

CINDERS

JUNE

1996



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Volume 57

Newsletter of the

Number 6

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

OUR MEETING:

FRIDAY EVENING, JUNE 14, 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 June 14, 1996 meeting will feature Mr. Jeffrey C. May, Project Manager, Pennsylvania Clearance Project, Conrail, who will describe in detail the multi-million dollar program, recently completed, to provide clearances for double-stack trains across Pennsylvania to the Port of Philadelphia. Mr. May's talk is expected to be supported with color 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, JUNE 11, 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.

Please note that our June meeting is on the second Friday of the month, so as to avoid conflict with the NRHS Convention at Charlotte, NC. Come out and learn how this important clearance project will benefit the Keystone State and the Port of Philadelphia.

Our August issue of Cinders will be issued in time to order for the annual Summer Dinner. Our deadline is July 15, 1996, and we would anticipate mailing the Summer issue about July 25.

CHAPTER SUMMER DINNER SCHEDULED FOR AUGUST 16

Philadelphia Chapter's annual summer dinner will again be held at the Moonstruck Restaurant (formerly DiLullo's), 7955 Oxford Avenue in Northeast Philadelphia, on Friday evening, August 16. Because of the excellent food and service members received at Moonstruck last year, it was decided to return there for an unprecedented second summer in a row. The restaurant is conveniently located adjacent to SEPTA's R8 Fox Chase rail station.

Full details on menu choices will be published in August Cinders, and it is expected the price will again be about \$25. Mark your calendars now for this traditional evening of good food and fellowship!

FP7'S DISPLAYED AT DELAWARE FESTIVAL

In spite of gloomy weather, large crowds enjoyed a larger-than-usual display of railroad equipment at the eighth annual Delaware Transportation Festival on Saturday, May 18. Held as usual at Amtrak's restored Wilmington station, more than 15,000 people attended the event, jointly sponsored by Delaware DOT and Amtrak.

From north to south, the following equipment was displayed on station track #1: SEPTA Silverliner IV's #9021-410-369-368; Amtrak AEM-7 #930, NortheastDirect coach 20036, Viewliner sleeper 62002 Autumn View, coach 21652, P32 locomotive 701; Conrail SD60M #5548; NRHS FP7 locomotives 903-902; Wilmington & Western caboose C2013, combine 410, 4-4-0 steam locomotive 98. The four SEPTA cars were used for free hourly excursions to Marcus Hook and return.

Numerous groups were represented at the festival, including Philadelphia, Lancaster and Wilmington Chapters NRHS and Philadelphia Chapter PRRT&HS. Staffing the Philadelphia NRHS table at various times were Sales Committee Chairman Harry Garforth, Sheila Dorr, Paul Skvarla, Mike Hopkins and Frank Tatnall. Assisting on the FP7's were Frank Lancaster, Bill Oates, Bob Morris and Mike Hopkins. Frank Lancaster was the engineer on the Saturday morning move from the W&W enginehouse to the station, over W&W, CSX, Conrail and Amtrak rails. Bruce Irvin and Bob Morris accompanied the locomotives on their Friday move from Pocopson to CSX's Wilmere yard, as part of the Delaware Valley Railway's regular freight train. Lancaster Chapter personnel, including Nelson and Cindy Bowers, also assisted on Friday and Saturday.

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

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

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

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

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

CHAPTER MEETING DATES LISTED FOR 1996-97 SEASON

Philadelphia Chapter will return to the Jefferson Alumni Hall, 1020 Locust Street in center city Philadelphia, for its monthly meetings next season. Following are the scheduled dates, all on Friday evenings:

September 20	February 21
October 18	March 21
November 15	April 18
December 13	May 16
January 17	June 13

WINNERS LISTED IN CHAPTER SLIDE CONTEST

Eight members won prizes in Philadelphia Chapter's annual Ray Muller Slide Contest, held at the May 17 meeting in Jefferson Alumni Hall. There were ten members entered.

Winners in the six categories were:

Steam - (1) Lee Schultz, (2) Andy Hart, (3) Albert Alecknavage
 Diesel - (1) Dale Woodland, Albert Alecknavage, George Metz (tie)
 Heavy Electric - (1) George Metz, (2) Dale Woodland, (3) Roger Cole
 Light Electric - (1) George Metz, (2) Albert Alecknavage, (3) Roy Soukup
 General - (1) Roger Cole, (2) George Metz, (3) Andy Hart
 Oldies - (1) Andy Hart, (2) David Kopena, (3) Roy Soukup

As in the past, Phil Mulligan organized and supervised the contest. He, Mike McEnaney, Bill Thomas and Doug Volk served as the judges. Film prizes will be awarded at the June meeting or by mail.

MEMBER DICK LANE'S FILMS TO BE ISSUED ON VIDEO

Chapter Member Dick Lane took many rolls of 8mm color film in the 1950's and early 1960's of railroading in our region--particularly on the Pennsy. These vintage films will soon be issued on a video produced by Digital Image Works of Wayne, PA, in which Member Larry DeYoung is a participant.

When Cinders is advised of issue date and price, that information will appear here.

A longtime PRR employee, Dick now lives in Kennebunk, ME, where he remains active with the Seashore Trolley Museum.

STATE HOUSE APPROVES RESOLUTION MARKING PRR ANNIVERSARY

The Pennsylvania House of Representatives in April approved an official resolution commemorating the 150th anniversary of the founding of the Pennsylvania Railroad. The original four-page resolution, which spells out in detail the many contributions made by the PRR to the State and nation, has been forwarded to NRHS by Representative Richard A. Geist of Altoona, and is currently on file in the National Library in Philadelphia.

NORTHERN CENTRAL ANNOUNCES DINNER TRAIN START

The inaugural trips of the "Liberty Limited Dinner Train" has been set for Saturday, June 22, when the train departs the New Freedom (PA) station for a three-hour journey over the old Northern Central Railway. The train is a project of Classic Rail Cars, Inc., and will operate over a section of railroad now owned by York County, after restoration by PennDOT. It had been out of service for many years following the 1972 Hurricane Agnes flood, and was operated for a time by the Stewartstown Railroad.

Fare for the inaugural special is \$54.99 per person, including a commemorative gift. Departure time is 6:30 PM. A buffet brunch train will leave at 1 PM on Sunday the 23rd (fare \$34.99), and trains will operate on most weekends during the summer. For schedules and reservations, telephone toll-free to 888-94TRAIN.

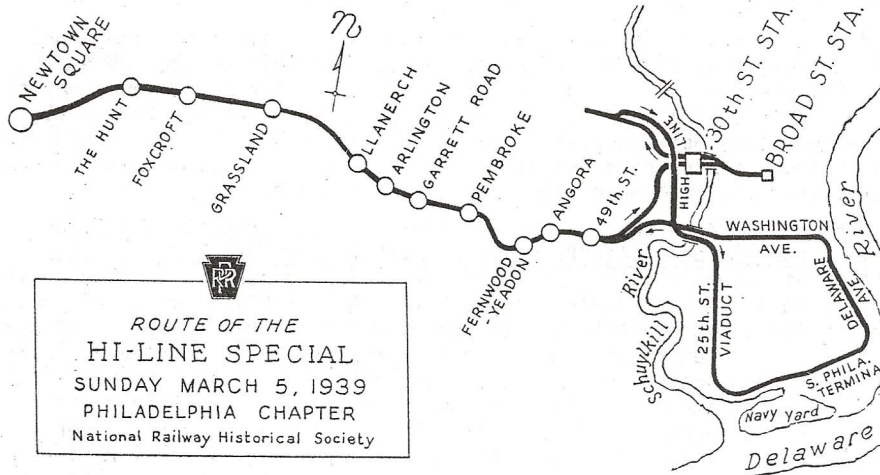
NJ TRANSIT PLANS FESTIVAL, STEAM TRIPS

The 16th annual Hoboken Festival is scheduled for Saturday, September 21 in Lackawanna Terminal. NJ Transit has agreed to run six fall foliage steam excursions using Ross Rowland's 4-8-4 #614 from Hoboken to Port Jervis, NY and return. Dates are October 12, 13, 19, 20, 26 and 27. (Jersey Central Chapter News)

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

by Joe Mannix

Sunday, March 5, 1939 dawned a bit gray and overcast but the spirits of the early NRHS members and their friends were just the opposite as they converged on Broad Street Station in downtown Philadelphia for a somewhat unusual railfan excursion.



Advertised as the "Hi-Line Special," the Philadelphia Chapter-sponsored trip would be the first of two that would explore much of the Pennsylvania Railroad's extensive freight-only trackage in the Philadelphia area that year. (See the February 1995 Cinders for a description of the second trip.) Nestled under the vast umbrella shed of the old station, the riders found six P70 coaches and a track inspection car (at the outer end, with the observation gallery facing west). Coupled to this car was the front pilot of freshly-painted H9s Consolidation #1377.

The train departed about 10:15 AM, being towed backwards, then made a short pickup stop at 30th Street Station. Proceeding over the suburban passenger route, the train was switched to the freight tracks

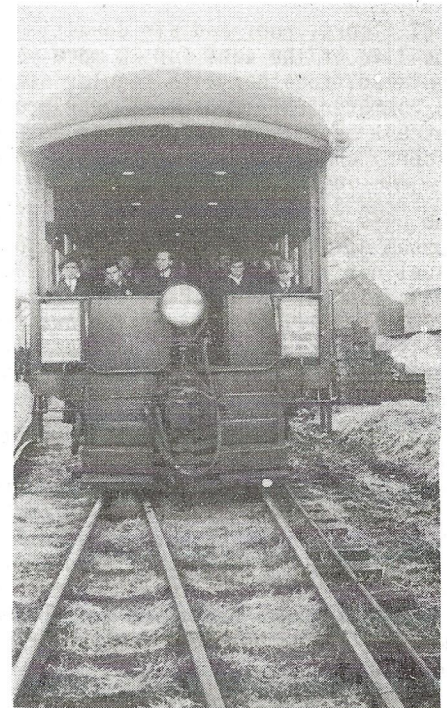
beyond 34th Street and stopped around 42nd Street, where the locomotive ran around the consist. Now with everything in the proper order, we switched to the southward track and proceeded over the High Line. It was clear enough for passengers to enjoy a panoramic view of the center city skyline as the train passed above the west side of 30th Street Station. Soon "Arsenal" tower was reached, as the special swung east to cross the Schuylkill River bridge, emerging onto the modern 25th Street viaduct in the Grays Ferry section of South Philadelphia.

Continuing along the PRR's Delaware Extension, the train arrived at the large South Philadelphia yard located east of Broad Street and just north of the Naval Base. After a short stop to allow photos of the nearby engine terminal, while the H9 had its tender topped off at a water plug, we proceeded further eastward past the large coal unloading pier and north onto Delaware Avenue. (This was before the wartime expansion of South Philadelphia yard.) Here we began running over a mixture of semi- and fully-paved girder rail, T-rail and some that was hard to describe. All around us, steam switchers were drilling cars into and out of the pier areas and freighters from around the world were unloading their cargoes. The heads and eyes of the 286 passengers aboard the train were busy trying to capture all the action!

Soon Washington Avenue was reached and the special turned westward down the center of that broad thoroughfare. We slowed a bit so as not to gamble on the "low-iron" conditions beneath the trucks. We tip-tapped over 20 single-track north-south PRT trolley lines between 2nd and 23rd Streets, passed the lower end of the famous Italian market at 9th Street and received surprised looks from local residents. At Broad Street we noted the original station building of the Philadelphia, Wilmington & Baltimore Railroad, a PRR predecessor, with its large freight house still in use.

Just west of 24th Street, the train moved to the north side of the avenue and began to ascend the sturdy single-track wooden ramp leading up to the 25th Street viaduct. Once over the Schuylkill River, we turned south at "Arsenal" to cross the Mainline onto the Octoraro branch. When we entered the branch our train picked up speed, and soon we arrived at the junction with the Newtown Square branch just south of Fernwood station. After the usual telephone call to the dispatcher, we were winding along the ten-mile Newtown Square track that had seen only occasional passenger operations since the last regular trains ran in 1908.

At Pembroke the Cardington branch diverged to the right, and as we crossed Garrett Road everyone hoped to see a Red Arrow trolley gallop across the overhead bridge. Just beyond Darby Road we passed Red Arrow's Llanerch carhouse and shop, then slowed to cross West Chester Pike with its double car tracks at grade. We were approaching the rural section of the branch now and several photo stops were arranged near such long-forgotten



This PRR inspection car brought up the end of Philadelphia Chapter's "Hi-Line Special" at Newtown Square on March 5, 1939.
--Photo by JOE MANNIX

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA expects to close Paoli yard next month, transferring the storage of MU trains to Frazer yard via the newly-completed "Frazer" interlocking at milepost 23.9 of AMTRAK's Harrisburg mainline. New R5 time-tables will then be issued. After environmental cleanup of the old yard, the area west of "Paoli" tower may be converted into a parking lot for the proposed new Paoli station.....With the schedules effective May 19, SEPTA cut two minutes from the R3 weekend running times between West Trenton and Jenkintown. Schedules had been lengthened by four minutes last January, which found trains often waiting for time.....Installation of new lights and gates at the five SEPTA street crossings in North Wales should begin this month.

SEPTA was shown only once during the 15-minute report on railroad safety which appeared on ABC's "Prime Time Live" TV show May 22. This was an investigation of recent passenger and freight train accidents, focusing on the Federal Railroad Administration's alleged laxity in establishing and enforcing rail safety rules. After FRA Administrator Jolene Molitoris was pictured saying that all rail commuter cars now had exterior signs to show rescuers where emergency exits are located, a SEPTA train was pictured without the signs. But all Silverliners and push-pull cars currently have the bright red signs applied. The ABC program was a joint effort with U.S. News & World Report Magazine, which in its May 27 issue published an eight-page special report entitled "Running off the rails--Why trains are more dangerous than planes." The article pointed out that there were more than 1,200 accidents on American rails during the first two months of 1996. Last year, 1,144 employees, passengers, motorists and trespassers were killed, an additional 14,157 were injured in train accidents and 10,000 more were evacuated following derailments.



A three-year, \$40-million program to upgrade the interiors of all 231 Silverliner IV cars has begun at SEPTA's Wayne shop. The first phase is already funded, and the prototype car--#302--is expected to emerge in September. The program, which will include new seats, ceilings, PA systems, lighting, floors, roof and air conditioning repairs, as well as installation of ditch lights, is intended to prolong the life of the cars for 20 more years. In the future, propulsion, braking and control systems will also be replaced, together with regular overhauls of rotating equipment.....Railway Age reports that the nation's 16 commuter railroads last year provided a record 352 million passenger trips. The largest increase was eight percent over 1994, recorded by Boston's MBTA, while NJ TRANSIT was fourth with a 1.9-percent rise (46 million riders) and SEPTA was fifth with an 0.3-percent increase (22.5 million riders).

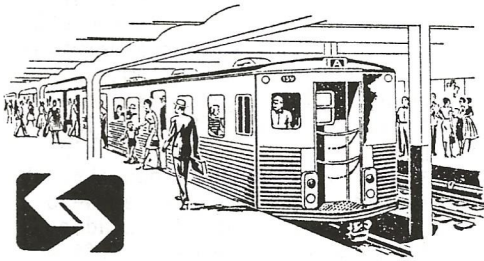
SEPTA received no bids on its five remaining Pioneer III cars, which were put up for sale in March. The cars, which have been stripped, were moved to Wayne shop on May 6 and will likely be scrapped. The State Museum at Strasburg has declined to accept any of the 1958-vintage cars.....SEPTA has repainted ex-Reading Blueliner #9135 into a bright blue and white livery. The car is used for storage at Roberts yard in North Philadelphia. New ALP-44 electric locomotive #2308 is now expected to arrive at SEPTA next month.....AEM-7 #2307 is still out of service awaiting transformer replacement.....SEPTA has completed the repainting of walls and columns on the platform level of Suburban Station.....SEPTA has approved a \$1.2-million contract for removal of all asbestos from Suburban Station and the reinsulation of piping systems and equipment. The job will last 14 months.

A KYW-TV Channel 3 report on April 29 highlighted the rampant trespassing that occurs on area AMTRAK and SEPTA rail lines--especially at such locations as Bryn Mawr station. Police are said to be stepping up enforcement efforts, including issuance of \$70 summonses.....AMTRAK train 80 struck and killed a woman trespasser at Norwood about 8:30 PM on May 8.....SEPTA R3 train 9396 killed a man walking on the track near 49th Street on May 2.....A man lying between the rails at Queen Lane station on April 22 was uninjured when a Chestnut Hill West train passed over him.....A woman passenger attempting to board a moving center-city-bound R8 train at Carpenter station on April 26 fell beneath the train, partially severing her left foot.....Two men who had tried to rob the Houlihan's Restaurant in Jenkintown on the morning of May 13, killing the manager, made their escape by boarding SEPTA train 6321 at Noble station. They were arrested by police two days later.

SEPTA will begin a tie and surfacing project this month on the Mainline between Glenside and Oreland, following completion of welded rail installation to Lansdale. Special midday schedules will be in effect.....SEPTA must repair a bridge on the Bethlehem running track two miles north of Quakertown, even though the line is out of service. The bridge is said to be a hazard to auto traffic.....SEPTA last month awarded a \$7.7-million contract for the first phase of a \$15-million project to repair the ex-Pennsy Manayunk viaduct. The unused bridge for years has been shedding chunks of concrete, and will now have its tracks removed.....Rebuilding of several other Regional Rail bridges will be deferred, due to the cutback of SEPTA's 1997 capital budget (see below).....Work is to begin this month on expansion of the parking lot at Colmar on the Doylestown line from 85 to 225 spaces.....The SEPTA board has approved a tentative contract with the Brotherhood of Railroad Signalmen, which represents 70 Regional Rail employees. But no agreement is yet in sight with the Brotherhood of Locomotive Engineers.

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)



Public response to the draconian cuts proposed in SEPTA's operating and capital budgets for Fiscal Year 1997 was strongly negative, as expected. During the late April hearings, one common theme emerged: SEPTA and its users must step up the pressure on Governor Ridge and the Legislature to increase State support for SEPTA and other transit agencies--especially to restore the \$100 million in annual "flexed" highway funding begun by the previous administration but squelched by Ridge. In the words of John Miller, the retired insurance executive who chaired the hearings on SEPTA's operating budget, any attempt to close the projected \$75-million budget gap through service cuts, fare increases and employee layoffs will create a "death spiral" for public transportation in this region. He urged the SEPTA board to reject these measures, even though State law requires SEPTA to adopt a balanced budget July 1.

General Manager Louis Gambaccini told a group of transit activists on May 20 that there is "no chance that we will get additional operating assistance from the feds or the State this year," the Daily News reported. This followed a statement by PennDOT Secretary Bradley Mallory the previous week criticizing the provisions of the Intermodal Surface Transportation Efficiency Act (ISTEA) which allow Federal funding to be flexed between highways and transit. This causes modes to "disagree on who gets the last scrap in the barrel," Mallory said, reflecting the views of his boss the governor. Mallory testified at a U.S. DOT regional forum held in City Hall on May 13, the first of several sessions held across the country to gather views on renewal of the ISTEA legislation which expires next year. The session was presided over by Federal Transit Administrator Gordon Linton of Philadelphia, subbing for Transportation Secretary Federico Pena who was on the scene of the ValuJet crash in Florida. Under the current ISTEA, Pennsylvania this year will receive nearly \$900 million in Federal highway funds, but Mallory said that unlike neighboring states none would be diverted to transit.

Meanwhile, the SEPTA board on May 16 took its first step toward downsizing the Authority's 2,300-person supervisory, administrative and management (SAM) workforce, approving changes to the SEPTA pension plan to allow early retirements. The board was told that accelerated retirement programs would likely result in the departure of 463 SAM employees, although some departments might be declared exempt. In addition, 25 workers would take a \$8,000 separation, but some 250 layoffs would still be needed to achieve the goal of \$30 million in annual savings. The "window" for accepting retirement is June 1-July 31, with time being of the essence to maximize the savings. Obviously, this announcement provoked anxious expressions among many SEPTA staffers, as they tried to determine whether to leave or stay.

It is now estimated that the FY 1997 operating deficit may be reduced to \$40 million as the result of the planned diversion of capital funds for operating leases with AMTRAK and other uses. But, in the words of GM Gambaccini, this is simply "robbing Peter to pay Paul" and will further dilute SEPTA's already threadbare capital budget which includes so-called Act 26 State funding. With the personnel reductions accounting for a hoped-for \$30 million of the needed \$40 million in savings, many service cuts are still in the offing, though public hearings must be held. SEPTA's annual service plan for the City Transit Division, reviewed at a May 3 hearing, proposes several cutbacks and restructurings of bus routes for a savings of about \$2.9 million. On the Railroad Division, R6 Cynwyd and R5 Parkesburg service will most likely be targeted. To show how transit patterns have changed, a SEPTA official at the hearing said that City ridership had declined from 1.1 billion passengers in the war year of 1942 to 220 million in 1995, with a 20-percent decline just since 1989. (The drop from 1995 to 1996 through April is 1.6 percent.)

SEPTA's FY 1997 capital budget of \$250 million represents more than a 40-percent cut from the \$444 million authorized in 1996. Many projects will be deferred, with the largest remaining items being the Frankford el reconstruction (\$50 million), the bus purchase program (\$45 million) and Market-Frankford Line infrastructure improvements (\$25 million). There will be no money for light rail vehicle purchases, Suburban Station redevelopment or the Wayne Junction-Glenside signal and automatic train control project.

Construction of the huge new Midvale bus garage is well along, with all steelwork in place..... The City last month launched an ambitious anti-graffiti "zero tolerance" program targeting certain areas. SEPTA officials were moved to remark that they have had "zero tolerance" for graffiti vandalism since the days when former General Manager David Gunn ordered a systemwide cleanup.....SEPTA has awarded a \$1.2-million contract to LS Transit Systems for a major investment study/draft environmental impact study of the proposed Cross County Metro, to be built from Morrisville to Glen Loch along a CONRAIL freight line.....Work has begun on a \$1.2-million track-replacement project on the Route 101 between Providence Road and Lemon Street in Media.....SEPTA has acquired a small diesel locomotive for maintenance work on the Route 100 Norristown High Speed Line.

Atlanta's MARTA system expects to carry more than a million daily riders during the Summer Olympics next month, versus the normal 475,000 on its heavy rail and bus lines. MARTA is borrowing 1,000 buses from around the country to supplement its own fleet of 700, including 120 new Ikarus-built buses which are part of SEPTA's \$102-million order for 400 vehicles.....SEPTA has authorized the purchase of up to 100 small and medium-duty buses from Shepard Brothers for \$2.9 million. Some of the 21-passenger models could be used on lines such as the Newtown Shuttle.....A Route 11 trolley collided with a tractor-trailer on Woodland Avenue on the morning of May 21, sending the SEPTA operator and 16 passengers to the hospital.....A 62-year-old Somerton woman retired last month after logging some 560,000 miles of transit riding over 44 years. For the past several years she had commuted to and from a job in King of Prussia, using the Route 58 bus, the Frankford el, then bus Route 125 and 118--two hours in each direction!

PHILADELPHIA EXPRESS (Continued from Page 5)



The AMTRAK board last month confirmed Robert C. VanderClute as vice president operations, replacing Executive Vice President Dennis Sullivan who resigned in April. VanderClute, a veteran Amtrak operations official, was formerly vice president customer services.....AMTRAK President Thomas Downs had his title changed to chairman and CEO. At the same time, the heads of the three quasi-independent business units--George Warrington of the Northeast Corridor, Mark Cane of Amtrak Intercity and Gil Mallery of Amtrak West--received the title of president.....The May issue of Railway Age contained a major article entitled "AMTRAK at 25: The railroad that just won't quit." Said Railway Age: "Amtrak has been blessed with employees in love with passenger railroading. Their relentless courage, cleverness and resolve pulled, pushed and cajoled the railroad through its first decade." Also in the issue was a multi-page Amtrak ad with the headline "We'd like to introduce you to the real fuel behind Amtrak...Our employees." The ad included color photos and stories about several employees, including the well-known Clifford Black in the media office.

Metroliner car #860, donated by AMTRAK to the Railroad Museum of Pennsylvania, arrived in Strasburg on April 27. While in need of cosmetic work, the 1967 Budd-built car will be formally dedicated as a museum display during "Pennsy Days" June 9 at 2 PM.....We heard a report last month that AMTRAK has decided against equipping its high-speed "American Flyer" trains with steerable trucks, which would seem to restrict speeds on some curves.....That half-cent of Federal gasoline tax that AMTRAK is seeking for an Intercity Passenger Rail Trust Fund would not be affected by the proposed 4.3-cent reduction in the tax now before Congress. The 4.3 cents goes toward deficit reduction rather than into the Highway Trust Fund.....AMTRAK has proposed a plan to buy lower-cost electric power, using its Corridor line as a transmission route to markets in the Northeast. While Amtrak says it would cost \$500 million to convert its present 25-hertz system between New York and Washington to commercial 60-hertz frequency, officials believe that Amtrak could recoup the cost and make a profit on the transmission. The electric utilities are opposed (Forbes).....Did you know that the present high-voltage transmission line over CONRAIL's track from Glen Loch to Norristown and down the Schuylkill River to Philadelphia is owned by AMTRAK? These wires bring 25-hertz power generated at Safe Harbor dam near Columbia to this area.

That study of the Philadelphia-Harrisburg Keystone Corridor, being performed for PennDOT by a consulting team headed by R.L. Banks & Associates, should be completed soon.....Lancaster County and the Red Rose Transit Authority have awarded a \$60,000 contract for engineering and design work on a new AMTRAK station at Leaman Place, PA. If built, the \$300,000 facility would provide an interchange to the STRASBURG RAIL ROAD and serve the local Amish community which has long pushed for such a station.....AMTRAK has formed a special Northeast Corridor task force to improve announcements and other communications on board trains (Amtrak On Track).....The State of Delaware has given AMTRAK a \$1-million grant to help modernize the Wilmington and Bear shops. Governor Thomas Carper serves on the Amtrak board (On Track).....Have you tried the new touch-screen ticket machines at 30th Street Station? (DVARP).....Beginning May 1, AMTRAK's New York-Philadelphia-Pittsburgh Pennsylvanian is offering custom class service.....AMTRAK passengers in the Northeast can now bring an adult companion for half-fare, along with a child, up to September 1. Tickets must be purchased by June 15.....Monthly and ten-trip tickets, however, increased five percent in price effective May 24 (not applicable on the Keystone Corridor).....AMTRAK has issued a colorful folder entitled "Mike and Steve's Guide to Traveling in the Northeast," featuring the two personable conductors who appear in the TV commercials.....AMTRAK has a new "Clocker Times" monthly newsletter for passengers.

CONRAIL Chairman James A. Hagen retired on May 15 following the company's annual stockholders meeting. Some 250 guests, including Philadelphia Mayor Ed Rendell, attended a dinner in Hagen's honor that evening at the Marriott Hotel.....At the earlier meeting, President and CEO David LeVan reaffirmed CONRAIL's intention to remain an independent company. He also said that the corporate goal for 1996 is a 77.5 operating ratio, a better than two-percent improvement from the 79.9 in 1995. At the meeting LeVan announced that Conrail would endow a \$500,000 scholarship fund at Hagen's alma mater, St. Ambrose University in Davenport, IA.....CONRAIL reported net income of \$31 million for the first quarter of 1996, compared with \$55 million in the year-ago period. Revenues totaled \$889 million, unchanged from the first quarter of 1995. Freight volume, however, was down 2.7 percent in units handled. Much of the blame for the lackluster performance was attributed to the harsh winter, and the high costs of keeping the railroad moving.



All 28 of CONRAIL's new 5,000-hp SD80MAC locomotives (#4100-4127) had been delivered by early last month, virtually on schedule. The huge Electro-Motive AC-drive units have been used most often on coal trains, and have rarely been spotted in the Philadelphia area (Jersey Central Chapter News).....A total of 899 management employees were accepted for the recent early retirement and voluntary separation program (see May Cinders), out of a total of 984 applications. More than 500 of them departed on May 1 while the others are being temporarily held on duty pending replacements.....CONRAIL ran a six-car inspection special on May 7 for members of the International Development Research Council meeting in Philadelphia. The train operated via the Harrisburg Line to Norristown, the Morrisville Line, Fairless branch and Trenton Line back to the City. Editor Larry Eastwood and your correspondent were on board.....CONRAIL Engineer Jim Berg of the Philadelphia Division, an Operation Lifesaver volunteer, visited with some 700 school bus drivers in April to give them a greater appreciation of grade crossing safety.

President Clinton last month appointed an Emergency Board to head off a threatened nationwide strike by the Transportation Communications Union, delaying any possible strike or lockout to mid-July. Five other rail unions were released from mediation by the National Mediation Board, under terms of the Railway Labor Act. One of them, the Brotherhood of Railway Signalmen, reached a tentative contract agreement with the industry,



General Electric Transportation Systems of Erie, PA has come away the big winner as Amtrak has agreed to purchase 98 additional Genesis locomotives costing some \$235 million, the largest of several options which had been under consideration. The 4,250-hp P42 units, to be delivered between this September and July, 1997, will replace 112 EMD F40's and all will be assigned to Amtrak's Intercity Business Unit, allowing standardization of Amtrak's long-haul road power. The new power will be based at Chicago.

We reported here last month on the assigning of refurbished Heritage equipment to the Adirondack, through the efforts of Wes Coates, Amtrak's Empire Service manager. In reality, three Heritage lounge cars (3111, 3126 and 3127) will be touched up and restored to service, bearing the names carried by the D&H's two diners, Adirondack Lodge and Saratoga Inn. The third car will be named L'Auberge Laurentian in a nod to the French Canadian clientele served by the train, and in memory of the traditional D&H daylight train which was on this route for so many years.

Amtrak had received 19 Viewliner sleepers as of May 10 (62000-62020 except 62017), and the new cars are presently assigned in pairs to the Crescent and Lake Shore Limited (Chicago-New York, with Chicago-Boston to come next). You'll find a complete list of the names and corresponding car numbers of the Viewliners elsewhere in this column.

The new Amtrak schedules and attendant consist book provide a number of interesting equipment notes for the summer months.

The Auto Train was converted to a full Superliner consist on May 13. With barely enough Superliner II coaches on hand for the conversion, some of the earlier version may have to substitute until deliveries are completed. Five Superliner coaches replace seven Amfleet II coaches per train and three diners (one a "diner-lounge") replace the five Heritage food-service cars which had been unique to this train.

The Cardinal adds a transition coach-dorm and, on the rear, a transition sleeper in revenue service. The Superliner coach-baggage car will be replaced by a snack coach. Lounge cars 33010 and 33017 have convection ovens for use on this train for the tray meals.

The Crescent will add three Amfleet II coaches and a conventional 10-6 sleeper between Atlanta and New York between June and September. For the Olympics, the train will operate daily to New Orleans from July 17 to August 9. This will not require any additional equipment since the train lays over a day when it only runs to Atlanta.

The City of New Orleans adds a sleeper. The Southwest Chief adds a coach and transition sleeper. The California Zephyr adds a coach and sleeper plus a second sleeper to Seattle on the Pioneer. The Empire Builder adds a sleeper and a second diner (carrying the old GN Ranch name). The Coast Starlight will restore a third and possibly a fourth sleeper for the summer peak season.

The Capitol Limited transfers the transition sleeper from a dorm to a revenue car. The transition coach dorm which separates the through cars to the Three Rivers will house the crew for the summer. In addition, a Superliner coach-baggage has been added. Across Pennsylvania, custom class service in an Amfleet II coach has been added to the Pennsylvanian.

Other single-level train moves will find the Lake Shore Limited with an additional summer coach to Boston. The Silver Star added a 10-6 sleeper to Miami behind Amtrak's only remaining Slumbercoach line. And, the Silver Meteor adds a 10-6 sleeper and the rear two coaches now only operate as far as Jacksonville (saving a set of equipment).

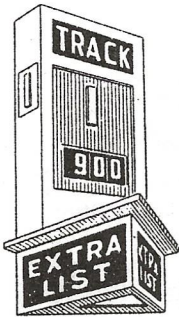
In the Midwest, Superliner diners 38015 and 38031 have been specially modified for service on the International between Chicago and Toronto. This high-level train has most often been operating with Amtrak cars and VIA Rail Canada F40's, providing a truly "international" consist. Two Horizon coaches, 54506 and 54512, have been equipped with built-in wheelchair lifts and are assigned to Hiawatha service between Chicago and Milwaukee.

The above moves indicate that Amtrak continues to monitor and marshal its equipment to maximize availability to carry the traffic which may be out there.

Heritage fleet equipment may be expected to be found on the following trains during the summer: Trains 48-49-Lake Shore Limited (diner Chicago-New York, baggage-dorm Chicago-New York and 10-6 sleeper Chicago-Boston); 19-20-Crescent (diner New Orleans/Atlanta-New York, 10-6 sleeper (dorm) New Orleans/Atlanta-New York and 10-6 sleeper (summer) Atlanta-New York); Trains 81-82-Silver Star (10-6 sleeper Tampa-New York, and diner, Slumbercoach and 10-6 sleeper Miami-New York); Trains 97-98-Silver Meteor (diner, 11-bedroom sleeper and any number of 10-6 sleepers Miami-New York); Train 66-67-NortheastDirect (10-6 sleeper Washington-Boston). This represents some 58 cars in service, plus spares. In addition, there are the Clocker coaches and the Adirondack lounge cars. See and photograph them while you can!

Yet another new number series has been introduced. Metroliner Service Amcoaches receiving the "ADA conversion" will be numbered in the 44700's, just as their 84-seat brethren become 44600's. So, car 44972 will now be 44700. Three Amdinettes converted to full-table cars for Metroliner service were renumbered as follows: 20226 to 28353, 20239 to 28354 and 20218 to 28355.

(Continued on Page 9)



JUNE 8-9, 1996: "Pennsy Days" celebration at Railroad Museum of Pennsylvania, Strasburg, one of year-long series of events marking the sesquicentennial of the Pennsylvania Railroad. Pennsy displays from 9 AM to 5 PM on Saturday, then special PRR film program at 7:30; Sunday hours 10 AM to 5 PM, with dedication for recently-arrived Metroliner #860 at 2 PM. PRR art exhibit and sales event will feature well-known artists in person. Weekend is co-sponsored by PRR Technical & Historical Society. Admission: \$6 adults, \$5 seniors (60 and over), \$4 youngsters (6-17). Strasburg Rail Road will stage "Strasburg Celebration of PRR" with mixed trains and other events. For information, telephone the museum at 717-687-8628.

JUNE 12-16: 1996 National Railroad Heritage Symposium at Penn State Altoona (PA) campus, presented by Pennsylvania State University, Railroaders Memorial Museum, Steamtown National Historic Site and University of Scranton. Programs include "The Metropolitan Corridor Revisited," "The Pennsylvania Turnpike--Worthy Competitor to the PRR," "PRR Sesquicentennial," "The Future of Steamtown," "Creating the Romance of Railroads" and various PRR films. Speakers include Historians Dan Cupper, John Hankey and Alfred Runte. Tours of Conrail Juniata shop, Steamtown, Allegheny Portage and Horseshoe Curve National Historic Sites. Symposium fees are \$410 per person (including lodging in student residence) or \$360 (participant responsible for own lodging). Send registration requests to: Penn State Altoona, Continuing Education, 3000 Ivyside Park, Altoona, PA 16601-3760 (telephone 814-849-5048 or 800-914-4524).

JUNE 15: Last day of regular operation on SEPTA's Chestnut Hill Trolley. PCC's leave Chestnut Hill loop and Germantown depot every 20 minutes, 10 AM to 6 PM. Regular fares apply, or all-day pass available.

JUNE 15-16: "Peak of the Poconos" excursions on former Lackawanna mainline Tobyhanna-Cresco, PA using Delaware-Lackawanna (ex-CP Rail) M636 diesel #4743, sponsored by Pocono Mountain Railroad. Saturday departures 10 AM, 12:30 and 3 PM, Sunday 12 Noon and 3 PM. Fares: \$8 adults, \$4 children (under 12). For tickets, contact: Pocono Mountain Railroad, 1015 North Main Avenue, Scranton, PA 18508 (telephone 717-344-8566 weekdays).

JUNE 16: "Father's Day Special" on SEPTA, as PCC trolley departs Bethlehem Pike loop in Chestnut Hill for Broad & Erie at 12 Noon for 90-minute ride along historic Germantown Avenue. Dads fare is \$4, moms \$5, family \$12. For reservations, telephone 215-580-3773.

JUNE 18-23: NRHS national convention at Charlotte, NC, featuring steam excursion on Great Smoky Mountains Railway, diesel trips on New Hope Valley and Lancaster & Chester Railways, visit to South Carolina Railroad Museum, circle trip on Norfolk Southern to Asheville, NC (including famous Saluda grade) and return using Amtrak equipment, visit to historic Spencer Shops and NC Transportation Museum, barbecue dinner, seminars, train show and many other events, sponsored by Piedmont Carolinas Chapter. Convention brochure and order form will be sent only to those requesting it. Registration charge for NRHS members: \$20 per person. Address: 1996 NRHS Convention, P. O. Box 297, Spencer, NC 28159 (telephone 704-647-0508).

JUNE 23: Annual Canal Festival at Hugh Moore Park, Easton, PA, featuring canal boat rides, arts, crafts, music, sponsored by National Canal Museum. There is charge for parking. For information, telephone 610-250-6700.

JUNE 29: Pennsy doodlebug night photo train on Wilmington & Western Railroad, leaving Greenbank station, Marshallton, DE, at 8:30 PM. Fare: \$25 per person. Order from: Tom Gears, 2720 Newport Gap Pike, Wilmington, DE 19808 (telephone 302-892-2473).

JUNE 29: Railfan excursion from North Conway to Crawford Notch, NJ and return with Conway Scenic diesel locomotives and cars, sponsored by Mass Bay Division RRE. Special photo opportunities available on Saturday trip. RRE group tour of Mount Washington Cog Railway on Sunday the 30th. Fares: Conway Scenic trip \$39 adults, \$29 children (12 and under); cog trip \$35 per person. Order tickets from: Mass Bay RRE, Crawford Notch Trip, 77 Stony Brook Road, Westford, MA 01886, enclosing stamped, self-addressed envelope.

JUNE 29-JULY 7: Special SEPTA trolley service planned on center city Welcome Line during City's Welcome America! celebration. Trolley operation also announced for July 9 in connection with All-Star baseball game. For information, telephone 215-580-3773.

JULY 1: 58-car Strates Shows circus train moves via Conrail from CSX connection at East Side, Philadelphia, to Essington, PA, for 12-car carnival. Train leaves July 14 via Conrail for Delaware State Fair at Harrington.

JULY 20: 5th annual "Rail to the Fair" excursion from Philadelphia to Harrington and Frankford, DE and return, sponsored by DelDOT and Delaware Transit Corp. Special Amtrak train leaves 30th Street Station at 10:10 AM, Claymont 10:40, Wilmington 10:52, Newark 11:13, arriving Harrington 1:15 PM. Train operates via Conrail Delmarva secondary track Newark-Harrington and Indian River secondary track Harrington-Frankford. Round-trip fares: Philadelphia-Frankford \$67.50, Harrington-Frankford \$22.50 (lower fares for children under ten), including general admission to Delaware State Fair at Harrington. For information, contact Christie Connolly at DTC, Carvel State Building, Wilmington, DE 19801 (telephone 302-577-6380).

AUGUST 14-17: 48th annual Rough & Tumble Engineers Threshermen's Reunion at R&T grounds on Route 30 west of Gap, PA. Live-steam railroads, steam traction engines, stationary steam engines, antique tractors and automobiles in operation and on display. Ample free parking. For information, telephone 717-442-4249.

AUGUST 16: Annual summer dinner of Philadelphia Chapter NRHS at Moonstruck Restaurant (formerly DiLullo's), 7955 Oxford Avenue, Philadelphia, adjacent to SEPTA R8 Fox Chase station. See item elsewhere in this issue.

AUGUST 17-18: 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. Philadelphia Chapter will be represented with a table. Admission: \$5 adults, \$2 children 12 and under. For information, telephone 410-795-7447.

(Continued on Page 9)

ON THE SCENE (Continued from Page 7)

Three F40's were returned from the group of 20 leased to Union Pacific, they being 295, 343 and 412. The first of these has been sent to MBTA in Boston for use there.

A number of the Superliner I cars have been turning up in the Superliner II livery, so the supply of old striping must be nearly depleted.

The American Orient Express cars were out on a charter move on Amtrak's 25th anniversary behind two Amtrak P32's. The move symbolized as number 861, included: 800109-Vienna, 800231-Monte Carlo, 800255-Berlin, 800258-Washington, 800297-Istanbul, 800298-Paris, 800301-Zurich, 800308-Chicago, 800310-Bay Point (now Seattle), 800311-St. Moritz (now Rocky Mountain), 800321-New York and 800643-San Antonio. The group has also leased Amtrak TI-bedroom car 2235 and it's been named Grand Canyon.

Car 800132-Henry E. Huntington (former Reading Company office car 15), recently took part in a special train move to Canada and was on Amtrak train 21-Texas Eagle into San Antonio on the railroad's silver anniversary, May 1.

Bytown Railway Society's Branch Line (Ottawa, Ontario) reports that several VIA "blue" trains ran out of Toronto after the "official" January end of steam-heated train operation. Eighteen cars are to be leased to a private operator for tour service in western Canada.

The trains to Senneterre and Jonquiere were converted in late April to head-end power. They now operate on a daylight tri-weekly schedule with the baggage cars adjoining and an F40 on each end. The Jonquiere train is uncoupled at Hervey and runs around a wye to strike off on its own.

The above move leaves only the Hudson Bay between Winnipeg and Churchill which might need to revert to "blue" cars this summer if loadings on the Canadian require the HEP equipment presently on this train. Out west, the Skeena now also operates on a daylight schedule, requiring an overnight stay in Prince George, BC. Deluxe service with access to the Skyline dome is provided in a newly-refurbished HEP-2 club car, a third coach accommodates the remaining passengers.

AMTRAK VIEWLINER SLEEPERS

- | | | |
|----------------------------|--------------------------------|----------------------------|
| <u>62000-American View</u> | <u>62017-Majestic View</u> | <u>62034-Sea View</u> |
| <u>62001-Atlantic View</u> | <u>62018-Meadow View</u> | <u>62035-Shore View</u> |
| <u>62002-Autumn View</u> | <u>62019-Metropolitan View</u> | <u>62036-Skyline View</u> |
| <u>62003-Bay View</u> | <u>62020-Moonlight View</u> | <u>62037-Southern View</u> |
| <u>62004-Beach View</u> | <u>62021-Morning View</u> | <u>62038-Spring View</u> |
| <u>62005-Cape View</u> | <u>62022-Mountain View</u> | <u>62039-Stream View</u> |
| <u>62006-College View</u> | <u>62023-Mystic View</u> | <u>62040-Summer View</u> |
| <u>62007-Colonial View</u> | <u>62024-National View</u> | <u>62041-Summit View</u> |
| <u>62008-Eagle View</u> | <u>62025-Northern View</u> | <u>62042-Sunrise View</u> |
| <u>62009-Evening View</u> | <u>62026-Ocean View</u> | <u>62043-Sunset View</u> |
| <u>62010-Forest View</u> | <u>62027-Orchard View</u> | <u>62044-Sylvan View</u> |
| <u>62011-Gulf View</u> | <u>62028-Palisades View</u> | <u>62045-Tower View</u> |
| <u>62012-Harbor View</u> | <u>62029-Palm View</u> | <u>62046-Tranquil View</u> |
| <u>62013-Harvest View</u> | <u>62030-Patriot View</u> | <u>62047-Village View</u> |
| <u>62014-Imperial View</u> | <u>62031-Prairie View</u> | <u>62048-Wayside View</u> |
| <u>62015-Island View</u> | <u>62032-River View</u> | <u>62049-Winter View</u> |
| <u>62016-Lake View</u> | <u>62033-Scenic View</u> | |

EXTRA LIST (Continued from Page 8)

AUGUST 25: Train show at White Deer Search & Rescue Hall, Route 405 south of Milton, PA, 9 AM-3 PM, sponsored by Central Pennsylvania Chapter NRHS. Admission: \$3 per person. Tables: \$12 each. For information, write: William Lawton, RR 2, Box 472W, Sunbury, PA 17801-9406 (telephone 717-286-1915).

OCTOBER 3-6: "Jersey Limited" mini-convention at Clarion Hotel, 915 Route 73 North, Mount Laurel, NJ, sponsored by Mid-Eastern Region, National Model Railroad Association. Show features numerous open-house layouts and clinics with well-known model-train authorities, as well as prototype tours. These include visits to PATCO's shop, Southern Railroad of New Jersey, Conrail Philadelphia Division dispatching center and Holt Cargo Terminal. Registration: \$34 for NMRA members, \$39 for non-members. Individual events must be ordered on form available at June 14 meeting of Philadelphia Chapter, or write to: Richard Foley, Publicity Chair, P. O. Box 517, Swedesboro, NJ 08085 (telephone 609-467-3385).

OCTOBER 19: Special Amtrak excursion from Harrisburg, Lancaster and Philadelphia to Manassas, VA and return, sponsored by Lancaster Chapter NRHS. Train leaves Lancaster 7 AM, Paoli 7:45, 30th Street Station 8:20 AM, returning to 30th Street 9:25 PM, Paoli 10:05, Lancaster 10:55. Four tour options will be offered during five-hour layover at Manassas, including bus trip to historic Civil War battlefield sites. Fare: \$82 per person. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566. Visa, MasterCard and Discover cards are accepted (show card number and expiration date with order).

FAMOUS PHILLY CHAPTER FANTRI

THE PAST (Continued from Page 3)

stations as Grassland and Foxcroft. The puffing H9 finally brought us to end of track at Newtown Square where everyone could detrain for pictures, as the sun began to shine with greater brilliance. Because the siding at Newtown Square was too short to accommodate our six cars, it was necessary to back all the way down the branch on the return trip.

The only disquieting note of the day came in early afternoon when the Union News butchers, who were handling the food sales, announced that they had run out of sandwiches. These good-natured gentlemen had set up their serving counter atop the seat backs in one of the coaches, and were constantly busy. Union News was always called upon for food service when it was not possible to operate a standard diner on a special train.

It was just about 4:15 PM when the 1377 took a deep breath behind Franklin Field, barking its way through the 32nd Street tunnel and up the curved grade into 30th Street Station's Upper Level. The six cars rolled to a smooth stop and in a few minutes the train was on its way to Broad Street Station.

As the passengers disembarked for the final time, they could look back to an eventful day on the Pennsy, much of it over track of unquestionable quality but some over track that caused mild anxiety. It was an unusual trip of nearly 50 miles on the Philadelphia Terminal Division--for just \$1.50 per ticket!

PHILADELPHIA EXPRESS

(Continued from Page 6)

following a pact with the United Transportation Union that had been imposed by an arbitration panel. Members of the Brotherhood of Locomotive Engineers were expected to ratify an agreement last month similar to the UTU agreement.....TCU informational pickets outside the CONRAIL annual meeting on May 15 handed out sheets headed "Conrail is now Greedrail," protesting the furlough of many TCU members.

CONRAIL moved the components of Pennsy K4 #1361 on a TTX flatcar and three gondolas out of Altoona on May 11, enroute to the Steamtown shop in Scranton for rebuilding (George Metz).....CONRAIL has leased GP38-2 #8054 and SW1500 #9558 to the Academy of Industrial Training at Lester, PA for the training of newly-hired train service employees. Also on hand at AIT is retired CSX GP40 #6614.....CONRAIL has put another cluster of lines up for sale, this one the Allentown Terminal Group (Harrisburg Chapter).....NORFOLK SOUTHERN, in cooperation with CP RAIL, will launch its own daily double-stack container service between Chicago and Taylor intermodal terminal near Scranton, which is within drayage distance of North Jersey and Philadelphia. This establishes a new, though slower, service to compete with CONRAIL, after CP Rail withdrew from the east-west container business on March 1 after several years of losing money in the competition.

Chapter Member Richard Reuss popped up in the press again last month, when the May 16 Inquirer Magazine published an article entitled "One-track mind." Included was a full-page photo of Dick standing in the forest of signals mounted in his front yard.....The most recent issue of the Milepost, published by Friends of the Railroad Museum, features "The Demise of Old Broad," an article on Broad Street Station by Member Bert Pennypacker.....Member George Metz will be installed this month as Right Eminent Grand Commander of the Knights Templar of Pennsylvania.....CSX in April merged its former Baltimore and Cumberland Divisions into the new 2,000-mile Baltimore Service Lane, extending from Philadelphia to Richmond, VA and Garrett, IN. This is CSX's fourth such service unit, having previously established the Chicago, Florence and Louisville Lanes (Railway Age).....The new National Canal Museum in Easton, with its 9,700 square feet of exhibit galleries, will be officially opened on June 14 (Locktender).....The final total of paid passengers on the Chapter's April 20 FP7 excursion was 302.

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