

60th Anniversary ~ 1936-1996



CINDERS

MARCH 1996



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Volume 57 Newsletter of the Number 3

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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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.

SPLENDID "PRR EVENING" SET FOR MARCH 16

This year marks the 150th anniversary of the creation of the mighty Pennsylvania Railroad, as well as the 60th anniversary of Philadelphia Chapter NRHS and the 20th birthday of Philadelphia Chapter PRRT&HS. All of these events, not to mention the 25th anniversary of Amtrak and Conrail's 20th, will be celebrated at a gala banquet and display on Saturday, March 16, in the great North Concourse of 30th Street Station. Co-sponsors are the two Philadelphia Chapters, which have been jointly planning the occasion with Phil Ritter and Marie Eastwood as coordinators.



The display of PRR memorabilia will continue from 12 Noon to 5 PM, followed by a social hour from 5:30 to 7 and the buffet banquet catered by Feastivities of Berwyn. Featured speaker at the dinner will be Bennett Levin, prominent PRR enthusiast and former City official known for his dynamic personality. He is the owner of the restored president's car #120 which will be spotted for walk-by inspection on the Lower Level of the station, its bedrooms made up and dining table laid with full place settings of PRR china and silverware. It is also anticipated that 1963 Budd-built Silverliner #269, the only car in SEPTA's fleet still fully lettered "PENNSYLVANIA", will be on display, courtesy of NRHS Member and SEPTA Supervisor Hank Habbersett and Railroad Division management.

In addition to Mr. Levin, Amtrak's Director of Government Affairs Joseph McHugh will speak on the significance of this anniversary year. Other distinguished guests will include Gregory Molloy, national president of NRHS, and Ivan Frantz, national president of PRRT&HS. Philadelphia NRHS Editor Larry Eastwood, who is also national senior vice president, will serve as master of ceremonies.

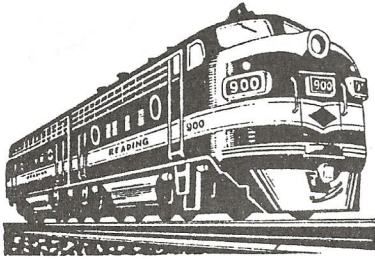
For those driving to the event, a reduced parking rate of \$7 will be available for dinner guests in the 30th Street garage and lot (parking tickets to be stamped). It is also expected that Amtrak will arrange a few informal tours of the station during the afternoon display period.

Those who have ordered tickets by mail have received or will receive a postcard admission form, which should be exchanged for commemorative tickets at the reception table prior to dinner. Wine, beer and soft drinks will be available during the social hour by the purchase of coupons from the PRRT&HS table for \$3, \$2 and \$1 respectively.

As Cinders went to press, some 200 tickets to the banquet had been sold, but additional space is still available. The ticket price is \$45 per person, with checks to be mailed to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS." Deadline for reservations is Monday, March 11, 1996. For further information, telephone Frank Tatnall at 610-828-0706. Don't miss this festive, once-in-a-lifetime event!

READING FP7'S TO STRUT WITH APRIL 20 SPECIAL

Those historic ex-Reading FP7 diesels #902 and 903 will begin the 1996 season on Saturday, April 20, hauling an excursion train over the Delaware Valley and Brandywine Valley Railroads. The event is sponsored by Philadelphia and Lancaster Chapters NRHS, which own the units.



Scheduled to depart at 10 AM from the Brandywine Scenic Railway station at Northbrook, PA, the train of open-window, rest-room-equipped coaches will travel over the Reading's former Wilmington & Northern branch, which follows the Brandywine Creek for some 20 miles through Chester County. Some of this route is "rare mileage," not having been covered by passenger trains in recent years. It is also planned to operate the train over a portion of the ex-Pennsylvania Railroad Octoraro branch from Chadds Ford west, possibly as far as Avondale. To the north, permission has been received to run through South Modena to Brandywine Valley's Coatesville yard, an area which has not seen a revenue passenger train in many years. The coaches will be supplied by Brandywine Scenic and the Wilmington & Western. Several photo stops and runbys are planned during the day, with the train scheduled to return to Northbrook about 4 PM.

Fare for the trip is \$30 per person (children under five free), and an optional box lunch may be ordered for an additional \$5. A flyer has been issued, which is reproduced in this month's *Cinders*. It will also be available at the March 2-3 Greenberg's Train Show and elsewhere. Tickets may be ordered by mail using the coupon on Page 12, and a stamped, self-addressed envelope will be appreciated. Telephone orders using Visa, MasterCard or Discover Card are also accepted, by telephoning Bruce or Virginia Irvin at 610-352-7063.

Come out and enjoy an early spring day along the picturesque Brandywine Creek, and bring your camera to capture the sleek green, gold and black FP7's in action!

WEATHER CANCELS FEBRUARY 16 MEETING; NO MEETING IN MARCH

The Chapter's February 16 meeting, featuring the annual Ray Muller Slide Contest, was cancelled on Friday morning, February 16, when deteriorating weather conditions deemed it appropriate to not hold the meeting. The Ray Muller Slide Contest will be the program feature at our meeting on Friday, May 17, 1996. Mark the date on your calendars.

Members are reminded that there is no scheduled meeting this month; our 60th anniversary banquet on Saturday, March 16 (see Page 1) will take the place of our normal meeting. Our meeting on Friday, April 19 will feature Andrew Lenton, Transportation Planner with the Philadelphia City Planning Commission, who will present a program on Northeast Philadelphia Rapid Transit Needs and Preferences. Plan to attend.

CHARLOTTE CONVENTION TO FEATURE MAINLINE TRIPS

The NRHS national convention, based in Charlotte, NC from June 18 to June 23, 1996, has been beefed up with a number of mainline trips now scheduled. With the demise of the Norfolk Southern excursion program, it was feared that no mainlines could be covered, but convention planners have arranged three diesel-powered Amtrak specials over both NS and CSX. The new convention schedule is this:

- TUESDAY, JUNE 18 - Steam excursion on Great Smoky Mountains Railway Dillsboro-Andrews, NC
- WEDNESDAY, JUNE 19 - Tour of newly-restored Spencer Shops roundhouse and operation of train at NC Railroad Museum, Spencer, NC
- THURSDAY, JUNE 20 - Rare mileage trip on CSX (ex-SAL) Monroe-Acme, NC
- FRIDAY, JUNE 21 - Seminar, train show, barbeque dinner and national meetings
- SATURDAY, JUNE 22 - Rare mileage trip on CSX (ex-SAL) Monroe, NC-Greenwood, SC
- SUNDAY, JUNE 23 - Circle trip on NS (ex-Southern) Charlotte-Asheville, NC via Old Fort Loops and return via Saluda Grade

For those not already pre-registered, the registration fee is \$20. Address: NRHS 1996 Convention, P. O. Box 297, Spencer, NC 28159. Telephone --704-647-0508. Convention brochure and order form will be mailed after March 1, but only to those who have pre-registered or completed form enclosed with the National Railway Bulletin #4 mailed last fall.

DONORS ACKNOWLEDGED FOR CHAPTER'S RECORD-SETTING FUND DRIVE

It is gratifying to report that members of Philadelphia Chapter have shown even more than their usual generosity in donating funds to the Chapter, over and above the normal dues for 1996. All of this money will go to meet the many obligations resulting from the Chapter's costly restoration of former Reading FP7 locomotive #903.

Through February, the Chapter has received a total of \$3600 in cash donations, with another \$1175 going to the National. More than 180 members responded to the Chapter's appeal for assistance.

In addition, Charlie Van Reed gave the Chapter 34 shares of stock in a blue-chip company, which the Chapter board has decided to retain as these shares appreciate in value. The Chapter's officers and board members extend a sincere thanks to all who have contributed.

THE WINTER OF DISCONTENT - PART II

by Frank Tatnall

Since last issue's report on the January blizzard and flood, more information has come to light regarding the effects on area transportation. And we've had more bad weather--but nothing that holds a candle to the travails of January. Here are some accounts that have come to our attention:

SEPTA - The Railroad Division did a remarkable job in maintaining at least a skeleton service even during the height of the storm on Monday, January 8, when anywhere from 20 to 30 inches of snow was piling up in the region. A major problem was getting RRD employees in to work, a situation aggravated by local police who frequently issued tickets as employees tried to drive to work during the state of emergency then in effect. SEPTA had received a waiver from State police but it took a while for the word to seep down to the local constabulary. There was even a story about a surgeon who desperately had to get from Lansdale to a center city hospital to perform a bone-marrow transplant operation that Monday, and who managed to get there on an R5 train. "The next time you hear somebody question the need for public transit, ask them where they were during the Blizzard of '96," wrote SEPTA General Manager Louis Gambaccini to an area newspaper. "Weather emergency showed SEPTA's value to region," was the headline over Acel Moore's column in the Inquirer on January 23.

Then on Friday and Saturday, February 2-3, another storm struck, dropping four to 12 inches of snow on the Delaware Valley. Again SEPTA staffed its Regional Rail emergency center or "war room" in RRD headquarters deep in the Mellon Bank Building. Trains ran all night to keep tracks open and some cars were stored in the center city tunnel as temperatures fell to 14 degrees overnight. On Saturday there were numerous delays and detours on bus routes, but Regional Rail and the high-speed lines ran close to schedule. Cold temperatures persisted, however, the mercury falling to three degrees on Monday morning and six on Tuesday.

On Friday, February 16 yet another storm attacked the City, with over seven inches of snow bringing the season's total to a record-breaking 55.9 inches. The airport remained open but many flights were cancelled, as was the Philadelphia Chapter meeting scheduled for that evening. As it had done in the previous Friday storm, SEPTA beefed up its early and mid-afternoon RRD trains with extra cars to handle early dismissals from center-city offices. But there were delays, the worst of them occurring when train 835 from Fox Chase developed a defective pantograph. This snagged the catenary at Newtown Junction, and after that problem was corrected the same thing happened in Market East Station, putting busy track 3 out of service for two hours during the rush period. The subways ran reasonably well, as SEPTA announced that it would operate regular train service on the Frankford el all weekend instead of the normal bus substitution. There were numerous bus route detours on Friday, but service quickly recovered on a sunny Saturday. Even the Route 100 Norristown High Speed Line, which had been virtually shut down for a week after the January blizzard, was running on Friday, and on Saturday was back on schedule. (A report surfaced that during the January crisis SEPTA had gone so far as to contact the Rockhill Trolley Museum in an effort to borrow the former P&W plow which it had disposed of several years ago, but the museum refused the request.)

SEPTA later estimated that the January storms cost it nearly \$6 million--\$2 million in lost revenues and \$4 million in increased labor, equipment and snow removal costs.

AMTRAK - Though Amtrak had its problems during the big January snowstorm, it received considerable praise from the media for at least running some service on the Northeast Corridor while airports and major highways were shut down. "Amtrak answered the call," headlined the Washington Post, "Despite delays, service cuts, high costs, the trains got through." The article by Reporter Don Phillips was attached to a letter of appreciation sent to all Corridor employees by Chief Executive George Warrington. Two weeks later, Amtrak allowed itself a bit of self-congratulation by running ads in the newspapers showing AEM-7 #948 racing through the snow above a heading which read: "When everyone else was snow bound, we were Boston bound, New York bound and Washington bound." CBS Anchor Dan Rather publicly thanked Amtrak on his January 8 broadcast for getting him to New York in time, and ABC's Barbara Walters used Amtrak to travel from New York to Washington to interview First Lady Hillary Clinton. Senator Jeffords of Vermont told his colleagues on the Senate floor that he was only able to reach Washington by using Amtrak. And the U. S. Postal Service commended Amtrak and its employees for helping get the mail through.

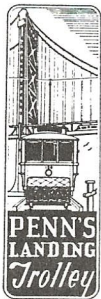
During the February 2-3 storm Amtrak's Corridor trains ran almost on time, but on February 16 delays of 15 to 30 minutes were reported. Still, the high costs of operating during this severe winter will not help Amtrak's precarious financial condition.

CONRAIL AND OTHER FREIGHT RAILROADS - The blizzard forced the closure of Conrail's Allentown yard on January 8, and crews used heavy machinery to load snow into gondola cars to be hauled away. Certain branch-lines weren't dug out for days, and even Conrail's general office in Philadelphia was officially closed that Monday. But Conrail, CSX and CP Rail suffered much greater pain from the floods of January 19-20. High water was not a big problem for Conrail in the Philadelphia area, but elsewhere on the Philadelphia, Harrisburg and Albany Divisions there were nearly 60 instances of washouts, mudslides or ice jams which affected freight traffic. Among the worst were the January 20 derailment of train BAPI on the Port Road branch near Safe Harbor, PA as massive chunks of ice slammed into the 120-car train, and a 150-foot-deep cavity on the Lehigh Line just west of Solomons Gap, PA which occurred when a section of Penobscot Mountain slid into the valley. The Port Road derailment was cleared within four days and the line reopened to traffic, but at the end of February the Lehigh Line was still out of service as repairs proceeded. The latter line had just been put up for sale by Conrail and there was some question as to whether it would be rebuilt, but Conrail reportedly received Federal emergency funds to assist in the project.

(Continued on Page 4)

PENN'S LANDING TROLLEY CALLS IT QUILTS

After surviving an earlier crisis last October (see October, November Cinders), the Penn's Landing Trolley has permanently ceased operations. It was a "victim of changing Penn's Landing development and pedestrian traffic flows, changing transportation policies, changing bureaucracies as well as increasing costs," in the words of the press release from Buckingham Valley Trolley Association which operated the Columbus Blvd. tourist attraction for the past 14 years.



Staffed entirely by volunteers, the Penn's Landing Trolley became an institution along Philadelphia's increasingly popular waterfront, but it was unable to share in the growth. From a high of 16,000 riders in 1987, patronage declined steadily to less than 7,000 last year as new bridges diverted potential passengers away from the avenue. A hostile Penn's Landing Corp. made life difficult for the volunteer group, which numbers many NRHS members in its ranks. But over the years, from its first operations on September 5, 1982 until the last car was put away in the Pier 9 "barn" on December 17, 1995, the PLT people provided much entertainment for many people, and helped spread the lore of trolleys to thousands of visitors. Using a small fleet of beautifully-restored historic cars, most of them of Red Arrow lineage, BVTA provided weekend and holiday service from April to December over 1.1 mile of Philadelphia Belt Line track between the Ben Franklin Bridge and Fitzwater Street.

The final blow came when PennDOT began planning the reconstruction of Columbus Blvd. north of the bridge. Even though the City had obtained a Federal ISTEA grant of \$1.2 million to build new track to a storage area at Front & Laurel Streets and to install commercial power facilities, PennDOT insisted that either the City or SEPTA formally guarantee that trolley operations on Columbus Blvd. be maintained indefinitely. Neither could do so. As a result, PennDOT terminated the grant and announced that street trackage would be removed--including the spur into BVTA's operating base on Pier 9. SEPTA has been contracted to remove all poles and overhead wire (SEPTA had installed them in 1982), and work began last month.

BVTA hastened to assure its members that it was not going out of business. SEPTA's Light Rail Division is attempting to find permanent storage space for the restored cars (BVTA-owned Peter Witt #8534 and another Witt are already on SEPTA property), although scrapping appears inevitable for some of the unrestored, heavily-vandalized cars parked on the Front & Laurel lot. There is also the possibility of a future historic trolley operation somewhere in the Philadelphia area. Serving on the current BVTA board are Philadelphia NRHS Members Joe Mannix, George Metz and Phil Mulligan, with Henry Adamcik the membership secretary.

It is unfortunate that, in contrast to the success of historic trolleys in other cities--San Francisco, Seattle, New Orleans and Dallas among them--Philadelphia could not make the concept work in the long term. BVTA warns that if secure storage space cannot be found, it may be forced to sell or give the cars to rail museums elsewhere. This would deal a crippling blow to any plans for vintage trolley operations in the Delaware Valley.

THE WINTER OF DISCONTENT - PART II (Continued from Page 3)

CP Rail, which has trackage rights over the Lehigh Line, is detouring its Philadelphia trains 557 and 558 over its own line to Sunbury--itself closed for a time by high water--thence Conrail to Harrisburg and Philadelphia. CP's North Jersey intermodal trains 265/266 have been annulled with the containers trucked to and from Scranton, and its plans to divert Montreal-Potomac Yard trains 555/556 through Philadelphia via CR-CSX are on hold. CSX, meanwhile, had its own problems with high water at several locations along the Potomac River and a washout near Fairhope, PA on the Sand Patch grade. Nearly 140 trains were delayed, many of them rerouted via Conrail between New Castle, PA and Philadelphia and some over other CSX lines. Likewise, Conrail was forced to detour some Port Road trains over CSX between Philadelphia and Baltimore. Allen Brougham, editor of the Bull Sheet newsletter and a CSX operator at "Miller" tower, wrote a fascinating account of the rising Potomac River threatening his tower, which is in an isolated area near Cherry Run, WV on the former Baltimore & Ohio mainline. He and fellow operators earlier rode the Capitol Limited to work when roads were blocked during the January 7-8 snowstorm. MARC commuter service over CSX's Baltimore-Washington mainline did not resume until January 11, three days after the snow stopped.

The January weather had a predictably negative effect on the railroad's bottom lines. During the week following the Blizzard of '96, the AAR reported that carloadings in the East declined 24.3 percent from the same period in 1995. Nationwide, the drop was 12.6 percent, with intermodal down 11.7 percent, reflecting not only the snow in the East but storms and bitter cold in the West as well. Conrail took an even worse hit, with carload figures down 15.2 percent for the first two weeks of 1996 and intermodal loadings off 25.4 percent. These numbers simply worsened the traffic volumes in a period of slowing business activity. For the first five weeks of this year, U.S. rail carload traffic declined 11.9 percent and intermodal 3.4 percent, while Conrail was down 10.4 percent overall (though intermodal increased slightly by 0.3 percent).

Much of the above information was gathered from newsletters of various NRHS chapters, as well as Philadelphia newspapers, Railway Age and Traffic World and Conrail documents.

MEMBER SEEKS INFORMATION ON PRR CABIN CAR

Member Edward J. Feathers of Glenolden has purchased a former Pennsylvania Railroad cabin car (caboose), and is trying to determine its original car number. A former PRR N8 built in May 1951, it last carried Conrail #23359. He is also interested in any photos of the car. The cabin had been stored in Renovo, PA and arrived on the Wilmington & Western in December 1995.

Ed's address is: 511 Urban Avenue, Glenolden, PA 19036-2428.



At the tail end of the February 16 snowstorm (which also cancelled our February meeting), a serious collision occurred at Georgetown Junction, MD, just west of Silver Spring, when a late-running Amtrak Train 29, the Capitol Limited, was struck by the cab car of eastbound MARC train 286 from Martinsburg, WV, as it was crossing over from the eastbound to westbound track after running around a CSX freight train. The fuel tank of Amtrak F40 #255 was ruptured in the collision, igniting a fireball which consumed the lead MARC car and the 255 itself. A total of 11 passengers and crew members, all from the MARC train, perished in the accident, with most deaths caused by the fire.

For the record the consist of MARC Train 286 was cab car 7752, coaches 7720 and 7709, and MARC GP39H-2 73 pushing the consist. Amtrak #29 was led by F40 #255, followed by Genesis P40 #811, MHC's 1411, 1463, 1424, 1521, 1533 and 1566, baggage 1225, transition sleeper 39027, Superliner sleeper 32093, Superliner diner 38041, Superliner Sightseer lounge 33038, and Superliner coaches 34060 and 34080, followed by Hi-level coach-dorm 39933. None of the passenger-carrying Superliner equipment was heavily damaged.

Train 47-Three Rivers ran through to Chicago the night of February 16. Train 30-Capitol Limited which left Chicago on Friday night arrived Pittsburgh Saturday morning the 17th and continued east to Harrisburg, where a "scratch" consist carried passengers on to Philadelphia and New York, with Washington passengers bused south. On Saturday night the 17th, the Superliner equipment had been turned and went west from Harrisburg, after buses had arrived from Washington. The Saturday train included 19 cars and two locomotives. Not surprisingly, it stalled three miles west of Altoona on the climb up Horseshoe Curve. Two Conrail helpers reportedly pushed the train over the grade (this certainly was not PRR practice!).

Saturday night's eastbound #30 was expected to be turned at Rockville, MD to become Sunday evening's westbound #29.

Amtrak and three on-line states will fund a three-month demonstration train between Mobile and New Orleans between June 1 and August 31, 1996. The City of New Orleans equipment will likely spend its nights in Mobile, running east in the later afternoon and returning to the Crescent City in the early morning.

The Coast Starlight was scheduled to implement improved coach amenities like audio-video entertainment in mid-February. On-board entertainment of various styles is being evaluated, beginning with magicians. It's all part of an effort to provide a "cruise train" image.

Prototype Viewliner sleeper 2301 has come out from a lengthy stay at Wilmington, still dressed in the old livery and carrying no name. The fifth production Viewliner sleeper, 62004-Beach View was released in January.

At January 31, a photo shoot was arranged to show off the new NortheastDirect color scheme. Virtually all of the cars repainted at that time were involved, and they include Amcafe 20021, lounge 28307, club-dinette 48154, ADA coaches 21625-21628 and coaches 21066 and 21245.

Amtrak has approved the rebuilding of 40 stainless steel Heritage coaches to baggage cars. So far, six have been completed (1701-1705 and 1712). The initial cars (1706-1720) are expected to be renumbered in the order of the old coach numbers from which they were rebuilt). There are 29 other candidates at Beech Grove or still in service for this program.

The 1996 Superliner II production program, which will complete the order, starts at 39026 (transition sleeper) and 34118 (coaches). Most of the new coaches have been assigned to Amtrak West's flagship Coast Starlight. The remaining cars will go to the Auto Train to free up Amfleet II coaches. Intercity SBU can then replace wreck-damaged cars by storing the eight Heritage long-distance coaches still in service on the Crescent and Lake Shore Limited.

Although no Heritage lounge cars are in service on Amtrak, cars 3104 and 3120 are leased/assigned to North Carolina to back up their car on the Piedmont (800201-Pamlico, ex-Amtrak, nee-3406).

On December 27, eight Turbos (154, 156, 160, 170, 172, 173, 175 and 177) were moved to Wilmington for storage, and they were expected to be following on January 17 by another string of cars.

The proposed order for high-speed trainsets has been cut from 24 to 18 (electric-powered) and two fossil-fueled examples. Assuming a six-hour running time between Boston and Washington and a one-hour turnaround at each end, 14 sets would be needed for hourly service with four spares. Originally, the "extra" sets would have allowed some half-hourly rush-hour headways between New York and Washington.

The Northeast Corridor Business Unit has scheduled 77 complete overhauls to bring Amfleet coaches into ADA compliance. In addition, major renovations are planned at Bear and Wilmington shops.

The NEC SBU has increased the availability of cars in revenue service by 20-50 cars per day. They are scheduling more frequent preventive work rather than reacting to unscheduled problems.

While the April schedule changes have not been completely defined, items under consideration for the Corridor will see Clocker 630 discontinued, to be replaced by an earlier-running Adirondack, whose present

ON THE SCENE (Continued from Page 5)

slot in the schedule would be replaced by an earlier Vermonter. Train 188 will not run on Sundays. To take local travel off the Carolinian, Trains 191, 75 and 180 are added near their present schedules. The replacement train for Carolinian local passengers will run through to Newport News on Fridays and Sundays. Train 183 will be discontinued between New York and Washington. The southbound Vermonter will operate about an hour earlier (on Sunday, it will be about 1 hour, 45 minutes earlier).

Eight roundtrips per week will be discontinued between New York and Washington, and some Richmond connections will leave Washington at different times than at present. There will be one less Boston-New York round trip per week (Trains 94 and 165 won't run Saturdays).

As part of the program which restored the through coach service to Chicago via the Three Rivers and Capitol Limited, Chicago released its six Amcoaches to the NEC SBU. Chicago retains some Amcafe I and Amdinette I cars, however.

The rebuilt Turbo trainset in service on Empire Service route trains is 151-179-180-181-159, with a relief set made up of 153-178-171-187-174-163. Another nine units remain at Albany-Rensselaer, at last check.

The newest Talgo trainset, meanwhile, has arrived in California for a round of displays prior to beginning revenue service.

Amtrak assigns its active cars and locomotives among its three Strategic Business Units (SBU's). At mid-January, the allocation was summarized as outlined below.

AMTRAK EQUIPMENT ALLOCATION January, 1996				
TYPE EQUIPMENT	NORTHEAST CORRIDOR	INTERCITY	AMTRAK WEST	TOTAL
Amfleet I	415	23	41	479
Amfleet II		135		135
Heritage (passenger)	43	116		159
Heritage (head-end)	3	288	13	304
Horizon		63	37	100
Superliner		415	69	484
Turboliner	8			8
Viewliner	2	6		8
Totals	471	1046	160	1677
<u>Motive Power</u>				
Control Cars	6	10	9	25
Road diesels	63	159	26	248
Electric	66			66
Yard/work diesels	50	11	6	67
Turbo	4			4
Totals	189	180	41	410

The BC Rail Budd RDC blown up in an "X-Files" episode was wreck-damaged BC23 (ex-CP RDC-2 #9112), not a former Reading car, as first reported. BC Rail Budd RDC-1 #BC-22 (ex-Reading 9160) was retired on April 7, 1994, the result of a collision with a rockslide on December 8, 1993.

On VIA Rail Canada, the program to rebuild some ex-U.S. Budd-built coaches into "HEP-2" coaches for VIA service should be completed by the end of March, having been held up by difficulty with the seat supplier.

Bytown Railway Society (Ottawa) Branchline reports that 17 steam-heated cars operated out of Toronto over Christmas to Windsor and Sarnia. They included three club cars, seven snack-bar coaches and seven coaches. Almost certainly these cars will now have been replaced by "HEP-2's".

The Skeena will become a day train with the April schedule change (you must make hotel arrangements for the overnight stay in Prince George).

It appears that the only other steam-heated trains, apart from several mixed trains, will also soon be history. The Jonquiere and Senneterre tri-weekly trains will be combined out to Hervey (meaning a day trip to Senneterre), using HEP cars. Also, the Hudson Bay should soon be converted to HEP cars.

The Chaleur ran to the Gaspé with 12 cars over Christmas. Consist included four coaches, five sleepers and a Park-series dome-observation.

In New York transit and commuter rail items, the three year (1997-1999) plan for New York envisions 840 subway cars (mostly to replace the earliest surviving IRT cars). Long Island Rail Road would get 133 new MU's and overhaul 208 existing cars. Metro North would receive 80 new MU cars and seven more dual-powered locomotives.

Pullman's Buffalo shops built six parlor-buffet cars in April-May, 1903 for Reading Company service. All were named for points on the New York Branch: Glenmoore, Langhorne, Rydal, Somerton, Trevose and Woodbourne. All were retired in the early 1930's.

PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.

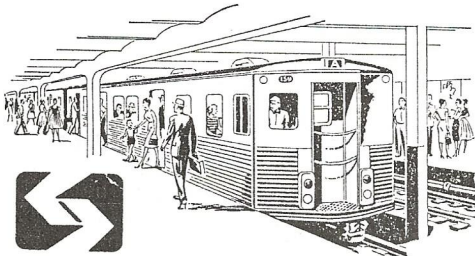
SEPTA's Railroad Division and its riders will be feeling the after-effects of the fatal February 16 collision of a MARC push-pull train and AMTRAK's Capitol Limited in Silver Spring, MD. Three days after the accident, in which 11 persons died, U.S. Secretary of Transportation Federico Pena announced that DOT will impose emergency rules on carriers operating on tracks not equipped with an automatic train control system. This will mean that SEPTA engineers running trains on former Reading lines north of center city will be required in most cases to operate at medium speed (30 mph) after leaving a station or other stopping point to the next wayside signal. Engineers will also be required to verbally identify each restrictive signal to other crew members, presumably by radio. These rules, which will inevitably slow service, will not apply on Amtrak-owned lines equipped with cab signals and train controls that are designed to stop or slow a train in compliance with signal indications if the engineer fails to do so. Under the new rules, SEPTA will need additional crews.

In the Maryland accident, it appears that the MARC engineer may have forgotten the approach indication he received prior to stopping at Kensington station, speeded up to more than 60 mph and was unable to stop before striking the Amtrak train which was crossing from #2 to #1 track at Georgetown Junction. This followed by seven days a collision between two NJ TRANSIT trains at Bergen Junction, near Secaucus, NJ, in which three were killed--including the engineers. Both the MARC and NJT accidents involved signal violations and a push-pull train in the push mode striking an opposing locomotive.

One of the projects that survived PennDOT's massive cutback in highway spending (see February Cinders) was the huge park-and-ride lot planned for the new Bensalem station in Bucks County. The new 1,600-space lot, originally a part of a planned \$2-billion makeover of Interstate 95 in Pennsylvania, will be reached by new ramps off I-95 and Woodhaven Road. To be built adjacent to the present 232-space lot at Cornwells Heights station, the Bensalem lot will be the largest in the SEPTA system. It was not revealed whether it would also be served by AMTRAK trains as envisioned when the station was first discussed several years ago. The new plan was reported in the February 15 Daily News, two days after PennDOT released a list of road projects to be postponed indefinitely because of cuts in Federal funding.....Local residents who formed

the Committee to Save Station Road Park have raised \$60,000 to buy a half acre of land from AMTRAK, preserving the park area just north of Wynnewood station. They will donate it to Lower Merion Township.

SEPTA provided a special push-pull train to carry some 400 activists to Harrisburg on January 30 for a rally at the State Capitol in support of increased transit funding. The westbound train, hauled by AEM-7 #2303, ran more than a half-hour late because of a downed wire on the #4 westbound track just west of Exton station, which forced single-tracking between Paoli and Thorndale for most of the day. The wire had dropped on SEPTA deadhead train 5003 before the morning rush, causing many delays. The special party was returned from Harrisburg that afternoon in a separate six-car train behind AEM-7 #2306.....SEPTA was advertising the convenience of its rail and transit services for the biggest-ever Philadelphia Flower Show February 25-March 3, which for the first time moved into the new Pennsylvania Convention Center.....SEPTA is single-tracking its R5 trains during midday between Oreland and Ambler as workers install welded rail on the #2 northbound track.... Two trespassers were killed when struck by Airport Line train 0105 near Island Avenue on February 22, and a woman crossing the tracks at Queen Lane station January 31 was injured when struck by a Chestnut Hill West train.



In spite of protests from transit users and business leaders, Governor Ridge's budget for Fiscal Year 1997 beginning this July 1 gives SEPTA and other transit agencies no increase in their operating subsidies. SEPTA's funding will remain the same as the current year--\$176.5 million--though the budget provides \$46.7 million in capital funding to match federal grants, and SEPTA is projected to receive about \$115 million from the State Transportation Assistance Fund representing a \$4-million increase over 1996. But for the second year in a row, there will be no funding for vehicle overhaul and infrastructure renewal projects. SEPTA had sought \$70 million for these programs..... Thomas Hayward of Delaware County was re-elected chairman of SEPTA at the February 22 board meeting.....Five City Council members and

Congressman Thomas Foglietta of Philadelphia wrote to the Inquirer last month supporting the paper's January 21 editorial in favor of SEPTA General Manager Louis Gambaccini. But State Senator Vincent Fumo of South Philadelphia, a longtime Gambaccini antagonist, later wrote a letter denying the Inquirer's charge that he wanted Gambaccini out in order to gain political access to SEPTA contracts. Then he concluded by saying "Mr. Gambaccini should take his pension (which will be sizeable) and make way for new blood."

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

SEPTA officials admitted last month that engineering and design problems with the new Market-Frankford cars make it impossible to give a firm date for initial deliveries in the \$285-million order. Officially, SEPTA says that the contractor, Adtranz, will begin delivering the eight pilot cars in September 1996, with delivery of the 214 production cars to start next March. The many serious problems surrounding this project were described in an Inquirer story on January 28, headlined "New cars for the el miss deadline, fail stress test." This apparently came as a surprise to DVARP, according to its February newsletter, although this writer said in the December 1995 Cinders that the order was running about eight months behind schedule, and had earlier referred to the stress test failure at Adtranz's plant in Australia.....The pilot bus in SEPTA's order for 400 new Ikarus-built buses arrived last month for testing and display. The boxy vehicle, dressed in a new all-white paint scheme with red-and-blue band above the windows, is numbered 5001, but will not go into service on Route C-Broad Street until it makes demonstration visits to Syracuse, NY and Toledo, OH. Boasting padded seats and a satellite-based voice announcement system, the 102-inch-wide bus rides very comfortably. It also has an easy-to-operate wheelchair lift at the front door.

SEPTA now says that it is uncertain whether it will resume operation of the Welcome Line and retain Chestnut Hill Trolley operations this spring. A funding shortfall is the problem, though it is likely that work will be completed on the fourth Welcome Line PCC, #2726, to be dressed in the gaudy "Gulf Oil" blue-and-orange scheme.....It appears that the rerouting of Route 13 cars via 58th Street will not begin this year after all, because PennDOT will delay rebuilding the Chester Avenue bridge at 49th Street until 1997. The project to restore trackage on 58th Street between Chester and Woodland cost \$1.4 million, according to the New Electric Railway Journal.....A 2:30 PM power failure on the Market Street el stranded thousands of commuters during the evening rush hour on February 20. By 5:30 power was restored between 52nd and 69th Streets but it was 7:15 before normal service could resume. Shuttle buses were used between 30th and 69th Streets during the outage..... A male passenger was shot and killed aboard a westbound Market-Frankford train at the 40th Street station on January 27. Such an event is extremely rare on SEPTA.....SEPTA has removed those blaring ad posters linking abortion and breast cancer, in spite of protests by the buyer, Christ's Bride Ministries of McLean, VA, that they are protected by the Constitution's free speech guarantee. SEPTA based its decision on a finding by the Department of Health & Human Services that the ads are misleading and unsubstantiated by medical research. A court fight is expected.....SEPTA will soon begin selling ad space on its timetables, maps, passes and token packets, but no liquor or tobacco companies need apply. SEPTA also plans to publish a free newspaper for riders, the Daily News reports.



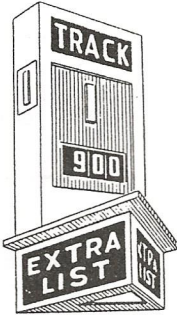
AMTRAK raised most of its Northeast Corridor fares effective February 13. New uniform peak hours of 11 AM to 11 PM Fridays and Sundays were also set..... AMTRAK is seeking an experienced person for the new job of product line manager in charge of high-speed Corridor service, planned to start in October 1999. The job will pay at least \$90,000 a year.....Philadelphia Magazine has given AMTRAK a "Hall of Fame" award for the restoration of 30th Street Station and startup of the Food Court. The citation was part of the magazine's annual "Best of Philly" awards (Amtrak On Track)..... The Interstate Commerce Commission reportedly decided the AMTRAK versus CONRAIL dispute (see March 1994 Cinders) shortly before it went out of business last December. Amtrak will have to pay Conrail \$1.27 per train mile, up from 36 cents (G. T. Paine via Forest City RRE).....AMTRAK police have set up a customer service counter in the northwest corner of the 30th Street Station concourse.....The west section of the new high-level platform at North Philadelphia station was opened last month.



CONRAIL is approaching its 20th birthday on April 1 with some 23,000 employees--down from more than 100,000 in 1976. But this figure will shrink again as the railroad last month announced a plan to cut 900 more non-union jobs over three years. The plan includes an early-retirement program for 379 employees who will reach age 55 by next February 28, and a voluntary separation for others who have been with the company for at least 15 years. About 1,650 of those eligible work at the 20th & Market headquarters in Philadelphia. Conrail said it would reserve the right to deny separation to employees in certain critical areas and to limit the departures to 900.....CONRAIL Chairman James A. Hagen, 63, will retire May 15, with President and CEO David LeVan assuming the added title.....CONRAIL now has 19 senior vice presidents and vice presidents for 23,000 employees. In 1928 the Pennsylvania Railroad listed 13 vice presidents when the company employed more than 200,000 people.

An amendment to pending ICC legislation last fall by Congressman Bud Shuster of Altoona would have forbidden CONRAIL to sell either its Juniata locomotive shop or Samuel Rea carshop without approval of the involved labor unions. Opposed by Conrail, this item was stripped from the bill in the Senate, amid questions about the rule of Lobbyist Ann Eppard, a former Shuster aide who represented Conrail while continuing to serve as Shuster's fundraiser. She dropped Conrail but signed up UNION PACIFIC in its place (Traffic World)..... CONRAIL has announced that it will formally contest the proposed merger of UNION PACIFIC and SOUTHERN PACIFIC. Conrail had been turned down in its effort to purchase some 2,500 miles of SP-owned lines from Chicago and St. Louis to the Texas and Louisiana markets.....CONRAIL's net income was \$264 million for the full year of 1995 versus \$324 million in 1994. The 1995 figure includes a special charge for disposing of 1,800 miles of lines (see February Cinders). Without that charge, net income for the year would have been \$419 million. As reported last month, Conrail had a net loss of \$30 million in the fourth quarter of 1995.

CONRAIL's new SD80MAC locomotives have entered regular service and have been seen as far east as Oak Island yard in North Jersey. Twelve were on the property by mid-February, with #4102 and 4104 the first in revenue service hauling coal from Southwest Pennsylvania.....The Ringling Bros. Blue Unit circus train was due from CSX to CONRAIL March 4 in Philadelphia, enroute to East Rutherford, NJ. It will travel to Hershey



MARCH 16, 1996: Gala banquet celebrating 150th anniversary of the chartering of the Pennsylvania Railroad, 60th anniversary of Philadelphia Chapter NRHS and 20th anniversary of Philadelphia Chapter PRRT&HS. These two groups are co-sponsors of the event. Featured speaker will be Bennett Levin, well-known PRR historian and owner of former PRR president's car #120 which will be on display. Display of PRR memorabilia will be open to the public 12 Noon-5 PM, social hour begins at 5:30 PM and buffet banquet at 7 PM, all in the North Concourse of 30th Street Station, Philadelphia. Banquet tickets are priced at \$45 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, for pickup at the dinner. For information, telephone 610-828-0706.

THROUGH JUNE 9: "Steam & Steel" photographic display of historic steam locomotives and bridges from the Raymond E. Holland Collection, at Canal Museum, Route 611, Easton, PA. Hours: Daily 1-5 PM. Admission free. For information, telephone 610-250-6700.

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

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

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

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

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

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

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

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

APRIL 20: Lecture on Philadelphia's Broad Street Station by noted Artist and Historian Ted Xaras, 1-3 PM at Balch Institute, 18 South 7th Street, Philadelphia. Admission free.

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

MAY 4: Special train from Long Island to Danbury, CT and Beacon, NY via Hell Gate Bridge and Maybrook branch over lines of the Long Island and Metro North Railroads, sponsored by Long Island-Sunrise Trail Chapter NRHS. For information, write: LIST-NRHS, P. O. Box 507, Babylon, NY 11702, enclosing large stamped, self-addressed envelope.

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

DIETRICH NAMED CHAIRMAN, EASTWOOD SENIOR VP OF NRHS

Following the January death of National Chairman V. Allan Vaughn, Senior Vice President Leroy S. Dietrich of Washington DC Chapter has been named as chairman, President Gregory Molloy announced last month. R. L. Eastwood, Jr., of Philadelphia Chapter was elevated from vice president to senior vice president, replacing Dietrich, and Robert A. Pinsky of Chicago Chapter was appointed vice president to replace Eastwood. These changes are subject to ratification by the national board of directors at its meeting in St. Paul, MN on April 14. Both Eastwood and National Director Frank Tatnall plan to attend that meeting to represent Philadelphia Chapter.

CHAPTER SEEKS MEMBER FOR PUBLICITY CHAIR

With the recent resignation of Publicity Chairman Tom Moran, Philadelphia Chapter is seeking someone willing to take on the job of publicizing the Chapter's activities. Those interested are asked to telephone President Doug Watts at 610-259-4226, leaving a message on his answering machine if he is not home, and he will return the call.

EXTRA LIST (Continued from Page 9)

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

MAY 18: 8th annual Delaware Transportation Festival at Wilmington Amtrak station, sponsored by Amtrak and DelDOT. Various equipment displays, exhibits and tables will be featured, 10 AM-5 PM. Philadelphia Chapter will be represented. Admission free.

PHILADELPHIA EXPRESS (Continued from Page 8)

May 20 and to South Philadelphia May 28.....CONRAIL's clearance program to South Philly was completed in late December, but to date no double-stack trains have yet moved to or from the port. Certain CR trains detoured over CSX through East Side yard while clearance work was underway last fall around "Zoo".....CONRAIL last month delivered two rare General Electric U28B units to BRISTOL INDUSTRIAL TERMINAL. The 1966-vintage units are ex-TRANSEKENTUCKY TRANSPORTATION 253 and 261. One will go to the affiliated LANCASTER NORTHERN. Bristol Industrial's former CSX U36B #361 will in turn go to TTI.

CSX has budgeted \$700 million in capital improvements for this year, including \$200 million for new and upgraded track and \$315 million on equipment. Delivery of 83 new 4,400-hp AC locomotives is expected from GE, plus three pre-production 6,000-hp units (AAR Train-It).....CSX is implementing two more service lanes this year, replacing conventional operating divisions. They are the Louisville and Baltimore lanes (Bull Sheet).CSX's home page on the Internet may be addressed: <http://www.csx.com> (Bull Sheet).....CSX engineers have signed a 24-foot-long letter to their employer supporting their negotiators in current contract talks. They have protested CEO John Snow's \$3-million salary and perks, while the workers say he laid off 6,990 CSX workers since 1990 (Locomotive Engineer).....The former B&O observation car Edward G. Hooper, at one time owned by Baltimore Chapter, is now in the B&O Railroad Museum awaiting a complete refurbishing (Interchange)..... WINCHESTER & WESTERN operated a Santa Claus Special in December for a group of Bridgeton (NJ) kindergarten students, using Member Fred Winkler's ex-Pennsy Pullman car now named Cumberland Club.....UNION PACIFIC CEO Drew Lewis was arrested on drunk driving charges in December in Salford Township, Montgomery County, near his home, the Inquirer reported.



"Are you sure this is the Hathoro Local? I don't see any Hathoro faces."



"Sure, I bought two reservations, Mr. Conductor, and I intend to use them both."
"Well, I wish you luck, sir—these are on opposite sides of the aisle."

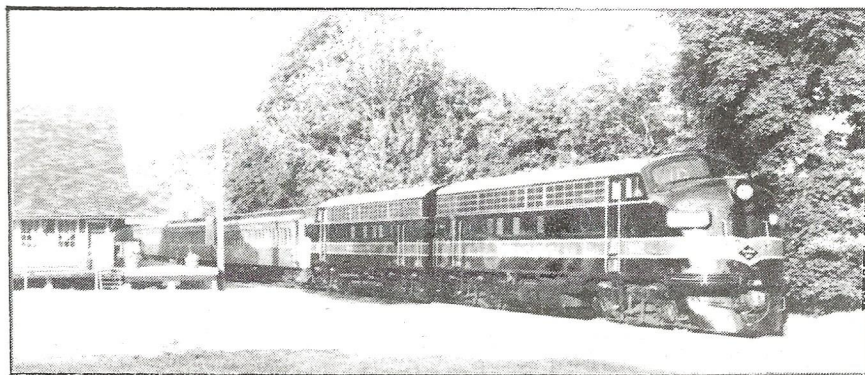


"Please, ma'am, can't you make those eggs stop barking?"

(from various Reading Railroad Magazines)

BRANDYWINE SPRING RAIL TOUR

Historic Reading Locomotives to Power Train



Saturday, April 20, 1996

Sponsored by Philadelphia and Lancaster Chapters,
National Railway Historical Society

*Leave Northbrook, PA 10:00 AM, Return about 4:00 PM
Via Delaware Valley and Brandywine Valley Railroads*

TO REACH NORTHBROOK, follow State Highway 842 from West Chester (off Route 100), proceeding west for six miles to right turn onto Northbrook Road to railroad parking lot. Coming from the west, enter Route 842 at Unionville and drive three miles to Northbrook Road.

AMPLE FREE PARKING AT NORTHBROOK STATION

Spring in the picturesque Brandywine Valley! There's a railroad--the former Wilmington & Northern Branch of the Reading--which follows Brandywine Creek for 20 miles. We will travel over this historic line in a special train of open-window coaches powered by two streamlined passenger locomotives built 45 years ago for the Reading Company and restored to operation by NRHS. They are rare Electro-Motive Model FP7 units Nos. 902 and 903, owned by the Lancaster and Philadelphia Chapters.

This section of railroad today is operated by the DELAWARE VALLEY RAILWAY, which runs freight service over the line, but regular passenger trains have not been seen here for half a century. (The BRANDYWINE SCENIC RAILWAY, whose coaches will be included in our train, now runs seasonal service over a portion of the route.)

We will travel as far north as Coatesville Yard on the BRANDYWINE VALLEY RAILROAD, which serves the large Lukens Steel complex and connects with the DV at South Modena. Southward, our train will run to the famous Village of Chadds Ford where a connection exists to the Octoraro Branch of the old Pennsylvania Railroad--now also operated by the DV. It is planned to continue as far west as Kennett Square and, if possible, to Avondale where the PRR's long-abandoned Pomeroy Branch intersected.

Several photo opportunities have been arranged, including runbys with our two beautiful green-and-black locomotives and colorful train. DON'T MISS THIS EXCURSION, and bring your family and friends too!

NO SMOKING OR INTOXICATING BEVERAGES ARE PERMITTED ON THE TRAIN

PHILADELPHIA CHAPTER, NRHS
P. O. BOX 7302
PHILADELPHIA, PA 19101-7302

FARE: \$30.00 PER PERSON
(CHILDREN UNDER 5 FREE)
BOX LUNCH: \$5.00
(Please do not send cash)

NAME _____

ADDRESS _____

CITY-STATE-ZIP _____

ENCLOSED IS \$ _____ FOR _____ TICKETS _____ BOX LUNCHES

VISA/MASTERCARD/DISCOVER CARD ACCOUNT NO. _____

EXPIRATION DATE _____

CARD HOLDER'S SIGNATURE (REQUIRED) _____

For information and credit card orders, call (610) 352-7063

LANCASTER CHAPTER, NRHS (Please make checks payable to
P. O. BOX 163 LANCASTER CHAPTER, NRHS)
MIFFLINTOWN, PA 17059-0163

Please send me the following PHILADELPHIA CHAPTER, NRHS FP7 jacket: (circle)

STYLE: Flannel-lined Quilt-lined

SIZE: SMALL MEDIUM LARGE EXTRA-LARGE XX-LARGE XXX-LARGE

Price of jacket you are ordering - \$ _____

Shipping (if desired) \$5.00 per jacket - \$ _____

Total Amount Enclosed - \$ _____

Name _____ Telephone: _____

Address _____

City _____ State _____ ZIP Code _____

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