number of public relations trips, in addition. Continued delivery of these cars will begin again later in 1996 following successful completion of testing with the first four cars.

The electrification contract between New Haven and Boston has been awarded to a consortium of Massachusetts Electric Company and Balfour Beatty, Ltd. Completion is scheduled for July 1999 and service is expected to begin in October 1999. There will be some 12,000 poles supporting catenary over the 157-mile route. With the electrification in progress, no high-speed trainsets have yet been ordered, but the contract for the overhead is a big step forward.

Amtrak's Coast Starlight continues to rank as Amtrak's finest train, and over Christmas, an additional sleeper, its fourth, was often sold out. For ten weeks in January through March, the train will endure its share of grief, operating only five days per week.

A diner and transition-dorm have been restored to the Desert Wind, and once again the same consist will run every day west of Denver, continuing four days a week to Oakland and the other three to Los Angeles. To this consist is added the Pioneer's cars three days per week east of Denver. The Pioneer now also carries a second diner, serving as a lounge car.

The Vermont has added a stop at Windsor-Mt. Ascutney, VT.

In motive power news, 20 F40's have been leased to the Union Pacific for intermodal service between the Midwest and Texas. For the records, the units are the 208, 213, 215, 224, 234, 235, 256, 267, 285, 295, 296, 303, 309, 333, 343, 363, 379, 382, 410 and 412. The latter two are ex-GO Transit units.

F40's 396-397 were used on the Neiman-Marcus special, made up of American Orient Express cars and Amtrak diner 8509. It made a tour of a number of midwestern cities, roaming as far east as Pittsburgh.

ON THE SCENE (Continued from Page 11)

Eight F40's have been officially retired, they being the 202 (sold to the AAR at Pueblo, CO), 236, 246, 262, 272, 312, 357 and 366. There are 167 active F40's, 19 stored and the 20 leased to UP as shown above.

In November Cinders, 44 different Amtrak passenger cars were offered for sale. Another 18 cars were offered in early December, as the Heritage fleet dwindles. Offered for sale at Sanford, FL were dome coaches 9407 (ex-Northern Pacific 550, Budd 1954) and 9409 (ex-Great Northern 1325, Budd 1955). Offered at Beech Grove, IN were baggage dorm 1612 (ex-U.S. Army 89527, St. Louis Car 1954), 1630 (ex-U.S. Army 89522, St. Louis Car 1952), 11-bedroom sleepers 2220-Silver Quail (ex-CB&Q 451, Budd 1952), 2222-Silver Pelican (ex-CB&Q 454, Budd 1956), lounges 3108 (ex-ATSF 1559) and 3110 (ex-ATSF 1564), both Budd 1948, Lounges 3121-Henry Knox (ex-PRR 7132), 3125-Paul Revere (ex-PRR 7141) 3126-Johan Printz (ex-PRR 7133) all Budd 1951, coaches 4000 (ex-SP 2234), 4001 (ex-SP 2228), 4010 (ex-SP 2378), 4013 (ex-SP 2231), 4016 (ex-SP 2226), all Budd 1950, buffet-grill 8701, (ex-SP 2989), Budd 1950 and 8704-Silver Parlor (ex-CB&Q 340), Budd 1949.

Some of the 1700-series baggage cars converted from leg-rest Heritage coaches are beginning to come on line. New paneling covers the former window area, a single roll-up door is mounted slightly off-center to clear brake gear beneath the carbody, the cars carry Amtrak's new livery and retain their end-of-car vestibule. Amtrak's Mark Sublette tells us that the 1701 is ex-4645 (ex-UP 5516), 1702 is ex-4727 (ex-ATSF 2827) and 1703 is ex-4722 (ex-ATSF 2855). The 1700 was ex-4633 (ex-UP 5510) but work has apparently been halted on this car, possibly due to some unforeseen structural problems. More will follow.

Conversion of Amcoaches to ADA (handicapped) accessibility continues, with car 21621 the latest example. One car, 44618, was converted from a push-pull trainline-equipped car and so retains its "44000-series" number. Ten Horizon cars have been converted and renumbered, mostly by changing the middle "0" digit to a "5".

Slumbercoach service will decline by two-thirds in January, as these venerable cars come off the Lake Shore Limited and Silver Meteor. They will remain on the Silver Star for the time being. The talk continues about a through service from Chicago to Florida, which would presumably find the Capitol Limited continuing on to the Sunshine State in place of the Silver Star. However, the consist from Chicago doesn't lend itself to being split to serve both Florida coasts. So, one possibility might find that the train would only serve Miami, with evening train from New York serving both coasts.

By mid-December, only 122 Heritage passenger-carrying cars remained (not counting the 37 "Clocker" coaches). Included are 14 Auto Train food service cars due for replacement by Superliner II's and perhaps 70 sleepers and Slumbercoaches which will be replaced by new Viewliners. The only cars with any kind of life expectancy would be the diners and accompanying dormitory cars.

The ranks of Capitolliners (former Metroliners) were thinned in November, with only eight remaining. More than ten cars were sold, and reports indicate the State of Connecticut was the purchaser.

Due to a major derailment on Conrail's Chicago Line near Amsterdam, NY, one Lake Shore Limited each way detoured via the Delaware & Hudson and Conrail between Schenectady and Buffalo via Binghamton, losing hours in the process (Ed. Note-But think of the rare mileage gained!). The trains were #48 and 49 of December 14, with the detour actually occurring on the 15th. The late arrival of #49 in Chicago required a "scratch" makeup from their yards.

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