



CINDERS

JANUARY 1998



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Volume 59 Newsletter of the Number 1

PHILADELPHIA CHAPTER

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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: \$31.00 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

MEETING CANCELLATION ALERT!

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

MEETING NOTICE:

FRIDAY EVENING, JANUARY 16, 1998
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)

We'll start 1998 on Friday, January 16 by presenting Chapter Historian Larry A. DeYoung with a narrated slide talk entitled "Conrail: A Twenty-Year Retrospective". This in-depth look at Conrail, what it is today, and where it came from is especially appropriate to begin 1998, the year in which CSX and NS should finally absorb the carrier.

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, JANUARY 13, 1998 to National Director Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

Please note on your calendars that our meeting on Friday, February 20, 1998 will feature the annual Ray Muller Slide Contest, where paid-up 1998 members may compete for film prizes.

We Want YOU Back in the Fold!

All Philadelphia Chapter members received their 1998 NRHS dues notices back in November, and renewals have been coming in at a fast pace. At yearend more than 375 of our 500-plus full members had renewed, but we still have some distance to go for a 100-percent response. This is the last issue of Cinders for those who have not paid their 1998 dues by the end of January. Your officers want to welcome everyone back on board for 1998, and continue to build our membership base beyond the 500 mark.

Donations over and above the basic dues of \$31.00 per person (\$3.00 extra for family members) are also strongly encouraged, and will be used to advance both the Chapter's and National's preservation programs. Don't be left out in the cold in 1998!



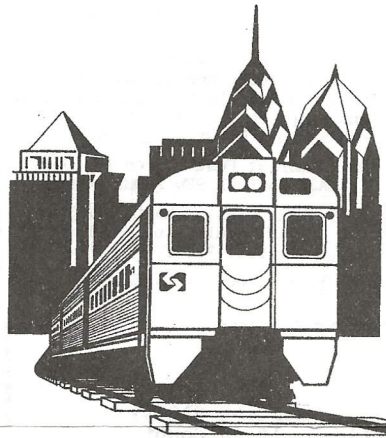
PHILADELPHIA



FRANK G. TATNALL, JR.

The Brotherhood of Locomotive Engineers threatened to strike SEPTA's Railroad Division on December 15, but SEPTA went into Federal court on the 12th to head off the shutdown. The judge postponed a decision on the matter until January 5, directing the parties to resume negotiations over the issue of crew assignments which had prompted the strike threat (see December Cinders). The union then said that it would not walk out until after the judge hands down a ruling. Meanwhile, SEPTA said that any strike would be illegal and labeled as "bogus" the BLE's contention that the current shortage of engineers is jeopardizing passenger and employee safety.

Officials contended that the union's hidden agenda is to reopen its contract, which has two more years to run, and force a higher pay scale. SEPTA also denied the BLE's claim that engineers are now being forced to work an average 62-hour, six-day week, stating that this figure is based on "pay hours" (which take into account overtime pay) rather than actual work hours which average about 53 per week. SEPTA reports that it currently has 36 engineer candidates in training, which means that even if only half of them actually enter train service later this year the burden on existing engineers will be eased and the current practice of using road supervisors to operate some trains can end. SEPTA engineers are now paid \$19.33 per hour, not including fringe benefits, which will increase to \$21.00 under the current contract, although this is somewhat less than AMTRAK and NJ TRANSIT engineers receive.



SEPTA officially opened its new Eastwick station on the Airport Line December 1, reissuing the R1 timetable which increases running times from center city to the Airport by one minute. Located at 84th Street & Bartram Avenue, the facility is intended primarily to serve a new PNC Bank operations center, causing some nearby residents to complain about the lack of local access to the hastily-constructed station.....SEPTA has opened a new entrance to Market East Station off Filbert Street just east of 12th. The former entrance from 12th Street has been permanently sealed due to reconstruction of the Reading Terminal headhouse. Opening of the much-heralded Hard Rock Cafe on the ground floor of the building at 12th & Market has been delayed to later this month or next.

SEPTA opened its enlarged parking lot at Lansdale station late last month. Increasing the lot size to nearly 600 spaces, the \$2-million project also includes improved lighting and new trees and bushes. Renovation of the 1903-vintage station building itself is yet to come.....The Daily News on December 16 ran an article headed "Asphalt bungle" concerning PennDOT's brand-new 1,600-space parking lot at Cornwells Heights station on the R7 Trenton Line (see December Cinders). According to the article, only about 200 autos are parked in the vast lot each day but a SEPTA spokesman said that this volume a month after it opened was "pretty good." He told the reporter that "Mother Nature may be our most powerful marketing tool, once I-95 turns into a vehicular version of the Ice Capades".....SEPTA plans to replace the present plastic shelter at Downingtown station with an improved structure similar to that installed last year at Daylesford.

SEPTA issued special Christmas Day timetables for several lines, providing less-frequent service than the usual Sunday schedule due to low ridership on the holiday. Lines affected were the R2 Marcus Hook, R2 Warminster, R3 West Trenton, R5 Lansdale-Doylestown, R6 Norristown and R8 Chestnut Hill West..... R5 Lansdale-Doylestown passengers endured long delays when a catenary wire fell just north of Gwynedd Valley station after the passage of train 6595 at 7:45 AM December 3. All Reading-side riders from center city were also delayed on December 23 because of a switch failure near 30th Street Station.....The famous Reading Blueliners made a cameo appearance on the December 18 episode of the NBC-TV show "Friends," when file footage was used to illustrate a train ride out of New York City (Harry Garforth).....The R7 Trenton-Chestnut Hill line now has its own E-mail address for comments and complaints (r7line@p.3net).....The current R6 timetable publishes a special midday schedule for Norristown-center city trains effective February 2. This reflects longer running times and single-track operation between Miquon and Manayunk where welded rail will be installed. Last year a similar schedule was published for maintenance work on the R3 West Trenton line.

SEPTA and Local 234 of the Transport Workers Union fired their opening salvos December 23 in contract talks covering 5,600 workers on the City Transit Division. SEPTA has hired David Cohen, Mayor Rendell's former chief of staff, as its lead negotiator in what everyone expects will be the most difficult effort in recent years because the positions of the two sides are so far apart. The current contract expires on March 15. At the initial meeting Local 234 President Steve Brookens blasted General Manager John K. Leary for his failure to appear, but not before SEPTA representatives presented Brookens with an 85-page contract proposal outlining their objectives. Among these are demands to cut the amount of paid time off for employees, to allow the hiring of part-time drivers, to increase management's flexibility in assigning workers, to eliminate the current no-layoff clause for employees with more than one year of service and to reduce the agency's payout for health insurance and workers compensation. No specific wage proposals were made. (Continued on Page 3)



SEPTA

PHILADELPHIA EXPRESS (Continued from Page 2)

For its part, the union is seeking improved pensions, including an option to retire after 25 years regardless of age, and the right to review any contracts for work outsourced to private companies. No precise wage demand was put forth, but it was understood that a pay increase proposal will be placed on the table at a later date. In a press conference Leary stressed that SEPTA is faced with the prospect of increasing budget deficits and these must be addressed through a series of cost efficiencies, which "will be accompanied by a fair amount of pain for the entire workforce." Just two months remain to iron out the considerable differences in these proposals, or else the region could suffer yet another transit strike affecting SEPTA, its employees and the public alike. Another irritant for the union is last month's Daily News article pointing out that 43 SEPTA managers received raises of \$1,000 or more in 1997, and that new GM Leary at \$184,990 per year is the highest-paid transit official in America. (Mayor Rendell is paid \$110,000 per year, while seven top SEPTA officials make more than \$125,000.)

Two more pairs of M4 cars (1009-1010, 1011-1012) arrived last month and were soon out testing on the Market-Frankford Line. The much-delayed order has been reduced from 222 to 220 as part of the recent settlement with builder ADtranz, with deletion of the planned trash and cash pickup cars. A pair of the old Budds instead will be converted for this purpose.....SEPTA plans to begin preliminary work this year on the \$320-million project to replace the Market Street elevated structure in West Philadelphia (DVARP).....SEPTA has introduced two new bus models at its Transit Museum Store--one of which is a PTC "Fishbowl" bus produced by Corgi selling for \$55.95 each.

The SEPTA board this month will be asked to approve the Authority's "Five-Year Plan for Strategic Change," intended to head off the rising budget deficits projected through the year 2003. Produced by the newly-formed Strategic Business Department under Assistant General Manager Bernard Cohen, the plan was initiated in response to last year's Phoenix study which was critical of many of SEPTA's management practices. Designed to boost ridership and revenues, raise the level of customer satisfaction, improve safety and make SEPTA more cost-effective, the plan contains a number of significant proposals. Among them are the introduction of new services for targeted markets such as reverse commuting and tourist traffic, the purchase of new vehicles matched to market needs (including additional small buses and articulateds), automating SEPTA's "archaic" fare collection systems, building or upgrading stations together with secure waiting areas, simplifying fare policy, installing state-of-the-art signal and radio communications systems, establishing maintenance and service productivity standards and--very importantly--achieving major work-rule changes through collective bargaining.

SEPTA operated its "holiday trolleys" on weekends between Thanksgiving and Christmas over the Welcome Line in center city. On the Saturday this observer rode, PCC's 2728 (silver) and 2799 (maroon) ran the short loop via 12th, Bainbridge, 11th and Noble, while Kawasaki 9095 dressed in its new "Ikarus bus" paint scheme handled the Snyder Avenue turn.....Kawasakis 113 and 119 are the only suburban trolleys to date painted in the all-white bus scheme with red-and-blue SEPTA stripe below the roofline. This new exterior design allows uninterrupted space for advertising on the sides of vehicles.....Neoplan bus 3293 is still running in its eye-catching "Spirit of the Summit" full-body paint dating from last spring's volunteer summit.....Market-Frankford car 610, the only air-conditioned Budd, was sent to scrap last month.

Although Congress last fall failed to reauthorize the Intermodal Surface Transportation Efficiency Act, it did pass a six-month stopgap measure entitled the Surface Transportation Extension Act of 1997. This action will funnel \$2.5 billion to U.S. transit agencies through April 1 and, together with funds provided in the 1998 Transportation Appropriations Act, will add up to about \$3.4 billion for transit (Railway Age).....Montgomery County plans to reduce its contribution to SEPTA by \$2 million in 1998, now that Philadelphia has agreed to take responsibility for City Transit bus lines that also operate into the county.....SEPTA has put out for bid its new contract for vehicle and station advertising.....Christopher Patton has been named to head the capital planning function at SEPTA. He transfers here from Boston.....Former SEPTA Engineering Chief Thomas E. Margro is now general manager of California's BAY AREA RAPID TRANSIT.

SEPTA GM Jack Leary left his office on the afternoon of November 28 to meet with some two dozen disabled people--some in wheelchairs--who were blocking traffic in front of SEPTA's 1234 Market Street headquarters. Several of them lay down in front of a SEPTA bus, protesting what they said was inadequate transit service for the handicapped. The action lasted for about three hours but after some protesters became dissatisfied with Leary's responses they moved into Market East Station and blocked the doors of an R5 train. Police then arrested them for disorderly conduct, ending the disruption about 6:30 PM.

On December 2 President Clinton signed into law the AMTRAK reauthorization bill passed by Congress three weeks earlier. In addition to releasing \$2.3 billion in badly-needed capital funding (see December Cinders), the legislation authorizes \$3.4 billion for regular capital and operating needs over the next three years. (Amtrak will receive \$202 million in operating support and \$199 million for capital projects during the current Fiscal Year 1998, not including Northeast Corridor funding.) Amtrak will be allowed to negotiate severance pay and benefits for laid-off workers, and cap its liability for personal injuries and death at \$200 million in any single accident. The President is required to appoint a new seven-member Amtrak board of directors, subject to Senate confirmation except in the case of the secretary of transportation. The law also repeals the requirement that Amtrak continue to operate its basic nationwide system, giving management the prerogative to select routes based on customer demand. After the year 2000 the railroad will be allowed to hire outside contractors for a wide range of services, subject to later collective bargaining with its unions (NARP).

This legislation represents "the beginning of the rebirth of AMTRAK," enthused Thomas M. Downs, who just a week later resigned unexpectedly as its president. His sudden departure was attributed variously to pressure from rail labor, still not happy with his lack of involvement in the recent contract settlement with the Brotherhood of Maintenance of Way Employees, from certain members of Congress who wanted him replaced or

(Continued on Page 4)



PHILADELPHIA EXPRESS (Continued from Page 3)

from critics in the Administration. Downs had headed Amtrak since December 1993. Northeast Corridor President George Warrington was appointed acting president of the corporation, while E. S. Bagley, Jr., vice president operations at NEC headquarters in Philadelphia, became acting head of the Corridor Business Unit. At the same time, Ronald Scolaro was named vice president operations in Washington to replace the departed veteran Robert VanderClute, and Lee W. Bullock was promoted to president of the Intercity Business Unit in Chicago to fill the vacancy created when Mark S. Cane resigned last fall. Scolaro moves up from chief operating officer of Amtrak West, while Bullock had been serving as interim president of Intercity.

AMTRAK operated a five-car Amfleet special from 30th Street Station to Reading's Vanity Fair Outlet Center and return on December 6, powered by almost-new P42 unit #110. Running via CONRAIL's Harrisburg Line, the excursion featured spectacular rides over the West Philadelphia High Line, a side trip to SEPTA's Norristown Transportation Center and on-time operation in both directions. Delayed approval of the 30th Street option (which most riders used) and a lack of advertising held the passenger count to less than 200 for this excursion sponsored by the Delaware Valley Association of Railroad Passengers. But a number of Philadelphia NRHS members were on board.....The Great American Stations Whistlestop Tour made its final stop at 30th Street Station on December 5. The public was invited to tour Amfleet coach 21044 outfitted with displays of station restorations, and business car 10001 Beech Grove served as the support car. Mayor Rendell and NEC President Warrington appeared at a press conference that afternoon in the station concourse.

The Railroad Museum of Pennsylvania has approached AMTRAK seeking the donation of historic "Shore" tower at Frankford Junction, for display in the rolling stock hall at Strasburg. Though no longer used as an interlocking station, the wooden tower is still used for other purposes that must be relocated.....AMTRAK has placed an illuminated kiosk in the 30th Street Station concourse depicting its Boston-Washington high-speed rail project--the "fast track to the future." A new fleet of trains capable of 150-mph running is due to begin service in late 1999.

Some AMTRAK personnel should be moving into their newly-renovated office building in Wilmington, just south of the passenger station. This building will house the National Operations Center and other offices, most of them relocated from Philadelphia and employing close to 200.....AMTRAK reports that Northeast Corridor ticket sales during the seven-day Thanksgiving holiday period in 1997 were up by 21 percent over the previous year. The railroad was pleased with its solid on-time performance and shorter ticket lines, as 50 extra trains supplemented the regular service in carrying over a quarter of a million passengers.....AMTRAK is competing with the private sector in bidding on passenger car repair contracts from other railroads. This "insourcing" work will be handled at the Wilmington and Bear (DE) shops.

United Transportation Union President Charles W. Little has vowed that UTU will never accept work-rule changes from AMTRAK, as did the Brotherhood of Maintenance of Way Employees in its recent contract settlement. "Amtrak can have our work rules when they take them out of our cold, dead hands," Little was quoted as saying in the UTU newsletter. BMWV agreed to \$7 million in work-rule savings over the three-year life of its contract with Amtrak, and an additional \$6 million in savings to be negotiated, in return for an average pay increase of 3.1 percent per year.



CONRAIL

In something of a surprise, CONRAIL announced last month that it will purchase 39 SD70 diesel-electric locomotives from EMD, to be assembled at Juniata shop in Altoona. The first 15 units, to be AC powered, will begin to roll off the Juniata assembly line in March, with delivery completed by June. Then production will begin on the 24 DC-powered SD70's.

all of which are to be in service by November. All units will be delivered in the standard Conrail blue paint scheme, even though the AC locomotives are being financed by CSX and the DC-powered units by NORFOLK SOUTHERN and will be transferred to those roads following the expected approval of their joint takeover application. These 39 units were ordered in lieu of 28 SD80MAC's that Conrail was committed to acquire, but neither of its prospective purchasers wanted that model and agreed instead to buy the SD70's. The recently-announced postponement of a decision in the Conrail case evidently has prompted the planned delivery in Conrail colors, with the AC units likely to become 4130-4144 after the present SD80MAC's, and the DC units 5655-5678 following Conrail's SD60's.....On Christmas Day, CONRAIL virtually shut down its operations, except for AMTRAK trains.

CONRAIL reported net income for the third quarter of 1997 of \$139 million, excluding merger-related costs, compared with \$138 million for the same quarter of 1996. For the first nine months of 1997, Conrail's net income was \$331 million excluding merger-related costs, compared with \$278 million excluding voluntary separation costs for the first nine months of 1996. Merger-related costs were \$16 million for the third quarter and \$420 million for the nine-month period.....Freight traffic volume in units for the third quarter increased 4.4 percent over the previous third quarter. Intermodal was the largest gainer with an increase of 10.6 percent in traffic volume.....CONRAIL's board has approved the 1998 operating plan which calls for a 79-percent operating ratio (the ratio of operating costs to operating revenue). The 1996 ratio was 79.7.....Although hiring for non-agreement jobs has been frozen, CONRAIL announced that it plans to take on many new craft employees in 1998, including more than 500 in train and engine service.

CONRAIL CEO David M. LeVan has been named by Mayor Rendell to the Philadelphia School Board..... LeVan, who now sports a full beard, is quoted in *Railway Age Magazine* as predicting that CONRAIL will order 60 new locomotives this year (see above).....CONRAIL plans a 1998 capital budget of \$530 million, about the same as last year.....CONRAIL continues to handle unit trains of steel slabs from Packer Avenue Marine Terminal in South Philadelphia to western Pennsylvania and midwestern mills, with total 1997 volume projected at three million tons. But there are reports that Conrail will shut down its bulk Pier 122 in Philadelphia this year because of a shortage of contracts for import iron ore.....A Feasterville teenager was killed November 28 when he was struck by a southbound CONRAIL train near Neshaminy Falls station in Bucks County. The youth was walking on the Trenton Line track when he stepped into the path of the train; a friend was also injured.

(Continued on Page 8)



On December 10, 1997, Thomas Downs tendered his resignation as Amtrak president. He had guided the railroad through an eventful four-year period highlighted by a reorganization that saw Amtrak divided into three semi-autonomous Strategic Business Units. Later, the carrier went through a contentious period in which Downs had to face up to the reality that Amtrak's limited funding had imposed serious constraints on its route structure.

However, the last straw, surely, were the events of the past six months, in which Amtrak was whipsawed between Congress, a union and the Executive branch of the government. Several members of Congress played "chicken" with Amtrak's future and they'll be there again in 1998 and each year thereafter. Moreover, the unions can be expected to seek their "share" in future contract negotiations. And, Amtrak's lame-duck board undercut the president's authority during the union negotiations. To compound matters, the railroad recently lost its most experience operating man as Robert VanderClute left for a consulting firm. I certainly wish Mr. Downs well, and I as well don't envy his successor.

One positive result of the passage of Amtrak's reorganization legislation is access to over \$2 billion in capital funding. As a result, don't be surprised to see some critically-needed orders for the likes of six more high-speed trainsets, more cars for San Diegan service and possibly more Viewliner diners or sleepers. The diners are a critical issue. Several cars have been sidelined with wreck damage and the railroad only has the minimum 21 cars needed. I noted 15 of the 20 Heritage diners on Thanksgiving weekend. Most still have the tan upholstery but at least five cars (8501, 8504, 8513, 8521, 8551) have been redone in a two-tone gray scheme.

Mr. Downs' resignation displaced Amtrak's Thanksgiving performance as the primary news event during November and December. And, that's unfortunate, because evidence indicates Amtrak did an excellent job moving heavy passenger loads. As in past years, the railroad's mechanical forces did a commendable job of getting the maximum number of cars into service. For example, on Wednesday, November 26, all Amfleet cars were in service except those in Bear shops and less than 20 others involved in heavy cleaning or afflicted with wheel problems.

Moreover, Amtrak borrowed three SEPTA locomotive-hauled trainsets (with toilets) and three MARC sets. On Sunday, November 30, two eight-car consists of NJ Transit Arrow III MU cars operated between New York and Washington. Up north, three Connecticut cars operated on a few New York-Albany round-trips and three MBTA cars protected some New Haven-Springfield runs. On Sunday, another Connecticut DOT set operated between New Haven and Boston to relieve a late-running (and overcrowded) Train 174.

One long-standing tradition I did maintain was spending all day Wednesday and Sunday at trackside. The opportunity is unparalleled to actually observe cars and locomotives and is well worth the approximately 15 hours invested each day. I did note that even the Harrisburg Line rated an extra round-trip between Harrisburg and Philadelphia on Wednesday and Sunday. Empire Service operations found the turboset pulling an extra Wednesday midday round-trip between Albany and New York.

Chicago has now tightened control over its consists by designating virtually all short-distance trains operating out of the Windy City as all-reserved. Only the Hiawatha Service and Pere Marquettes remain unreserved. No doubt, then, that some passengers were turned away and maybe Amtrak would prefer this to an unexpected extended standing in the aisle. Over Thanksgiving, no METRA cars were used, but Superliners did stand in on a few normally single-level trains as in previous years.

One train of Amfleet cars operated several round-trips between Portland and Seattle as Trains 1750 and 1751.

Four special timetables were issued for Thanksgiving in the Northeast. Cards were issued for Empire and Keystone Service trains. A horizontal format schedule was provided for Washington-New York service and a vertical format version for Boston-Washington trains. Bear in mind that, while many extras were operated, many trains were also annulled on Thursday or Friday, when business travel was slow.

Miami has introduced "Family Style" meals on Florida trains to less than enthusiastic reviews. An extremely limited menu incorporating some pre-prepared items is provided, and Amtrak apparently intends to put a plate on a table from which passengers will serve themselves. A sample menu included: Breakfast-- pancakes, pre-made omelet, sausage patty, biscuit w/gravy; Lunch-- Italian wedding soup, tossed garden salad, chicken cacciatore, bread and carrot cake; Last-Call Dinner-- seafood gumbo, beef barbeque, bread, apple cobbler. A pitcher of orange juice is provided at breakfast and iced tea for the other meals. Breakfasts especially have been cited for poor quality. Check first if riding a Florida train. If you're in coach you may find the selections in the lounge more suitable.

The number of leased Amtrak F40's on the Union Pacific had reached 54 as of early December.

The dormitory car program has taken a new turn. You may recall that prototype car 2500 incorporated a smoking lounge in a portion of the former bedroom area of these 10-6 sleepers. This apparently did not work out and the next three cars incorporate only an open space in this area. The cars are renumbered, but do keep their names, and the first four are: 2500-Pine Brook, 2501-Beatrice MacDonald, 2502-Pacific View, 2503-Pine Hill.

ON THE SCENE (Continued from Page 5)

California service today has virtually a full complement of bi-level cars, with most protecting the San Joaquin and Capitol services. Those Horizon cars assigned to Amtrak West protect certain San Diegan schedules along with a few Amfleet cars and three trainsets made up of California cars and a few Superliners.

The Reno Fun Train will operate on six Fridays to Reno in February and March, returning on Sundays. The train departs Emeryville at 3:00 or 4:55 PM (on various Fridays) and departs Reno at 11:00 AM Sunday. The same equipment is operated as well on the Reno Snow Train, leaving Emeryville on Tuesdays at 8:15 AM, returning from Reno at 10:20 AM on Thursdays. These trains are sponsored by Key Holidays of Walnut Creek, CA and include cafe bar cars, a Great Dome lounge and piano lounge. Passengers desiring a more quiet atmosphere may reserve seats in such cars at no extra fare.

A number of carrier agents generate express traffic for Amtrak. Among these are Mark VII Transportation, Landstar Logistics, RailTex Logistics, R. R. Donnelly Logistics and Trinity Intermodal.

Amtrak has changed its order with Wabash National so that intermediate bogies 5596-5601 will become coupler-mates 5210-5215. This firm will finish the RoadRailer order in January.

In Denver, Colorado, the Rio Grande Ski Train operates on certain Fridays as well as the more common Saturday and Sunday schedules.

In June 1966 I was enjoying leave before heading off to Southeast Asia. On June 13, the Pennsylvania Railroad ran a 22-car passenger extra from Fort Gordon, GA (where I understand our Editor did his Army basic) to Fort Dix, NJ. Three weeks before, a 21-car train had been noted. Regrettably, I didn't make a note of the locomotives used, but the passenger consists of these two unusual trains were:

JUNE 13, 1966: CRI&P Golden Journey, SOU Roanoke Valley, MP Eagle Dam, NYNH&H Long Point, Lookout Point, PRR Cascade Brink, Major Brook, SAL Poplar Summit (*), B&O East Norwood (*), SAL Poplar Springs (*), PRR 4475, 4476 (diners), B&O Lantern Tower (*), PRR Cambria County, SOU Piedmont Valley, B&M Dartmouth College No. 2, C&O City of Holland, SAL Avon Park, NYNH&H Sound Beach, Shippan Point, MP Eagle Mountain, NYNH&H Beaver Tail Point.

MID-MAY, 1966: NYNH&H Quonset Point, Long Point, PRR Mahoning Rapids, ACL Polk County, L&N Dixie Pine, Pullman Moore (*), NYNH&H Matunuck Beach, SP 9207, NP 704 (*), PRR 4476, 4478 (diners), NYNH&H City Point, ACL Edisto Island, PRR Cascade Brink, Pullman Donizetti (*), C&O City of Winchester, NYNH&H Monomoy Point, B&O East Sparta (*), PRR Octagon House (*), B&O Sugar Loaf Mountain (*), C&O City of Grand Rapids.

What colorful consists these were, including ten (*) standard-weight sleeper examples!

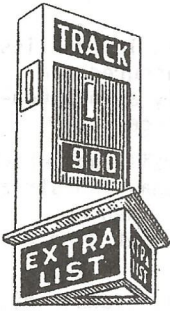
At the 1966 Kentucky Derby, the L&N's Wayfarer Special included seven additional standard Pullmans, but the clock was indeed winding down on these venerable cars. Noted were: Donizetti, Glen Douglas, Lake Bruin, Lake Caroline, Lake Emma, Lake Terrell and Radcliffe College.

In the approximately six months of remaining standard Pullman operation, these cars were noted in the Philadelphia area: PRR John Greenleaf Whittier, SOU Lake Childs, B&O Loch Lomond, Pullman Glen Athol, Glen Saddell, PRR Rittenhouse Square, B&O Park City, CB&Q New Capitol and SAL Poplar City, Poplar Creek, and Poplar Trail.

UPDATE OF SHORTLINE/REGIONAL RAILROAD ROSTERS

The following additions and changes should be made to the shortline and regional railroad motive power rosters as published in the four previous issues of Cinders.

Delete	<u>BELVIDERE & DELAWARE RIVER RAILWAY (BDRV), Milford, NJ</u>				
	475	GP9	Returned to Winchester & Western		
Add	<u>EAST PENN RAILWAYS (EPRY), East Greenville, PA</u>				
	22	B-B	GP7	D/E	EMD 1950 Former Guilford 22 (Note)
Note:	Owned by private individual, unit located at Quakertown, PA				
Change	<u>LYCOMING VALLEY RAILWAY (LV), Newberry, PA</u>				
	238	SW9	Renumbered from 1816		
Change	239	SW9	Renumbered from 1776		
Delete	<u>MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ</u>				
	436	SW9	Transferred to New York & Greenwood Lake		
Change	<u>NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Ridgefield Park, NJ</u>				
	2012	GP38	Correct year built is 1967		
Add	<u>NEW YORK & GREENWOOD LAKE RAILWAY (NYGL), Garfield, NJ</u>				
	436	B-B	SW9	D/E	EMD 1952 Former NJ Transit 436 (Note)
Note:	Leased from United Railroad Historical Society				
Note correct location	<u>SMS RAIL SERVICE (SMS), Bridgeport, NJ</u>				



JANUARY 17-18, 1998: Annual open house at GATSME Lines model railroad in basement of New Horizons Montessori School, Prospect & Madison Avenues, Fort Washington, PA, 12 Noon to 4 PM. Admission by donation. For information, telephone Ed Wilson at 610-584-6923.

JANUARY 30: Railroad Film Night at National Canal Museum, 30 Centre Square, Easton, PA, beginning at 7:30 PM. NRHS Film Archivist Mitchell Dakelman will present program entitled "Diesel and Steam Locomotives." Donation of \$5 is requested. For information, telephone 610-559-6613.

THROUGH FEBRUARY 1: "Miniature Marvels: The Fascination of Model Railroading" exhibit at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, in cooperation with Baltimore Society of Model Railroad Engineers. Hours: 10 AM-5 PM daily. Regular admission charges apply. For information, telephone 410-752-2490 (web site www.borail.org).

FEBRUARY 7-8: Greenberg's Great Train, Dollhouse & Toy Show at Fort Washington Expo Center, 1100 Virginia Avenue, Fort Washington, PA, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 ages 6-12, with admission good both days. For information, call 410-795-7447 or visit Greenberg's web site at www.greenbergshows.com. Philadelphia Chapter will be represented at this show.

FEBRUARY 12: "Art for the Chessies," exhibit of 12 works commissioned by the C&O Railway in the 1940's begins at the B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. Regular admission charges apply. For information, telephone 410-752-2490.

FEBRUARY 21: "Snow Train to Vermont" excursion from Boston, MA to Brattleboro and Bellows Falls, VT, sponsored by Mass Bay RRE. Amtrak special will leave South Station at 7:45 AM, making additional stops enroute to Bellows Falls via Conrail's Boston Line to Palmer and New England Central. Train will return to Boston about 9 PM. Numerous optional activities available at destinations. Rail fares: \$65 adults, \$35 children (5-12). There is additional cost for side trips. Order tickets from: Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814, enclosing stamped, self-addressed envelope. For further information, telephone 617-489-5277.

FEBRUARY 21-22: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center, Route 130, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 ages 6-12, with admission good both days. For information, call 419-795-7447 or visit Greenberg's web site at www.greenbergshows.com. Philadelphia Chapter will be represented at this show.

FEBRUARY 28: EastRAIL '98 multi-media sound and slide presentation at Bergen County Technical School, 200 Hackensack Avenue South, Hackensack, NJ, 10 AM-6 PM, sponsored by United Railroad Historical Society. Ample free parking available. Former Railfan & Railroad Editor Jim Boyd will be master of ceremonies for ten separate presentations ranging from Canadian National snowplow action to railroads of Texas and Oklahoma. Tickets priced at \$10 per person in advance, \$12 at door. Order tickets from: URHS-NJ, P. O. Box 711, Clark, NJ 07066-0711, enclosing stamped, self-addressed envelope. Information and credit card orders may be obtained by telephoning 907-671-9644.

MARCH 8: Train Show at Mother Seton High School, Garden State Parkway Exit 135, Clark, NJ, 9 AM-3:30 PM, sponsored by Jersey Central Chapter NRHS. Show features operating layouts, trainset raffle, circus train exhibit and sales of model trains, railroad books and collectibles. Ample free parking available. Admission: \$4 adults, children under 12 free, maximum \$8 per family.

APRIL 12-20: "The Great Transcontinental Journey" aboard the American Orient Express, sponsored by National Trust for Historic Preservation. Private luxury train leaves Union Station, Washington, DC, for Los Angeles, CA, with stops at Charlottesville, VA, New Orleans, LA, San Antonio, TX, Santa Fe, NM and Grand Canyon, AZ. Full dining and sleeping car service will be provided. Fares range from \$4,990 to \$7,890 per person, depending upon accommodations. For reservations and information, write AOE Railway Company, 2025 First Avenue, Suite 830, Seattle, WA 98121 (telephone toll-free 888-759-3944 or fax 206-727-7309). Non-members of National Trust must pay additional \$20 for one-year membership (make separate check payable to "National Trust for Historic Preservation").

Amtrak's 1998 Calendar Features Manassas Station

Amtrak has issued its wall calendar for 1998, featuring a full-color painting by Ted Rose of the Crescent loading passengers at the restored station in Manassas, VA.

The 23-1/2 x 33-inch calendar is priced at \$6 each, two for \$10, three for \$14 or four for \$16, with further discounts for larger quantities. Orders should be sent to: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143, making checks payable to "Amtrak Calendar." Calendars are shipped in sturdy tubes, and at least two weeks should be allowed for delivery.

For collectors who missed out, the 1980, 1981, 1983-1986, 1988-1991 and 1993-1997 calendars are still available for \$3 each in quantities up to five.

Watts Wins Reading F7 Trainset

Chapter President Doug Watts was the lucky winner in the drawing for the Reading F7 0-gauge trainset at the December 12 Chapter meeting. His ticket was picked in a blind drawing by Guest G. Gerrish Williams before a large crowd assembled for Williams' program on Canadian railroading.

More than \$1,000 was raised in the sale of chances by both the Philadelphia and Lancaster Chapters, in the raffle conducted by Chapter Treasurer Charlie Van Reed. Valued at \$500, the impressive trainset was donated to the Chapter by Boscov's Department Stores.

Philadelphia Chapter is grateful to Boscov's for its generosity, and thanks everyone who bought chances to help advance the Chapter's FP7 restoration project.

Conrail Takeover Still on Track

On December 15 CSX and Norfolk Southern filed their 3,634-page rebuttal to the more than 160 parties that formally expressed dissatisfaction with the planned takeover of Conrail. The two carriers assured the Surface Transportation Board, which will rule on their application in June, that they will smoothly absorb Conrail's operations and avoid the gridlock that occurred after the Union Pacific-Southern Pacific merger.

CSX and NS pointed proudly to the list of 2,200 shippers, 350 public officials and 80 railroads which have filed supporting statements. A major coup was last month's decision by the influential National Industrial Transportation League to back the CSX-NS takeover. (NITL had strongly opposed the UP-SP linkup.) When he appeared before NITL's annual meeting in November, NS Chairman David R. Goode assured the members that "the best way to improve safety and service in the East is prompt action on the Conrail transaction."

Meanwhile, the STB is proceeding with its review of 15 filings, called responsive applications, which seek specific conditions to the takeover. All but two of these came from railroads--including Illinois Central, Canadian National, Wheeling & Lake Erie and New England Central--while the only shipper whose filing was accepted was a New York State utility. New York State itself opposes the merger, its protest listed on STB's agenda, but 14 other states--Pennsylvania among them--are formally supporting CSX and NS.

To comply with another STB requirement, CSX and NS on December 3 filed a 500-page Safety Integration Plan which outlines in detail what they will do to insure safe operation on the expanded systems. The plan, which touches on such issues as safety training, combating crew fatigue, reconciling different operating rules and avoiding the UP-SP dilemma, was hailed by the Federal Railroad Administration as "a commendable safety planning effort." FRA initially had pressed the STB to require a formal safety plan.

The next step in the merger process is the filing of final legal briefs on February 23, to be followed by oral arguments before the STB on June 4, the voting session on June 8 and issuance of the written decision on July 23. If it is approved, the effective date ("control date") of the takeover is expected to be August 22, at which time CSX and NS may exercise their ownership rights, remove their Conrail stock from trust and begin implementation activities. But first the necessary labor agreements must be concluded, any STB-imposed conditions satisfied and computer systems integrated. In a statement to *Railway Age*, Conrail CEO David M. LeVan spoke of leaving a "positive legacy" for the new owners, the industry, its customers and the nation. CSX and NS plan to begin making employment offers to present Conrail employees in May.

Further information on the merger effort may be obtained on the Internet at these addresses:
www.conrail.com/www.csx.com/www.nscorp.com.

PHILADELPHIA EXPRESS (Continued from Page 4)

NJ TRANSIT, under pressure to restore commuter service on CONRAIL's Trenton Line, has hired consultant LS Transit Systems to study the possible operation of passenger trains over the 21.6 miles of ex-Reading track between West Trenton and Bound Brook. The line, which will become CSX property after the proposed split of Conrail, last saw commuter service in 1982 (Jersey Central Chapter).....The New Jersey Legislature has approved a bill to grant NJ TRANSIT immunity from lawsuits filed by adults who are injured as a result of their trespassing. Since 1984 NJT has paid out \$22.4 million in damage claims to 360 persons who were illegally on railroad property (Jersey Central Chapter).

Bethlehem Steel Corp. announced last month that it will close its huge coke plant in Bethlehem effective on March 31. This will mark the end of all remaining production by the company in its namesake city, where its operations date back to 1857. Two years ago the company shut down its last steelmaking facilities in Bethlehem, concentrating that work at its plants in Steelton, PA, Sparrows Point, MD and Burns Harbor, IN. Now only about 700 employees will remain in Bethlehem at its corporate headquarters, research center and on the subsidiary PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD. CONRAIL and CANADIAN PACIFIC will lose all of their coal and coke-hauling business in the area, the PB&NE workforce will likely be halved and those rumors that CSX might rebuild SEPTA's Bethlehem branch to reach the coke plant will be put to rest. In the future, the company will purchase its coke from China, Japan and other sources. Earlier in December, Bethlehem agreed to purchase Lukens, Inc. for \$650 million in cash and stock, with Lukens' Coatesville and Conshohocken mills to be operated as the Lukens Plate Division. But a week later Lukens received an all-cash offer of \$715 million from Allegheny Teledyne, Inc., the former Allegheny Ludlum Steel.

Business Week Magazine reports that General Electric CEO John F. Welch is considering the sale of several divisions--including the locomotive business--which do not produce sufficiently high profits.....CANADIAN PACIFIC announced last month that it will keep its ST. LAWRENCE & HUDSON subsidiary, which includes the DELAWARE & HUDSON, since it has turned the corner into profitability.....The venerable American Short Line Association merged with Regional Railroads of America effective January 1.....Chapter Member John LaForce has been promoted to deputy chief engineer at SEPTA. His service began in PTC days.....Longtime Railfan & Railroad Editor Jim Boyd retired last fall. His shoes will be filled by Managing Editor Steve Barry, a member of Wilmington Chapter.

Delaware River Port Authority once again has decided not to increase PATCO fares for the upcoming year. Bridge tolls will also remain stable.....NEW HOPE & IVYLAND has repainted its leased ex-CONRAIL GP30 #2198 in the same maroon-and-yellow once worn by the departed RSC2 #1513.....BLACK RIVER & WESTERN has given ex-CONRAIL and NJT GP9 #7000 its as-delivered Pennsy Brunswick-green livery. Though still located at Ringoes, NJ, the unit is intended to operate this year on CAPE MAY SEASHORE LINES. The 7000 is owned by United Railroad Historical Society.....Alco RS1 #57, late of the BR&W, will probably become the regular power on EAST PENN's Quakertown line, with SW9 #99 to return to East Greenville for use on PENN EASTERN (see separate story).

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part V)

(Corrected to November 1, 1997)

ROAD NUMBER TYPE MODEL/CLASS POWER BUILDER YEAR FORMER OWNER / NUMBER

WEST CHESTER RAIL ROAD (WCRL), West Chester, PA

3	B-B	S2	D/E	Alco	1949	Wilmington & Western 3
9	B-B	65-ton	D/E	GE	1941	Anthracite 9
99	B-B	GP9	D/E	EMD	1956	Ohio Central 99

WESTERN MARYLAND SCENIC RAILROAD, * Cumberland, MD (Note)

199	B-B	RS3	D/E	Alco	1954	Delaware & Hudson 4075
734	2-8-0		Steam	BLW	1916	Lake Superior & Ishpeming 34
2131	B-B	GP30	D/E	EMD	1963	Conrail 2249
2175	B-B	GP30	D/E	EMD	1962	Conrail 2175

Note: Locomotives also based at Ridgeley, WV

WILMINGTON & WESTERN RAILWAY (WWRC)/WILMINGTON & WESTERN RAILROAD, * Marshallton, DE

37	2-8-2T		Steam	Alco	1924	Pacific Lumber 7
92	2-6-0		Steam	CLC	1910	Canadian National 92
98	4-4-0		Steam	Alco	1909	Mississippi Central 98
114	B-B	SW1	D/E	EMD	1940	Ocean City Western 114
4662	Railcar	OEG350	D/E	Pullman	1929	Pennsylvania 4662
8408	B-B	SW1	D/E	EMD	1940	Baltimore & Ohio 8408

WINCHESTER & WESTERN RAILROAD (WW), NEW JERSEY DIVISION, Bridgeton, NJ

120	B-B	MT4	Slug	Alco	1957	Conrail 1020
459	B-B	GP9	D/E	EMD	1955	Norfolk & Western 2459
475	B-B	GP9	D/E	EMD	1955	N&W 2475
517	B-B	GP9	D/E	EMD	1958	N&W 2517
520	B-B	GP9	D/E	EMD	1958	N&W 2520
575	B-B	GP10	D/E	EMD	1959	Conrail 7575
732	B-B	GP9	D/E	EMD	1955	Conrail 7323
752	B-B	GP10	D/E	EMD	1956	Conrail 7527
811	B-B	GP9	D/E	EMD	1959	N&W 1481

WINCHESTER & WESTERN RAILROAD (WW), VIRGINIA DIVISION, Gore, VA

107	B-B	MT4	Slug	Alco	1957	Conrail 1007
403	B-B	GP9	D/E	EMD	1954	Southern Pacific 3403
445	B-B	GP9	D/E	EMD	1955	SP 3445
498	B-B	GP9	D/E	EMD	1956	N&W 2498
572	B-B	GP10	D/E	EMD	1959	Conrail 7572
709	B-B	GP9	D/E	EMD	1956	Conrail 7090

YORKRAIL (YKR), York, PA

1500	B-B	CF7	D/E	EMD	1953	Santa Fe 2417 (F7A 275L)
1600	B-B	GP16	D/E	EMD	1956	CSX 1733 (YKR 1733)
1734-1735	B-B	GP16	D/E	EMD	1956	CSX 1734, 1735
1754	B-B	GP16	D/E	EMD	1956	Baltimore & Ohio 6490
1756	B-B	GP16	D/E	EMD	1956	B&O 6486
1815	B-B	GP16	D/E	EMD	1951	CSX 1815

SOURCES

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 Cinders staff
 Delaware Valley Railway
 Four States Railway Service
 Gettysburg Railway
 Landisville Railroad
 Morristown & Erie Railway
 Reading, Blue Mountain & Northern Railroad
 SMS Rail Service
 Strasburg Rail Road
 Winchester & Western Railroad
 Richard O. Adams, Donald J. Colangelo, James B. Kirk, Paul Kutta,
 Wayne Laepple, Eric Levin, Tom Moran, John Pari, Carl Perelman,
 John Petko, Stewart Rhine, Mark Sublette

ABBREVIATIONS

Elec - Electric
 D/E - Diesel-electric
 G/E - Gas-electric
 D/M - Diesel-mechanical
 G/M - Gas-mechanical

Alco - American Locomotive Company/Alco Products, Inc.
 ABB - Asea Brown Boveri (Sweden)
 ADT - Adtranz (Sweden)
 BLH - Baldwin-Lima-Hamilton Corp.
 BLW - Baldwin Locomotive Works
 CLC - Canadian Locomotive Company
 EMC - Electro-Motive Corp.
 EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company
 GMD - General Motors Diesel, Ltd. (Canada)
 MK - Morrison Knudsen Corp.
 MLW - Montreal Locomotive Works (Canada)
 RLI - Republic Locomotive, Inc.
 * - Non-common carrier

B-B refers to four-axle locomotive
 C-C refers to six-axle locomotive

Emons Takes Over East Penn Lines

Four affiliated shortlines in eastern Pennsylvania have a new owner. Effective December 31, Emons Transportation Group of York took control of the lines from previous Operator John C. Nolan, who remains as vice president of the new Emons subsidiary Penn Eastern Rail Lines.

Penn Eastern will operate the following lines under its own name: Bristol Industrial Terminal at Bristol; Chester Valley Railway at Bridgeport; East Penn Railways between Emmaus Junction and Pennsburg, between Topton and Kutztown and between Boyertown and Pottstown; and Lancaster Northern Railway between Sinking Spring and Stevens. All except the Bristol line are former Reading Company branches. Not included is East Penn's freight service over the SEPTA-owned Bethlehem running track between Quakertown and Lansdale, which Nolan will continue to operate separately.

Emons other principal subsidiaries are the Maryland & Pennsylvania and Yorkrail lines in Pennsylvania, the St. Lawrence & Atlantic in northern New England and the Berlin Mills Railway in New Hampshire.

GEORGE WEISS

December 17, 1997

Longtime Chapter-only Member George Weiss of Augusta, Georgia, died on December 17, 1997 following an extended illness. He was 75 years of age, and was well-known in the rail enthusiast community for his extensive rail travels around the world.

Weiss owned two radio stations, WBBQ and WZNY, and was remembered for his zeal for accuracy in reporting the news on the air. He started radio station WBBQ in Augusta in January, 1947. A generous man, Weiss donated his radio stations to the Medical College of Georgia, who in turn sold the properties and created a \$14 million Weiss Endowment for medical research.

A memorial service for George was conducted in Augusta on December 22, 1997. His numerous friends around NRHS will certainly miss his colorful personality.

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