

60th Anniversary ~ 1936-1996



CINDERS

MAY 1996



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Volume 57 Newsletter of the Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

FRIDAY EVENING, MAY 17, 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 May 17, 1996 meeting will feature the re-scheduled Annual Ray Muller Slide Contest, which had been postponed from our "snowed-out" Friday 16 meeting. Rules for the contest are found below. The contest is named in honor of the late Chapter member who excelled in rail slide photography.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, MAY 14, 1996 to National Director Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

We encourage all members to enter the 1996 Slide Contest, share your work with your fellow members, and compete for film prizes at the same time. Join us on Friday, May 17, 1996.

Looking ahead, our June 14, 1996 meeting (PLEASE NOTE SECOND FRIDAY DUE TO NRHS CONVENTION) will feature Jeffrey C. May, Project Manager, Pennsylvania Clearance Project, Conrail, who will present a program on the recently-completed project that now permits double-stack trains to cross the Keystone State.

Annual RAY MULLER Slide Contest Rules

1. No entry form is required for the 1996 Ray Muller Slide Contest, but entrants must register in person, beginning at 7:15 PM. Registration closes at 7:30 PM, with no entries accepted after that hour. THE SLIDE CONTEST IS OPEN TO 1996 PAID-UP PHILADELPHIA CHAPTER MEMBERS ONLY!
2. There are six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1986, and category (f) only subject matter BEFORE March 1, 1986. In case of uncertainties, the contest manager will rule on appropriate categories or will disqualify any unsuitable entries.
 - (a) Steam
 - (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
 - (c) Heavy electric (including multiple-unit commuter rail equipment)
 - (d) Light electric
 - (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
 - (f) Oldies (any subject prior to March 1, 1986)
3. Each contestant may exhibit a maximum of four slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name MUST be on the slide. After the initial screening, entrant will select ONE SLIDE in each category for the projectionist to use in the FINAL judging. Thus, only six (6) slides are permitted in the final presentation.

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.

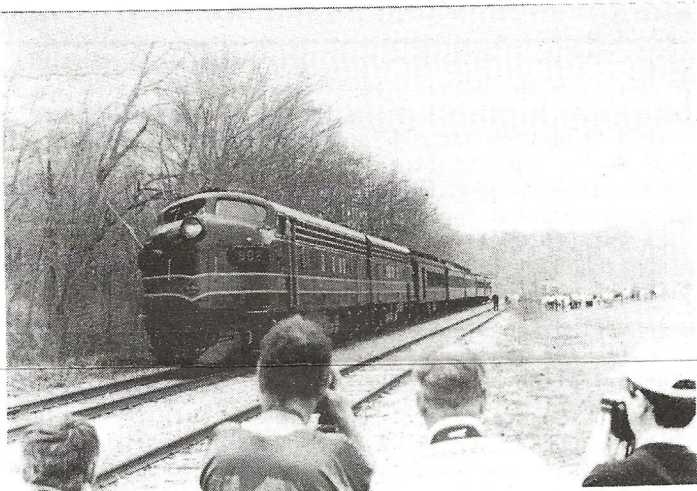
ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE NEW PHONE NUMBER!

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

FP7 "BRANDYWINE SPRING TOUR" DRAWS BIG CROWD

In action for the first time this year, restored Reading FP7 locomotives #902 and #903 put on a fine show for the 294 passengers enjoying Philadelphia Chapter's "Brandywine Spring Tour" on April 20.



Ex-Reading FP7's 902 and 903 perform a photo runby at South Modena, PA on April 20, during Philadelphia Chapter's excursion on the Delaware Valley Railway. This is the site of an abandoned Wilmington & Northern yard.
--Photo by FRANK TATNALL

swollen Brandywine Creek to South Modena, where another photo run was made. Then, entering Brandywine Valley Railroad's territory, the train operated into Coatesville yard where the locomotives again ran around and coupled to the east end. Following another photo run at the onetime South Modena yard, the special returned to Northbrook, arriving there at 4:55 PM--40 minutes behind schedule.

But no one complained about the late arrival. In fact, the large crowd was especially good-natured all day long and fully cooperative with the train crew and NRHS volunteers. Though the maximum track speed was 15 mph, the FP7's performed flawlessly. (They prefer to run much faster.) For the most part the day was cloudy, with the sun making occasional appearances, and the temperature hovered around a pleasant 70 to 74 degrees.

Consist of the train (east to west leaving Northbrook) was Wilmington & Western 56-seat combine #410, W&W 72-seat coach #603, W&W 72-seat coach #581, Brandywine Scenic 72-seat coaches #103 and 102. The W&W cars are ex-Lackawanna "Boonton" open-platform and the BSR's are former Lackawanna closed-platform MU trailers. All cars were in excellent condition. The baggage section of W&W #410 was used as a sales area for Philadelphia Chapter, as well as the location for storing the bag lunches and housing the ice-filled soft drink tubs.

The train director was Larry Eastwood, assisted by Trip Chairman Mike Hopkins, Frank Tatnall, Doug Watts, Bruce Irvin and Marie Eastwood. Marie served as "chief storekeeper," selling FP7 T-shirts and other merchandise, and dispensing the food and sodas. Chapter carhosts, who performed their work with a professional touch, were Dave Kopena, Helen Morris, Paul Skvarla, Doug Volk and Jerry Wilson. Member Bill Oates was the engineer, Frank Lancaster the assistant engineer and Bob Morris served on the mechanical committee aboard the units.

The Chapter wishes to thank all those who helped make this trip an operational and financial success. The Lancaster Chapter loaned its engine 902 to run with Philadelphia's 903, handled the insurance requirements and processed the credit card orders. Lancaster President Glenn Kendig, National Director Dennis Allen, Treasurer Sue Allen, First Vice President Nelson Bowers and FP7 Project Coordinator Cindy Bowers all played key roles. Delaware Valley Railway personnel, headed by Operations Manager Don Richard, supervised the day's operations while Ed Feathers of Wilmington & Western helped provide the three W&W coaches. SEPTA, which owns the Octoraro; PennDOT, owner of the Wilmington & Northern; and the Brandywine Valley Railroad are also to be commended for their parts in making April 20 a memorable day. David Hope of Brandywine Scenic arranged for the lease of the coaches, and BSR's operating rights over DV were utilized for the trip.

Jointly sponsored with Lancaster Chapter, the six-and-a-half-hour excursion covered some 60 miles of former Reading and Pennsylvania track in Chester County, now operated by the Delaware Valley Railway and Brandywine Valley Railroad. Leaving Northbrook station at 10:15 AM, the five-car train proceeded eastward over the former Wilmington & Northern branch to Chadds Ford Junction, where it turned westward on the Octoraro branch to Kennett Square and Avondale. At West Avondale siding passengers were permitted to get off the train as the two units ran around to the east end, with Philadelphia Chapter's #903 now in the lead. The train was then backed up and a runby was performed.

With everyone reloaded, the train returned to Chadds Ford Junction, then to Pocopson, where a double runby was executed in front of the 1892 station building, now privately-owned. After meeting the regular Brandywine Scenic train (made up of DV Alco RS32's #211 and 212 bracketing a single coach and caboose) at Pocopson siding, the FP7 special continued westward along the somewhat

CHAPTER BOOKSTORE OFFERS TWO NEW LOCAL TITLES

Philadelphia Chapter's bookstore is offering two new local hardcover books sure to be of interest to members. Both publications are offered to Chapter members at a discount, and will be available for pickup at the May 17 meeting.

Reading Diesels-Volume 2, the Second Generation, by Chapter Member Dale W. Woodland, has been released and is a fine sequel to the Volume 1 book issued several years back. This full-color book covers the diesel locomotive fleet obtained by the Reading starting in 1962 with the acquisition of the EMD GP30's, which were the first units to wear the Reading's colorful green-and-yellow paint scheme. The book contains 200 pages, with 261 color photographs, charts and tables. Chapter Members Larry Eastwood, John Petko and, of course, Dale Woodland contributed to the book. List price is \$60.00, but a special \$50.00 price to Philadelphia Chapter members is offered.

Pennsylvania-Reading Seashore Lines - In Color is the latest title to be issued by Morning Sun Books, well-known for its 128-page all-color volumes. Written by John P. Stroup, the PRSL book features many photos from such noted local photographers as Will Coxey, Al Holtz, Frank Kozempel and Bob Long--all NRHS members. The timeframe extends from the early 1950's through the mid-1970's when PRSL was swallowed up by Conrail. The list price is \$49.95 -- members can obtain their copies through the Chapter store for \$42.00 per copy.

Members are urged to reserve a copy of each publication desired through Secretary Marie Eastwood at 215-947-5769 for delivery at the May 17 meeting.

CHANGES ANNOUNCED IN 1996 CONVENTION PROGRAM

The Charlotte Convention Committee has announced that the two Amtrak excursions scheduled for June 20 and June 22 over CSX rails have been cancelled, due to "unresolved contract negotiations."

Instead, on June 20 a special trip on Amtrak's Carolinian will take conventioners to Cary, NC, where buses will transport them to the East Carolina Chapter's New Hope Valley Railway at Bonsal for a train ride, photo freight and tour. The return by chartered bus will be via Hamlet, NC for a tour of the museum and 1900 depot there. Cost will be \$89 per person. Departure will be at 7 AM and return about 8:30 PM.

On June 22, a trip to the well-known Lancaster & Chester Railway and the South Carolina Railroad Museum near Winnsboro, SC will be offered. Cost for the L&C trip only will be \$40 and for both lines \$80, including chartered bus and lunch. Departure from Charlotte will be at 7:30 AM and return at 8 PM.

Those who have already ordered tickets for the CSX trips will receive a stamped postcard on which members may indicate whether they wish to take advantage of the substitute trips or prefer a refund. All convention tickets will be mailed around May 25.

It is hoped that a good delegation of Philadelphia Chapter members will journey to Charlotte for what promises to be a fine convention. The Sunday trip via Norfolk Southern to Asheville, NC will still be operated.

SYRACUSE AWARDED 1998 CONVENTION; DUES INCREASE PROPOSED

At their meeting in St. Paul, MN on April 14, NRHS directors awarded the 1998 NRHS national convention to the Central New York Chapter, Syracuse, NY. The dates will be July 8-12, with several rail excursions planned. Northstar Chapter of Minneapolis-St. Paul had also filed a bid for the 1998 session.

The directors also heard President Gregory Molloy describe the increasing costs of operating NRHS, and the need for a \$3 per year increase in dues. The first increase in five years, the dues would become \$17 for chapter members and \$18 for associates, effective with the 1998 renewals. The increase must be approved at the annual membership meeting in Charlotte, NC next month.

GENUARDI TAPES CAN AID CHAPTER

Senior Vice President Les Dean has contacted Genuardi Markets to confirm its policy of refunding one percent of individual purchases to non-profit organizations such as NRHS.

Starting immediately, Philadelphia Chapter members who shop at the many Genuardi supermarkets in the Philadelphia area are urged to save their register tapes for NRHS. When a sufficient number is collected, the tapes will be submitted to Genuardi, who will pay the Chapter one percent of the total sales. With the purchasing power of Chapter members, this could result in significant new income for the Chapter.

Marie Eastwood will coordinate the Genuardi program and questions may be directed to her at 215-947-5769.

CHAPTER MEMBERS ATTAIN 25 AND 50-YEAR SENIORITY

Two members of Philadelphia Chapter this year will be awarded their 50-year NRHS service pins. They are Edward P. Haines and Samuel L. James. Six others will receive 25-year pins, including Thomas E. Coval, Marie K. Eastwood, John B. Koelle, David J. Mears, Harvey Seligsohn and Neil Weinberg.

Congratulations are due all of these faithful members!

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA's Railroad Division last month filed its Interim System Safety Plan with the Federal Railroad Administration, as required by FRA's Emergency Order #20 (see April Cinders). It outlined the steps SEPTA has taken to comply with the order, such as installing "Delayed in Block" signs at those stations where the next signal is located at an interlocking and is not visible from the station. Numerous other operating rules have been modified to increase the safety of passengers in MU electric trains or in push-pull trains with the cab car forward. Additional training has also been implemented for train crews. SEPTA's conclusion is that "the use of push-pull and MU operations are inherently safe." But SEPTA is participating on the American Public Transit Association's Passenger Rail Equipment Safety Standards Task Force to develop and maintain car safety standards. "Each lead car or MU car is designed to be safe (with) 800,000 pounds of buff strength," as compared with 250,000 pounds for rapid transit cars, SEPTA said. "Our system's signals and operations are designed to be safe and our overall safety record supports our design efforts."

SEPTA is geared up for a huge \$80-million makeover of the Suburban Station concourse, the largest such effort since the station was opened in 1930. A joint venture between SEPTA, the Rubin real estate firm and U. S. Equities Realty, which manages the 30th Street Station market, the rehab is aimed at turning the sometimes tacky below-street shopping area into a trendy mall like Underground Atlanta. But the project may be stalled because planned cuts in SEPTA's capital budget will impact SEPTA's share of the funding..... SEPTA announced last month that it will remove all 33 ticket vending machines from stations outside center city Philadelphia, because of the "pressing need to reduce substantial maintenance and repair costs"--including those caused by vandalism.....AMTRAK placed the new "Frazer" interlocking in service last month, but SEPTA will probably not use it for access to Frazer shop until this summer when overhead wire work is completed.

SEPTA will reissue all of its Regional Rail timetables effective May 19.....At 7:45 AM on Monday, April 8 R3 express #6319 pulled down the catenary just as it was passing Jenkintown station. No one on the crowded platform was injured. It took several hours to remove the six-car train and by afternoon rush hour only single-track operation had been restored, causing many

delays. During the outage passengers were bused Glenside-Fern Rock and Bethayres-Fern Rock.....SEPTA approved a \$6-million contract to the Terrier Corp. for the replacement of seats and upholstery in 231 General Electric Silverliner IV MU cars. The new upholstery will not be the same as the experimental models installed in GE 429-430 and St. Louis 236.....Delivery of new ALP-44 electric locomotive #2308 is still delayed due to software problems for the braking system.....It's official. The National Weather Service reports that Philadelphia received an all-time record of 65.5 inches of snow during this past winter season, including the two inches that fell on April 10. Most communities in the area, however, received less than an inch of "visible" snow in the spring storm.

Even though NJ TRANSIT does not want to build a new station in the Morrisville area (see April Cinders), SEPTA is studying the possibility of such a station to serve either its R7 Trenton trains or the proposed Cross County Metro.....SEPTA will acquire four parcels of land in Caln Township, Chester County, as part of a project to build a new Thorndale R5 station.....The Inquirer reports that a Chester County judge last month approved a \$1.4-million payment to some 700 residents claiming exposure to toxic PCB chemicals at the Paoli rail yard. This is part of a \$3-million settlement made with the Budd Company, Penn Central, AMTRAK and CONRAIL.....Member John Pawson has surveyed parking conditions at SEPTA's 150-odd commuter rail stations outside of center city, concluding that at 20 of them some permit-only spaces are always vacant while the 50-cent-per-day spaces are full. He recommends that SEPTA study these locations and reallocate the spaces. He terms the plan to build a new 1,600-space parking lot at Cornwells Heights "appalling" and has recommended to SEPTA that it spread the money around among several overcrowded R3 and R7 stations.....SEPTA last month decided to spend \$465,000 to expand the R3 Bethayres station parking lot from 62 to 157 spaces.

SEPTA is facing possibly the most serious financial crisis in its 28-year-history.

Public hearings were held last month on its \$670.6-million operating budget and the \$268-million capital budget for Fiscal Year 1997 beginning this July 1, both representing substantial reductions from FY 1996. Estimated operating expenses for the new fiscal year total \$748 million, versus \$716 million in the current year, but a combination of reduced Federal support and the State's failure to provide some \$100 million in "flex" funds from its highway account has resulted in a \$75-million shortfall. This has forced SEPTA to propose an agonizing \$30 million in non-union workforce reductions and \$35 million in service cuts. In addition, an average

six-percent fare increase, bringing in a net of \$10 million after expected ridership losses, would close the gap. Most participants at the hearings decried these measures, some demanding that Governor Ridge be directly challenged on his refusal to fully fund the State's transit systems. Meanwhile, President Clinton's FY 1997 budget calls for \$500 million in transit operating assistance nationwide, \$100 million more than Congress pro-

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SEPTA

PHILADELPHIA EXPRESS (Continued from Page 4)

vided in FY 1996, and \$3.7 billion for transit capital projects, but these proposals are unlikely to make it through Congress unscathed. In Harrisburg, Republican Representative John Taylor of Philadelphia and Republican Senator Richard Tilghman of Montgomery County introduced legislation to boost SEPTA's expected \$176.5-million in operating assistance by \$27.5 million and \$77.2 million in capital funding by \$70 million. The Governor had proposed to cut SEPTA's capital budget by \$160 million from the current year's level.

Overlain on the budget crisis is the SEPTA board's proposal last month to hire Phoenix Management Services of Chadds Ford to conduct a four-month, \$250,000 audit of SEPTA operations. Ostensibly aimed at identifying potential savings and increase efficiency, the audit was seen by some in the press (and at SEPTA) as a way to ease out General Manager Louis Gambaccini. The GM has made some enemies in Harrisburg, and on the SEPTA board, for his reputed opposition to the awarding of "pork-barrel" contracts to politically-favored vendors. Another wild card in the ongoing debate is the possibility of an increase in the State gasoline tax, as championed by Governor Ridge, and whether this would free additional state funding for transit. In any case, further public hearings must be scheduled before any action can be taken on either service reductions or a fare hike. And the results of the Phoenix Management study may be delayed, because at presstime no contract had been signed. SEPTA was still searching for money to pay the consulting firm, though it has started work.

Among the projects to be deferred, at least until 2003, under SEPTA's proposed 12-year capital program, are the purchase of new light rail vehicles; infrastructure improvements on Routes 15, 23 and 56; new control centers; improvements to Suburban Station; and installation of automatic train control and signaling on the Railroad Division between Wayne Junction and Glenside. Projects to be scaled back are the reconstruction of the Market Street elevated structure and construction of the new Frankford Transportation Center at the east end of the Market-Frankford Line.

Speaking of the Market-Frankford Line, contractor ADtranz now predicts that it will deliver the two-car pilot train in its 222-car order in mid-December 1996, a full year behind schedule. ADtranz will thus be subject to more than \$9 million in late delivery penalties. But SEPTA officials expressed optimism, after an on-site visit last month to the ADtranz plant in Elmira, NY, that the firm is finally getting a handle on the numerous production problems by bringing in experts from various parts of its worldwide organization..... Also on the delay list are those 400 new buses from Ikarus. Production holdups at the Anniston (AL) plant will mean that the first of the new buses will not appear in Philadelphia until sometime this fall, after completion of their duties at the Atlanta Olympics.

At the end of March, SEPTA's cumulative deficit for the first nine months of Fiscal Year 1996 was \$16.8 million after subsidies, but SEPTA is predicting a deficit for the full year of \$9 million..... SEPTA has begun a new publication for riders entitled In Transit, produced by Convention Publishing of Villanova at no cost to SEPTA. The first issue of the tabloid-sized newsprint publication was issued April 22 and consisted of 32 pages with a variety of articles and advertising. It had a press run of 35,000 copies and SEPTA receives 40 percent of all ad revenue after break-even.....Have you noticed that those specially-marked Route 76 Ben Franklin buses have now been spread around to other center city routes?.....Attempting to get the maximum benefit from the ongoing traffic problems on I-95, SEPTA has unveiled a giant blue-and-white billboard near the Bridge Street exit that reads "Relax. Ride SEPTA. 215-580-7800."

SEPTA issued new timetables April 7 for its five subway-surface trolley lines, the cover featuring a photo of LRV #9023 emerging from the 40th Street portal. This follows the introduction of photos to Regional Rail and Suburban Division rail timetables.....Effective April 7 Route 100 Radnor trippers were changed to Bridgeport "Limiteds," stopping only at Gulph Mills, Radnor, Bryn Mawr, Ardmore Junction and 69th Street..... ..SEPTA was due to hold a public hearing May 2 on its City Transit Division service plan for Fiscal Year 1997 beginning this July 1. In light of the severe service cuts to be imposed under the 1997 operating budget (see above), some substantial reductions can be expected.....A low-speed collision of two trolleys at the Juniper Street subway station at 9 AM on April 22 caused minor injuries to three passengers.....SEPTA said last month that it will fire the operator of the Route 13 car that caused the chain-reaction accident March 11 in the tunnel near 36th & Sansom, which injured about 65 people.

At the Philadelphia Chapter meeting on April 19, Philadelphia City Planner Andrew Lenton described (with maps) the eight proposed alternatives for bringing rapid transit service to the Greater Northeast. Most involved extensions of either the Broad Street or Market-Frankford Lines, although the SEPTA-backed "Northeast Metro" light-rail alternative is still in the mix. Some 72,000 daily riders are expected for the heavy-rail extensions and 36,000 for the light rail, but no funding is yet in sight.....SEPTA's annual Roдео contest is set for June 8 in the Veterans Stadium parking lot.....SEPTA bus #8319 skidded off Bustleton Avenue during the surprise snow and ice storm on April 10, narrowly missing a building. The driver of the empty bus was injured.....SEPTA is sponsoring its own PCC fantrip on May 19 (see "Extra List").....Former SEPTA Planning Chief Eugene Skoropowski is project director for Florida Overland Express ("FOX"), the proposed \$5-billion high-speed rail system that would link Miami, Orlando and Tampa (Fast Mail).

President Clinton, in his Fiscal Year 1997 budget, is seeking \$919 million for AMTRAK and the Northeast Corridor, 22 percent more than the \$750 million appropriated in FY 1996 but 14 percent less than the \$1.1 billion requested by Amtrak. The President's budget, which may be scaled down by Congress, includes \$200 million for Amtrak operations (down from this year's \$285 million), \$297 million for capital projects (up from \$230 million) and \$280 million for the Corridor (versus \$115 mil-

lion). The latter funding is to be earmarked for Amtrak's high-speed-train program, which Clinton called "a great milestone for rail transportation, for our economy and for our nation's travelers" (NARP).....In a March 27 speech before the National Press Club in Washington, AMTRAK President Thomas Downs declared that the railroad's commitment to "modern, world-class service" with its new high-speed trains will give Amtrak the chance to dominate the Northeast travel market (Amtrak On Track).

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PHILADELPHIA EXPRESS (Continued from Page 5)

AMTRAK surprised the industry last month by announcing that it had signed a new ten-year operating agreement with CONRAIL, with which relations had been strained (see March Cinders). It includes payments for track maintenance, a source of past dispute, and for the first time provides financial incentives for Conrail to operate Amtrak's trains on time. (Such agreements are common with other freight railroads.) Amtrak runs about 40 daily trains on Conrail lines, generating three million train miles per year and making Conrail its second largest contract carrier after BURLINGTON NORTHERN SANTA FE. Amtrak was intensifying negotiations with 14 other host railroads, where its 25-year operating agreements dating from 1971 were to expire on April 30. Service, however, would continue even in the absence of new agreements after Amtrak's 25th anniversary on May 1.

PennDOT's \$2.6-million subsidy for AMTRAK's Keystone Service runs out on June 30, and to date no new agreement has been announced. Amtrak has been actively promoting the service and using refurbished Northeast Direct Amfleet coaches on some Harrisburg trains. The West Chester Daily Local News recently carried a large AMTRAK ad aimed at Downingtown-area riders, touting its coach fares to Pittsburgh and Chicago.....Triple A members now receive a ten-percent discount on AMTRAK's lowest available fares.....Executive Vice President and Chief Operating Officer Dennis F. Sullivan last month announced his departure from AMTRAK, after 23 years of service.....AMTRAK's Northeast Corridor Business Unit is conducting a nationwide search for a vice president-human resources and a chief negotiating officer for commuter rail and state relations.

AMTRAK celebrated its 25th anniversary on May 1 with a noontime whistle salute on its trains.....Trains Magazine in its June issue publishes a special section entitled "Amtrak at 25".....AMTRAK is calling six of its Corridor trains--#171-172-173-174-175-176--"supertrains" because they offer all three classes of service (On Track).....AMTRAK has removed food and beverage service from some New York-Washington trains because the service was covering only 60 percent of costs (On Track).....What happened to the two fossil-fuel-powered trainsets that were supposed to be ordered along with AMTRAK's 18 high-speed electric trains?....AMTRAK has issued a spring-summer edition of its Keystone Service Travel Guide, 28 pages of schedules and local information between Philadelphia and Harrisburg.



Nearly 1,000 management employees reportedly have accepted early retirement or severance packages offered by CONRAIL, in its latest round of staff cuts which were effective May 1. Conrail had said that it was seeking 900 departure volunteers, but if that level was not reached "other means" would be used to thin the ranks.....CONRAIL has issued its 1995 annual report, a 32-page, no-frills booklet devoid of photos except for those of board members. Chairman James A. Hagen will retire following Conrail's annual meeting May 15 in Philadelphia.....CONRAIL has launched a web site on the World Wide Web, offering current news and service information. It may be accessed at <http://www.conrail.com> through Internet connections.Timothy T. O'Toole, CONRAIL's vice president & treasurer, has been appointed senior vice president and chief financial officer effective May 1, succeeding the retired H. William Brown.

CONRAIL has announced a new "Conrail Express" partnership program with its shortline connections, offering the smaller lines advantages similar to those of commuter airlines with the major air carriers. A photo in the April 26 Inquirer showed Conrail CEO David LeVan celebrating with Andrew Muller of READING, BLUE MOUNTAIN & NORTHERN and NORTH SHORE's Richard Robey.....Five unions, the Transportation Communications Union, Brotherhood of Electrical Workers, International Association of Machinists, Sheetmetal Workers International Association and Brotherhood of Railroad Signalmen, have been released from mediation by the National Mediation Board. This sets the stage for a possible nationwide railroad strike this month, unless President Clinton names an Emergency Board which would defer a strike or lockout until July. At the same time the largest rail union, the United Transportation Union, opted for binding arbitration which ends its freedom to strike (Traffic World).

CONRAIL is going toe-to-toe with UNION PACIFIC, filing objections to UP's proposed merger with SOUTHERN PACIFIC and offering \$1.5 billion to buy SP lines from Chicago to Texas. UP has rejected the offer, but is encountering other opposition from several on-line states and from the National Industrial Transportation League, the nation's largest shipper trade organization.....CONRAIL began its double-stack service to the Port of Philadelphia on April 3, with the arrival of newly-established train TV-20 at Ameriport in South Philadelphia. The eastbound train leaves Harrisburg, where it picks up cars from Chicago and St. Louis, at 10 PM, arriving at Ameriport at 3:30 AM Monday-Friday. Westbound TV-21 leaves Ameriport at 1 AM, arriving Harrisburg at 7:30 AM Tuesday-Saturday.

Former Pennsylvania and Penn Central Vice President-Finance David C. Bevan died in Bryn Mawr last month at age 89. Bevan was one of the PC executives blamed for the railroad's collapse in 1970, but no charges were ever brought.....The Inquirer in its April 25 edition carried a lengthy article entitled "A new track star," describing a reporter's ride from Conway to Harrisburg aboard one of CONRAIL's massive new SDBOMAC diesel locomotives.....NJ TRANSIT has contracted with CONRAIL's Juniata shop to overhaul 17 F40PH-2 locomotives at a cost of \$659,000 per unit. It is part of NJT's \$610-million capital budget for Fiscal Year 1997 (Railway Age).CONRAIL reports a 20-percent reduction in grade crossing accidents in 1995 from 1994, decreasing from 300 to 236 (AAR Train-It).....UNION PACIFIC has expanded its "Passport" intermodal service, to link 30 eastern and southeastern cities served by CONRAIL and CSX and 16 cities in Mexico through the St. Louis gateway.NORFOLK SOUTHERN has been given permission by the FRA to increase the maximum length of its RoadRailer trains to 125 units. Some of these trains are interlined with CONRAIL (Watauga Valley Chapter).....CP RAIL SYSTEM has dubbed its new eastern subsidiary the ST. LAWRENCE & HUDSON RAILWAY, incorporating lines in eastern Canada and the former Delaware & Hudson (Railway Age).

The Central Electric Railfans' Association of Chicago will be in Philadelphia May 26-27 for its 7th annual Electric Railway Weekend. Information from CERA, P. O. Box 503, Chicago, IL 60690.....We erred in the March issue by saying that SEPTA was removing the wires and poles from the former Penn's Landing trolley operation. Actually, PennDOT hired contractor Carr & Duff to do the work, now completed.....The U. S.



The team of Bombardier and GEC/Alstom was awarded the long-awaited contract for Amtrak's "American Flyer" high-speed trains and related facilities on March 15, and we provided some preliminary details in last month's column. Here's some additional facts. The working design is based on the Eurostar trainsets constructed for operation through the English Channel tunnel. Some details of the exteriors and interiors will doubtless change (remember what happened to the Genesis units?). However, present plans call for a six-car trainset with a locomotive at each end.

The locomotives will be 70 feet, 7 inches long and cars 87 feet, 5 inches (about two feet longer than a standard lightweight car). The coaches will be configured in three types: there will be two end coach cars, each seating 67, which will include a vestibule, handicap lavatory, phone booth, handicap seat and 66 coach seats (with five four-seat sections facing each other across tables) and a galley and trolley storage. There will be three mid-train coaches, also seating 67 each, including vestibule, four four-seat facing units, 40 seats, one facing four-seat unit, two handicap lavatories, phone booth and standard lavatory. There will be one "bistro" car with vestibule, food service and standup area, crew office, six-seat compartment, four facing seats, handicap lavatory, phone booth and a second vestibule.

The trains combine technology derived from GEC/Alstom's TGV experience and Bombardier's tilt technology. Construction of carbodies will be of stainless steel. Bombardier will handle the manufacture of all vehicles (some taking place at Plattsburgh, NY and Barre, VT). The locomotive design, however, will be the responsibility of GEC/Alstom.

Passengers will have access to recorded radio and television programs and laptop/modem outlets. Mechanically, the power units will feature asynchronous three-phase AC traction motors.

Bombardier, of course, has built many push-pull coaches for NJ Transit and SEPTA, and is completing the order for 195 Amtrak Superliner II cars, and has also recently completed an order for 29 married pair (58 cars) multiple-unit electric coaches for Montreal's Deux Montagnes electrified commuter line.

The April 14 schedule change on the Corridor was accompanied by a massive change in car assignments. First, all Metroliner trainsets were reconfigured with a fifth coach, taken from two discontinued trainsets. Now, all ten Metroliner consists are made up of seven cars. Metroliner food service is now provided by cars made up of non-revenue (table or lounge) seating only. To accomplish this, Amtrak transferred seven 28300 series "grill lounges" from the Pittsburgh trains, kept existing Metroliner cars 20911, 48937 and 48942 (to be renumbered 28350, 43351 and 43352) and will convert three existing Amdinettes to all-table cars. The first, 20226, will become 28353, followed by 20239 and 20218.

Meanwhile, the 12 Metroliner food service cars with coach seating went to Empire Service for assignment to all trains except the Adirondack and turbo. The remaining Amdinettes in our area are assigned to the Carolinian, Three Rivers and Keystone. Then, the 15 surviving Amclubs were transferred to Metroliner service (blue seat covers replacing brown). In exchange, 15 full clubs went to NortheastDirect, and are running on Washington-Boston trains 171-176. Only one attendant is assigned since loadings shouldn't be as high as on the Metroliners.

Club-dinettes are assigned to the Adirondack (as Custom Class) and, generally, to NortheastDirect trains 165, 168, 170 and 179 (some of these are coach-only with no use of the club portion). Finally, all trains operating between New York and Washington exclusively have lost their food service and many service attendants have been laid off.

Custom Class passengers must now line up at an Amcafe with everyone else, rather than enjoying exclusive use of a club-dinette with its table seating. This may reduce the appeal of Custom Class service.

Apart from trains 171-176 and the Metroliners, club service on the Corridor is limited to these trains: 95 (except Sunday) [1]; 193 (Sunday) [1]; 93/99 (daily) [1]; 165 (Monday-Friday) [2]; 170 (Monday-Friday) [2]; 84 (except Sunday) [1]; 86 (Sunday) [1]; 94 (except Saturday) [1]; 184 (Sunday) [1]; and 168 (daily) [2]. Trains [1] utilize a full club, while [2] provide club-dinettes. The car on Train 170 returns on 179, providing Custom Service service in club seating.

But, all is not negative. The new Route Manager for Empire Service, Wes Coates (author of the book Electric Trains to Reading Terminal), has requested the use of refurbished Clocker coaches for the Adirondack this summer and they'll start about May 15. Larger windows will afford better views along the Hudson River and Lake Champlain. To accompany the cars, Heritage lounges 3111 and 3125 are being spruced up to return to service and will provide a uniform appearance (especially the 3125 which was a parlor built, like the coaches, for the Congressional).

Also, the Pennsylvanian is slated to provide Custom Class service (in an Amfleet II coach) effective May 1.

The backup turbo set in Empire Service was sent to storage on March 17 (making its last run on March 14). Now, Amfleet subs for the sole remaining (rebuilt) turbo, assigned to trains 246-259 (Monday-Thursday), 246-289 (Friday) and 264-277 (Sunday).

(Continued on Page 8)

ON THE SCENE (Continued from Page 7)

As of mid-April, 19 Viewliner sleepers had been delivered and were assigned to the Crescent and Lake Shore Limited (New York section). By January 1997, Amtrak expects to have all first-class sleepers replaced by the new cars, leaving unanswered the fate of the single Slumbercoach line still running on the Silver Star.

Conference car 9800 made a trip down to New Orleans on April 15 with a special party on the City of New Orleans (along with two extra Superliner sleepers and a transition car).

Superliner II production still has 14 coaches and 12 transition sleepers to go before completion, and word is out that the Auto Train in mid-May will receive Superliner coaches, lounges and (sit-down) dining service in its coach section, ending the Heritage fleet operation on that train.

Superliner I cars 31009, 32019 and 38007 were released March 8 in the new Superliner II striping because their old striping had been damaged. There is no program to routinely update the striping as the cars are shopped.

Eleven-bedroom sleeper 2235 was leased to American Orient Express, and it has been repainted in their colors and named Grand Canyon.

Portland (ME)-Boston service, now slated for an early 1997 start, will serve stations at Haverhill, MA, Exeter and Dover, NH and Old Orchard Beach, Wells and Saco, ME. Four daily round-trips are planned.

Union Pacific has returned three leased Amtrak F40's to the carrier due to mechanical problems, leaving 17. The returned units are 295, 343 and 412.

Finally, Ellis Simon has stopped writing the Amtrak column for Railpace, ending some confusion with this author, who also formerly wrote Railpace's Amtrak column.

PHILADELPHIA EXPRESS (Continued from Page 6)

Department of Transportation will hold an all-day hearing in Philadelphia May 13 on what the Federal highway and transit program should be after the current law expires next year. Information from 202-366-5682 (NARP)..... The week of May 13 has been set as National Transportation Week. Some local observances are expected on SEPTA and elsewhere.....Several powerful Congressmen have written to the Federal Communications Commission urging that the present band of radio frequencies be preserved for railroad use, as a matter of safety. The FCC has proposed opening more of the spectrum for new communications technologies (AAR Train-It).....Buckingham Valley Trolley Association is close to agreement with SEPTA to transfer many of its trolleys to a protected storage area, probably at Germantown depot.

Shortline News. The new CHESTER VALLEY RAILWAY began operations April 1 over the two-mile remnant of CONRAIL's ex-Reading Chester Valley branch out of Bridgeport, PA. The major customer is Browning Ferris Industries and motive power is ex-UPPER MERION & PLYMOUTH NW2 #9008. The company is controlled by John Nolan of EAST PENN and LANCASTER NORTHERN.....The April Railpace carried a lengthy article on DELAWARE VALLEY RAILWAY by Anthony DiYenna.....READING, BLUE MOUNTAIN & NORTHERN had a record year in 1995, handling 10,900 cars versus 5,700 cars in its first full year, 1991 (Railpace).....A private group plans to begin excursion operations this summer over EAST PENN's four-mile Kutztown branch, the former Reading Allentown Railroad.....The new Northern Central Dinner Train operation out of New Freedom, PA is due to start about June 1 (RRE High Green).....Now that it has lost much of its steel-mill traffic, Bethlehem Steel's PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD has begun a transloading operation at Bethlehem called BethIntermodal. This will utilize some of the former trackage and warehouse space since the steel company shut down its "hot metal" operation last October.

BRANDYWINE SCENIC TO BEGIN "RAILS-TO-RIVER" SERVICE

Starting this month, the Brandywine Scenic Railway will place in service a rebuilt canoe-carrying flatcar, which will operate on a special 9 AM train from Northbrook to Harveys Bridge, PA, near Embreeville, for the convenience of the many boating enthusiasts who now flock to the Brandywine Creek. The railroad, which runs over the Delaware Valley Railway using two DV Alco locomotives, three restroom-equipped coaches and a caboose, schedules one-hour round-trips on weekends, leaving Northbrook station at 11 AM, 12:30, 2 and 3:30 PM. Northbrook is located off Route 842 six miles west of West Chester. Regular fares are \$8 adults, \$7 seniors (55 and over) and \$6 children (2-12).

On Mother's Day, May 12, all mothers will ride for half fare, and the half-fare policy will apply to veterans and active duty military personnel on the May 25 and 26 Memorial Day trips. On Father's Day, June 16, all dads will ride for half fare as well. Brandywine Scenic trains operate over the former Reading Wilmington & Northern branch along the scenic Brandywine, between Northbrook and Harveys Bridge and Northbrook-Chadds Ford. This is part of the route followed by Philadelphia Chapter's April 20 FP7 special, which was hosted by Brandywine Scenic and Delaware Valley.

For information, telephone Brandywine Scenic at 610-793-4433.

BRILL DESCENDANT PROPOSES BOOK ON CARBUILDER

Debra Brill of Shamong, NJ has written to Philadelphia Chapter requesting information and photos relating to the J. G. Brill Company of Philadelphia, which built electric railway cars from the late 19th Century until 1941. Debra, the great-great-granddaughter of Founder John George Brill, is planning to write a history of the famous firm, as well as subsidiaries such as American Car, Kuhlman, Stephenson and Wason.

Anyone who can assist in this project with photos or details of the Brill plant and Brill products is invited to contact Debra Brill, 120 Meetinghouse Lane, Shamong, NJ 08088 (telephone 609-268-6781).



MAY 18, 1996: 8th annual Delaware Transportation Festival at Amtrak station, Wilmington, DE, 10 AM to 4 PM, sponsored by DelDOT and Delaware Transit Corp. Various equipment displays, exhibits and sales tables will be featured, with NRHS-owned FP7's #902 and 903 expected to be on track. Philadelphia Chapter will be represented with a table for sales and membership information. Admission free.

MAY 18: "My Life on the Reading" slide presentation by Bob Linden, retired Reading Railroad conductor, 2 PM at Balch Institute, 18 South 7th Street, Philadelphia, sponsored by Atwater Kent Museum. Admission: \$12 per person. For reservations, telephone 215-922-3031.

MAY 18: The B&O Railroad Museum in Baltimore will host a book signing session with authors of Western Maryland-related books, 10 AM-12 Noon. A special presentation will be given at 1 PM. Jack and Barbara Brown, authors of Western Maryland Color Guide to Freight & Passenger Equipment, and Dwight Jones, author of Western Maryland Caboose, will be on hand. The museum's WM F7A and BL2 diesels, caboose and hopper car will be featured. Regular admission charge applies. For information, telephone 410-752-2490.

MAY 18: Traction Authority Joel Spivak will present a lecture and slide show describing the restoration of SEPTA PCC #2733 displayed at the Transit Museum, 1234 Market Street, Philadelphia, at 12 Noon. An operating model trolley layout will be on display 12 Noon-4 PM. Admission free.

MAY 18-19: Special displays in Hagerstown Roundhouse Museum, 300 South Burhans Blvd., Hagerstown, MD, 1-5 PM, as part of the 6th annual Hagerstown Railroad Heritage Days sponsored by Hagerstown Chapter NRHS. Regular museum admission charge applies. For information, telephone 301-739-4665.

MAY 19: "SEPTA Trolley Ramble" with restored PCC car, including first revenue operation over recently-activated trackage on 58th Street between Chester and Woodland Avenues, sponsored by SEPTA Light Rail Division. The excursion will leave Elmwood depot, Island & Elmwood Avenues, at 10:30 AM, operating through the subway to Juniper Street as well as over the diversion route and Girard Avenue trackage to Cumberland loop, returning about 3:30 PM. Fares: \$25 adults, \$12 children under 12, with a limit of 50 passengers. Order tickets from: SEPTA Light Rail, ATTN: Ed Springer, 1234 Market Street, Philadelphia, PA 19107, enclosing stamped, self-addressed envelope. For information, telephone 215-580-3773.

MAY 25-26: Central Electric Railfans' Association will hold its 7th annual Electric Railway Weekend in Philadelphia, including PCC trolley fantrip on SEPTA lines. Headquarters will be at Hyatt University Place Hotel, 39th & Chestnut Streets. For information, write: CERA, P. O. Box 503, Chicago, IL 60690.

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

MAY 28: Ringling Bros. and Barnum and Bailey Blue Unit circus train arrives South Philadelphia from Hershey, PA via Conrail. Circus plays at the Spectrum May 29-June 9.

JUNE 1: "Eastern Regional Day" for NRHS members at Steamtown, Scranton, PA, organized by Regional Vice President Steve Barry, starting at 12:30 PM. "Behind-the-scenes" tour of Steamtown and ride on scheduled 3 PM train are included. Regular charges apply for admission and ride. For information, telephone 201-300-9246 (evenings).

JUNE 8-9: "Pennsy Days" celebration at Railroad Museum of Pennsylvania, Strasburg, one of year-long series of events marking the sesquicentennial of the Pennsylvania Railroad. Special displays from 9 AM to 5 PM on Saturday and 12 Noon to 5 PM on Sunday, including gallery of PRR art and artists. Events are co-sponsored by PRR Technical & Historical Society. Dedication of Metroliner Car #860, newest exhibit at museum, will take place on Sunday. Regular admission charges apply. For information, telephone 717-687-8628.

JUNE 15: Last day of regular operation on SEPTA's Chestnut Hill Trolley. Regular fares apply 10 AM-6 PM.

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, barbeque dinner, seminars, train show and many other events, sponsored by Piedmont Carolinas Chapter. Convention brochure and order form will be sent only to those requesting it. Registration charge for NRHS members: \$20 per person. Address: 1996 NRHS Convention, P. O. Box 297, Spencer, NC 28159 (telephone 704-647-0508).

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 10:53, 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).

PRR CELEBRATION IN HARRISBURG IS BIG SUCCESS



A ceremony was held in the State Capitol rotunda in Harrisburg on Saturday, April 13, to mark the 150th anniversary of the signing of the charter which created the Pennsylvania Railroad in 1846. A number of talks were presented, including those by William L. Withuhn of the Smithsonian Institution on the significance of the PRR to the nation's growth, the intrigues surrounding approval of the charter as recounted by Historian and NRHS Member Dan Cupper, and the future of the PRR's mainline by NRHS Philadelphia Chapter President Douglas Watts who represented the present operator Conrail. State Secretary of Transportation Bradley Mallory read a proclamation by Governor Ridge, and Re-Enactor David Klinepeter portrayed Governor Francis Rawn Shunk in signing the 1846 charter--the original of which was on display.

Following the ceremony in the Capitol, the Harrisburg Chapter opened its former PRR "Harris" tower for inspection, and a sale of PRR-related merchandise by non-profit groups took place in the nearby Amtrak station. The day marked the publication of a colorful 36-page booklet entitled The Pennsylvania Railroad: Its Place in History 1846-1996 edited by Dan Cupper and financed by the Philadelphia Chapter, PRR Technical & Historical Society. The book is available for \$12 per copy (\$10 to Philadelphia PRRT&HS members). It may be purchased directly or from such outlets as the SEPTA Transit Museum Store at 1234 Market Street and the Railroad Museum of Pennsylvania Store in Strasburg.

On display at Harrisburg station that afternoon was an Amtrak AEM-7 locomotive and several coaches including a newly-refurbished NortheastDirect car, brand-new Conrail SDBOMAC locomotives #4107 and 4109 as arranged by Doug Watts, and regular exhibit GGI #4859.

Numerous organizations and individuals forming the Pennsylvania Railroad Sesquicentennial Committee worked for several months to organize the April 13 events. Among them were Philadelphia Chapter NRHS represented by National Director Frank Tatnall, Philadelphia PRRT&HS represented by Vice President Phil Ritter, Lancaster Chapter NRHS by Vice President Nelson Bowers, and the Railroad Museum of Pennsylvania by Director Robert L. Emerson and Gloria Schleicher. Emerson served as chairman of the Sesquicentennial Committee.

UPDATED LIST OF RAILROAD POLICE 24-HOUR NUMBERS

The following numbers may be used to report emergencies or other conditions affecting railroad operations, such as vandalism, trespassers, fires, defective railcars, signal malfunctions or grade crossing problems. They may be called either from land line or cellular telephones. The 800 numbers are toll-free and may be used systemwide, 24 hours a day, but a "1" must first be dialed.

AMTRAK.....	(800) 331-0008
CSX.....	(800) 232-0144
CONRAIL.....	(800) 272-0911
NJ TRANSIT.....	(800) 242-0236 (New Jersey only)
NORFOLK SOUTHERN.....	(800) 453-2530
SEPTA.....	(215) 580-5749

SEPTA PASSES GOOD FOR DISCOUNT AT "TRAINS & TROLLEYS" EXHIBIT

The "Trains & Trolleys" exhibit currently featured at the Atwater Kent Museum in Philadelphia will be open daily Thursdays to Mondays 10 AM to 4 PM through October 13. Normal admission fee is \$3 for adults and \$1 for children (2-12), but SEPTA riders may present their TransPasses or TrailPasses for a 20 percent discount. The passes are also good for a ten-percent discount at the museum store. The museum is located at 15 South 7th Street, and SEPTA is a co-sponsor of the exhibit. For information, telephone 215-922-3031.

BALTIMORE CHAPTER PUBLISHES STEWARTSTOWN BOOK

The Story of the Stewartstown Railroad, a softcover book describing the 7.2-mile central Pennsylvania railroad that "refuses to die," is being published this spring by the Baltimore Chapter NRHS. Written by Eric J. Bickleman, the book contains 70 pages of text and more than 20 photos, maps and charts in an 8 x 10-inch format.

Pre-publication price is \$15.95 (plus \$3 shipping). Orders may be placed with Paul Cockerham, 1136 Cleveland Street, Baltimore, MD 21230, making checks payable to "Baltimore Chapter NRHS."

ADDITIONAL READING TRACK FOUND TO BE IN OPERATION

Supplementing the list of former Reading lines still extant, as published in the January issue of Cinders, word has been received that an 0.2-mile segment of the old Mount Carmel branch is still operated by the Reading, Blue Mountain & Northern Railroad at Mount Carmel Junction, PA. This brings the total mileage of ex-Reading lines existing in 1996 to 781.0, compared with 1,119.6 in 1976, the last year of Reading operation.

SEPTA SURFACE RAIL ROSTER

(Corrected to March 15, 1996)

City Transit Division

1948 Westinghouse

2092 Midvale
2098 Midvale
2105 Midvale
2111 Midvale
2117 Midvale
2118 Germantown
2134 Midvale

1948 General Electric

2141 Germantown
2142 Germantown
2143 Germantown
2150 Midvale
2156 Germantown
2158 Germantown
2159 Germantown
2160 Elmwood (Work Car)
2163 Callowhill
2168 Elmwood (CHT)
2170 Germantown
2171 Germantown
2175 Germantown.
2181 Germantown
2182 Elmwood (Instruction)
2187 Woodland (Tower Car)
2190 Germantown
2191 Germantown
2194 Woodland (Tower Car)
2196 Germantown
2197 Callowhill

1947 Westinghouse

2704 Woodland (Parts Storage)
2711 Elmwood (Work Car)
2712 Midvale
2713 Midvale
2716 Midvale
2717 Germantown

1947 General Electric

2726 Germantown
2728 Elmwood (1938 PRT)
2730 Germantown
2732 Elmwood (1947 PTC)
2733 1234 Market (1947 PTC)
2738 Germantown
2739 Midvale
2741 Germantown (CHT-Spare)
2746 Midvale
2747 Germantown
2748 Germantown
2750 Germantown (CHT)
2753 Germantown
2758 Germantown
2760 Germantown
2761 Germantown
2770 Germantown
2777 Germantown
2780 Callowhill
2783 Germantown
2785 Germantown (CHT)
2790 Germantown
2796 Germantown
2798 Germantown
2799 Elmwood (1949 PST)

1981 Kawasaki

9000 - 9111 Elmwood

Work Cars

W-54 Midvale (1923 Brill)
W-56 Elmwood (1923 Brill)
W-61 Elmwood (1923 - EX-TTC)
W-62 Germantown (1923-EX-TTC)

Historic

8042 Germantown (1923 Brill)
8534 Elmwood (1926 Brill)
2054 Elmwood (1940 St. Louis)

NOTE: 2168, 2741, 2750, 2785 assigned to Chestnut Hill Trolley
2728 painted in 1938 PRT silver scheme
2732 painted in 1947 PTC green scheme
2733 painted in 1947 PTC green scheme, on display
2799 painted in 1949 Red Arrow red scheme
8042, 8534 owned by Buckingham Valley Trolley Association

SOURCE: SEPTA Light Rail Division

PHILADELPHIA CHAPTER FP7 JACKETS FOR SALE

Luxurious Chapter jackets are now available. They are lettered "PHILADELPHIA CHAPTER NRHS - READING FP7 DIESELS" and feature Reading green embroidered lettering and full color embroidered FP7 locomotives with Number 903 in the lead on the left chest. This is a cooperative project with the Lancaster Chapter, which is handling the orders.

These fine-quality jackets are silver-gray in color with snap front closures; have black and gray striped, rib-knit collar, cuffs and waist band, and are available in both flannel-lined (spring/fall) and quilt-lined (moderate winter temperatures) in sizes S, M, L, XL, XXL, XXXL and are priced as follows:

FLANNEL-LINED:	S to XL	\$47.00	XXL	\$50.00	XXXL	\$ 52.00
QUILT-LINED:	S to XL	\$52.00	XXL	\$55.00	XXXL	\$ 57.00

Jacket may be picked up at a monthly Chapter meeting or mailed for an additional \$5.00 shipping and handling charge.

Checks should be made payable to "LANCASTER CHAPTER, NRHS" and mailed to: P. O. Box 163, Mifflintown, PA 17059-0163. A convenient order form will be found below. If you have questions about these fine jackets, please telephone 1-717-436-6403. The jackets are indeed beautiful, and you should order yours today!

------(Clip and Mail)-----

Lancaster Chapter, NRHS
P. O. Box 163
Mifflintown, PA 17059-0163

PLEASE MAKE CHECKS PAYABLE TO "LANCASTER CHAPTER, NRHS"

Please send me the Reading FP7 jacket I have circled below:

STYLE: Flannel Lined or Quilt Lined

SIZE: Small / Medium / Large / Extra Large / Extra Extra Large / XXX Large

Price of Jacket Order: \$_____ + \$5.00 Shipping if Desired \$_____ = Amount Enclosed \$_____

Name _____ Telephone: _____ - _____ - _____

Address _____

City _____ State _____ ZIP Code _____ - _____

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