



CINDERS

January 1988



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Volume 49

Newsletter of the

Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Stead, Gould Quit But SEPTA Rolls On

William G. Stead's cameo appearance as general manager of SEPTA ended abruptly last month when he resigned after only five weeks on the job. Sparked by his highly-visible feud with Board Chairman Lewis F. Gould, Jr., a political firestorm had engulfed Stead almost from the day he took charge of the nation's fourth-largest transit system on November 16. Though Gould himself was also forced to step down when his support on the 11-member board eroded, the aftershocks of this executive suite collision promise to extend well into the new year.

Stead, 41, had been selected over four other finalists--including two in-house candidates--after a nationwide search for a successor to retiring General Manager Joseph T. Mack. A Pennsylvania native, Stead came highly recommended from his two-year tenure as head of the San Francisco Municipal Railway (Muni), as well as from previous management stints in Boston, New York and at the Philadelphia-based consulting firm of Louis T. Klauder & Associates. His salary at SEPTA was set at \$125,000 per year.



But Stead committed an early blunder by declaring on his first day in office that SEPTA's fares are too high, then a few days later reversing himself by saying that he would recommend an immediate fare hike to help cover an expected \$21-million deficit in the current fiscal year. Soon, he again changed course with a statement that fares should remain unchanged while efforts are made to cut costs instead. This waffling led to charges that Stead is an indecisive manager who sometimes speaks before knowing the facts.

He then clashed with Gould on two issues which received wide media coverage. The first was Stead's assertion that he did not need Mack to help him in the transition process, effectively torpedoing a plan by Gould and other board members to hand Mack a one-year, \$90,000 "golden parachute" for consulting services. Following this, Stead expressed his open displeasure with a Gould-sponsored contract giving Assistant General Manager Frank Wilson a \$32,000 pay raise--plus a \$110,000 severance guarantee and other benefits--to dissuade him from leaving SEPTA after losing out to Stead for the top job. Stead told the press that Gould had deliberately "misled" him into believing that the Wilson contract had the blessing of the entire board and, on that basis alone, he signed it. City board members, however, quickly denied any knowledge of the contract.

Gould, a Republican from suburban Montgomery County, began to pressure Stead to resign, charging that Stead had taken sides with the Democratic minority on the politically divided board. "He wants me out...he has made it very, very clear," Stead recalled. Gould and Vice Chairman Robert J. Thompson of Chester County then reportedly offered Stead a severance payment of \$125,000 if he would resign, but both City members joined by the Governor's lone appointee to the board vowed that such a payment would not be approved.

Meanwhile, as news of the Wilson affair surfaced, Mayor Goode weighed in with a demand that Gould resign "for the credibility of SEPTA. This should be the last deal made by Mr. Gould at the expense of SEPTA riders and taxpayers." The Inquirer editorially joined in the call for Gould's departure. "Mr. Gould's chairmanship has become a public embarrassment to the region," the newspaper said. "It's time for him to arrange his own severance..." Wrote a Daily News columnist: "Get yourself a set of trains for Christmas, Lew. And give SEPTA back."

Over a one-week period in mid-December, Stead vacillated on whether he would quit or hang on. The Inquirer reported that Stead had reluctantly agreed to resign on December 16 in return for a payment of \$64,500, but with the defection of Delaware County's two Republican board members and one dissident Bucks County appointee, it became apparent that Gould did not have the votes to override the City's promised veto of the severance package. With the turmoil at SEPTA proceeding unabated, Democratic Governor Robert Casey summoned Stead to a December 17 meeting in Harrisburg, during which the Governor blasted SEPTA for its "public-be-damned attitude" and said that Gould "has got to go." He gave Stead his personal backing and urged the embattled general manager to stay on the job, which Stead agreed to do. "He inspired me to stay," Stead remarked after the meeting.

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STEAD, GOULD QUIT BUT SEPTA ROLLS ON (Continued from Page 1)

The next day Stead prepared to fly back to San Francisco to meet his wife Cindy for a brief vacation, but it turned into a one-way trip. Arriving in the City by the Bay, Stead told the local press that he was going to resign from SEPTA after all, citing an implied death threat that he received just before leaving Philadelphia. According to Stead, the anonymous caller alluded to the political struggle between the City and its suburbs, saying that the Democrats would not be allowed to take over SEPTA as they recently had gained control of the convention center authority. Instead of taking the Airport Express, the caller allegedly told Stead, "You ought to take the train all the way back to California because trains are a lot safer than airplanes."

This final flip-flop left Stead's supporters baffled, but on Monday, December 21, he submitted his formal resignation and said he would take no money from SEPTA other than his five weeks' pay and possibly certain living expenses. He quickly asked for and received his old job back as general manager of Muni. "I guess I can't be 'SEPTA-Man' anymore," he said, referring to his likeness in a series of Inquirer editorial cartoons. "Maybe I can be 'Muni-Man.'" Mayor Goode deplored Stead's loss, telling a press conference that the "drama reminded me of a tale from the Old West where the bad guys run the shiny, clean new sheriff out of town."

On the same day that Stead formally resigned, Gould called a press conference to announce that he would quit as chairman but stay on the board until his term expired in 1989. "I think that it is clear that SEPTA lives in a political environment and in order for it to best work...there has to be a balance," Gould said. "For whatever reason, I think it's apparent that that balance has become unbalanced." He asserted that "Mr. Stead left of his own accord. Mr. Stead, I think we have seen, had an amazing predilection for making statements and taking positions and then changing them. Whatever Mr. Stead has done, he did on his own. I wish him well."

The following Monday, the SEPTA board met in special session to select an interim chairman to serve until the regular election in February. They named Vice Chairman Thompson to serve out the two remaining months of Gould's term, and empowered him to pick a member of SEPTA's senior staff to serve as acting general manager. The next day SEPTA announced that General Counsel James Kilcur, 36, had agreed to take the job until a permanent replacement can be found within three to six months. Kilcur, SEPTA's top lawyer, took over from Deputy General Manager John T. Prader, who had been filling in since Stead's departure.

The legacy of December's upheaval at SEPTA is still to be written, but it is quite likely that it will result in a re-evaluation of the political balance that Gould spoke about. Primarily, this may mean a greater State involvement in decision-making at SEPTA, reflecting the fact that Harrisburg underwrites about 25 percent of SEPTA's current \$553 million operating budget, with 59 percent coming from the farebox, six percent from the Federal government and only ten percent from local subsidies. Of this, the four suburban counties which now control the SEPTA board contribute only two percent of SEPTA's funding for operations, and account for only ten percent of the system's ridership.

Other fallout will be in the form of a series of investigations of SEPTA, apparently triggered by Stead's charge that he uncovered serious cases of mismanagement at SEPTA. These include the ordering of what he termed "unnecessary" commuter rail cars from Bombardier, safety violations which went uncorrected and the awarding of generous severance benefits to three top managers including Frank Wilson. Said a spokesman for Governor Casey: "There's some real question as to why the entrenched people on the SEPTA board are so protective of their domain...As soon as (Stead) takes his job and starts asking questions, he was literally hounded out of town."

Late in December U.S. Representative William H. Gray III of Philadelphia asked both the Urban Mass Transportation Administration and the General Accounting Office to look into questions "about what may at best be inefficiency (at SEPTA), or at worst corruption, and about whether Federal funds were misused." Gray, a Democrat, is chairman of the powerful House Budget Committee. Separately, PennDOT also began its own investigation. On December 31, Transportation Secretary Howard Yerusolim wrote to SEPTA Chairman Thompson asking for copies of all lease-purchase agreements, severance agreements, advertising contracts and board members' expense accounts over the past three years. The Legislature was also threatening its own investigation, and Stead said that he would return to testify before any legally-constituted panel. "The situation there had to explode eventually," he concluded.

Stead's brief tenure has also left some questions--as well as vacancies--in SEPTA's organizational structure. On December 3 he appointed Charles W. Thomas as Deputy General Manager for Operations, passing over Wilson who had previously been Thomas' boss. He also named Assistant General Manager Prader as Deputy General Manager & Chief of Staff, Treasurer James A. Archibald as Deputy General Manager & Treasurer, and Outside Consultant Philip G. Craig as Deputy General Manager for Strategic Planning, Engineering & Reconstruction ("SPEAR"). But, in a highly-publicized incident on December 22, Craig was ushered out of his office at SEPTA's center city headquarters by an Authority police officer at Thompson's direction, after only three days on the job. Craig later said that he had returned to his old consulting job and would not press for severance pay as provided in his SEPTA contract signed by Stead. Wilson reportedly has left SEPTA but it is not known where in the transit industry he will emerge. Whether he will seek a severance payment from SEPTA is yet to be determined.

Thus, one of the nastiest political spats in recent Philadelphia history has not been settled by two key resignations. On the contrary, it seems to have acquired a life of its own and most likely will provide news for many months to come.

OUR MEETING:

FRIDAY EVENING, JANUARY 15, 1988

The Engineers' Club, 1317 Spruce St., Philadelphia, PA

Dinner at 6:00 PM in the Club Dining Room (\$12 per person)

Meeting at 7:30 PM in the Conference Room (3rd Floor)

The January 15 meeting of Philadelphia Chapter will feature an illustrated lecture on SEPTA's new Bombardier push-pull equipment and Electro-Motive AEM-7 locomotives, presented by Senior Vice President Mike Burshtin, who in his position at SEPTA has been involved in all phases of the construction, delivery and testing of this new equipment.

Our usual sit-down dinner will be served in the Club Dining Room, at \$12 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, JANUARY 13, 1988, to President Tatnall at 215-828-0706.

You've seen and perhaps even ridden the new SEPTA push-pull trains in their first month in service - come to Philadelphia Chapter's January 15 meeting and learn first-hand what makes them go!

JOSEPH B. MULDOON

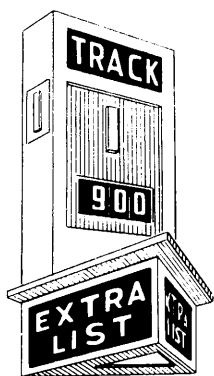
December 12, 1987

It is with regret that we inform you of the death of Chapter Member Joseph B. Muldoon of Ardmore, PA on Saturday, December 12, 1987. Mr. Muldoon was a member of Philadelphia Chapter since 1955, a span of 32 years. Joe carried his love of the steel rail into his profession, having been a financial analyst specializing in railroads and utilities with the Philadelphia investment firm of Janney Montgomery Scott. Services were conducted at St. Colman's Church, Ardmore, on December 15. Mr. Muldoon is survived by his wife, two sons and four daughters. We extend our condolences to the Muldoon family, and thank them for Joe's friendship with us.

JANUARY 21, 1988: Special film and slide presentation on the GGI electric locomotives, presented by Historian Mitch Dakelman, at the Canal Museum, Route 611, Easton, PA, beginning at 8 PM. Admission free but reservations required. Telephone 215-250-6700.

FEBRUARY 20: Massachusetts Bay Railroad Enthusiasts will operate special Amtrak "Snow Train" from Boston and suburban stations to Pittsfield, MA, Albany, NY and return via Conrail's ex-Boston & Albany route. Fare (before February 10): \$49.95 adults, \$29.95 children (12 and under). First class service available. For further information and tickets, contact: Mass Bay RRE, P. O. Box 525, Bedford, MA 01730.

APRIL 10: Excursion on Metro-North's Hudson and Harlem lines using ex-NYC 1100-series MU cars to be operated by Branford Electric Railway Association. Trip includes shop tour at Brewster. Special train leaves Grand Central Terminal at 10:15 AM. Fares: \$44 adults, \$39 children, fare \$5 additional day of trip. Dealer space available in special car on train. For tickets and information, contact: William Wall, BERA Trip Coordinator, P. O. Box 2264, Short Beach, CT 06405, including stamped, self-addressed envelope.



HAVE YOU PAID YOUR 1988 DUES?

This will be the last issue of Cinders mailed to Chapter members who have not paid their 1988 dues, according to Chapter Editor Larry Eastwood.

Eastwood reported that as of January 1, a total of 309 full Chapter members, or 71 percent of that category of members, had renewed for 1988. A total of 57 Chapter-only members, or 73 percent of this category, had renewed.

Dues renewals are \$19.00 for full Chapter and National dues, and \$10.00 for Chapter-only dues, for those members who hold their National membership through another Chapter. Renewals should be sent to: David Kopena, Treasurer, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

CHAPTER MEMBER OFFERS LARGE RAILRODIANA COLLECTION FOR SALE

A large collection of railroad china, silver, public and employee timetables, publications, calendars, maps and other items is being offered for sale by Chapter Member Charles N. Vallette. Many of the items are in multiple quantities, which should be of interest to anyone wishing to enter or expand the mail order railrodiانا business. Chuck would prefer to sell the collection as a single lot.

For a complete list, write: C. N. Vallette, P. O. Box 447, Huntingdon Valley, PA 19006-0447 (telephone 215-379-2169 between 10 AM and 9 PM).

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA's first Bombardier push-pull train began revenue service on Monday, December 7, and has operated virtually every weekday since with few problems. Because AMTRAK at the time had not approved the equipment for revenue service on its lines, the planned inaugural run from Downingtown had to be scratched and the train operated instead as #7313 from Suburban Station to Elwyn at 6:05 AM. It returned from Elwyn at 7:17 as train #9334 to North Broad Street, thence to the maintenance base at Penn Coach yard near 30th Street. Consist (from north to south) was AEM-7 electric locomotive 2301, coaches 2503, 2502, 2524, 2522 and cab car 2407. Though it is intended that the AEM-7's will be regularly operated at the south (west) end of all trains, during the first weeks of service the locomotive was usually at the head end of each major rush-hour train.



The last of a series of public displays took place on Saturday, December 12 at Media, where AEM-7 #2301, trailer 2501 and cab car 2401 were spotted next to the parking lot for walk-through inspection. Regular morning and afternoon service continues, with the five-car trainset rotated to a different line each day so that passengers on all lines have an opportunity to ride the shiny new equipment. For the first few weeks appropriate announcements were made at each center city station and on board the trains, where SEPTA management personnel was available to answer questions from riders. Chapter Member Vince Jakubowski was seen operating the train on several occasions in his role as backup engineer.

The last of the ten cab cars and seven AEM-7's were received via CONRAIL freight service in December. Arrival dates were: AEM-7 #2302 and cab 2408 on the 1st; AEM-7's #2303, 2305, 2306 on the 13th; cab 2409 on the 14th; AEM-7's #2304, 2307 on the 20th; cab 2410 on the 21st. It is understood that all equipment had to be delivered to SEPTA by yearend in order to comply with Federal tax shelter rules, but at least three AEM-7's will be returned to Electro-Motive's LaGrange (IL) plant for completion of testing. SEPTA is acquiring the cars and locomotives in a long-term lease arrangement with Bombardier. No "name" for the cars has been announced.

Effective Monday, December 21, AMTRAK approved the equipment for 100-mph operation either in the push or pull mode, and the first revenue run on the Harrisburg mainline was made that morning as AEM-7 #2301 led train #7532 out of Downingtown on time at 7:16 AM. A second set of cars was phased into service--cab car 2405 and coaches 2525, 2514, 2519, 2520--with the balance of the cars stored on tracks 22 and 23 in Penn Coach yard and on a siding south of 30th Street Station. A special train to test power and signals was operated with #2302 and the original trainset to Doylestown and Warminster on Sunday, December 13, and high-speed tests have been run on the Airport Line.

During his brief stay at the helm of SEPTA, General Manager William Stead last month revealed a heretofore-secret plan to exercise an option with Bombardier for additional cars and locomotives. He called the plan "unnecessary" and said that, in its present weakened financial condition, SEPTA could not afford the \$100-million cost. The intention reportedly was to use the cars for expanded service, including the Harrisburg route if taken over from AMTRAK, and for leasing out to other operators. In the glare of publicity, no action has been taken by the SEPTA board to exercise this option.

SEPTA's four Pioneer III cars, which were restored to service for Philadelphia Chapter's November 14 excursion, have been operating on an almost daily basis. A favorite assignment is train 9530 out of Paoli at 7:25 AM. On December 14 the cars--in numerical 245-246-247-248 order--ran from Downingtown as train 7532. Two of the four cars (246, 247) still sport "PENNSYLVANIA" on their letterboards.....SEPTA's new AEM-7 locomotives are equipped with Harmon "Trackstar" 99-channel radios, but these have been programmed to display only SEPTA's four channels, the same as MU cars.....SEPTA operated six-car Silverliner trains December 5 and 12 between Norristown and Market East, to handle passengers off the BLUE MOUNTAIN & READING steam excursions.

Blueliner assignments were revised effective December 7 to allow two of the three sets to spend the cold winter nights tucked away in Suburban Station. Current runs are: Marcus Hook 7207-9208-9249, Elwyn 7313-9334, Bryn Mawr 9021 and, as before, Paoli expresses 9536-9569.....Four Silverliners are still off the property for damage repairs--265 at Chesapeake, VA and 221-231-254 at Delaware Car in Wilmington, DE. (The 265 is a basket case from the 1979 Angora accident.) In addition, 257, 263, 392 and 393 are held at Wayne for heavy repairs, Pioneer 244 is stripped at Paoli, and Blues 9113, 9117, 9118 and 9131 are out for truck repairs.

Two towns on SEPTA lines are requesting steam excursions for this summer to celebrate their centennials. Both Sellersville and Doylestown noted the success of "Souderton Railroad Days" last June..... A Federal judge in early December ordered SEPTA to modify its Regional Rail fleet to handle wheelchair-bound commuters. SEPTA has begun the work of removing one seat from each Silverliner and marking the cars with the handicapped symbol. New Bombardier cars already have space for wheelchairs.....Developer Willard Rouse III

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scored a coup last month when giant Cigna Corp. agreed to lease the entire Two Liberty Place building to be erected in the 1600 block of Chestnut Street, a short walk from Suburban Station, PATCO and other transit. The insurance firm had been looking at suburban sites in a plan to relocate its 4,400 center city employees..... After two years of delay, the main entrance to Market East Station was opened to the public last month. The subject of long negotiations between the City and the Reading Company, the entry is through the old Reading Terminal headhouse on Market Street.

The Schuylkill Expressway crunch is coming! When the \$61-million rebuilding of the highway between University Avenue and Roosevelt Boulevard begins on February 1, PennDOT promises area drivers their "toughest year" in the four-year history of the Expressway project. SEPTA is trying to help by seeking \$600,000 from PennDOT to upgrade the Ivy Ridge Line, now out of service for 2.5 miles between Cynwyd and Ivy Ridge. The former Pennsy line, which crosses the Schuylkill River and the Expressway at Manayunk, was removed from service in 1986 because of poor track conditions.....SEPTA has established a new controlled point at Cynwyd (milepost 6.0) known as "CP-Cyn." It is controlled by AMTRAK's "Overbrook" tower.....Looking ahead, a major reconstruction of the Delaware Expressway, I-95, is scheduled to begin in 1989. SEPTA's R7 Trenton route parallels the highway. And work will continue on the disruptive Vine Street Expressway project.....Congressman Lawrence Coughlin told Chestnut Hill residents in November that he expects the Federal government to release \$7.5 million this year to replace the now-closed Cresheim Creek bridge on the Chestnut Hill West Line. The City and State must provide the matching \$2.5 million for the \$10-million project, which will require 15 months for completion.



SEPTA's famed Bullet cars have been relegated to Sunday-only operation as the result of an edict from transient General Manager William Stead last month. Stead had received information that the antilockers on the Bullets and the ex-Chicago cars are mounted at different heights, and thus the cars could telescope in the event of a collision. The 160-series Strafford cars, however, are permitted to operate intermingled with the Chicagos but not with the Bullets--in spite of the fact that the two P&W types have done so for the past 56 years. As a result, express service has been cancelled on frequent occasions because of a shortage of equipment, while the Bullets lie idle at the 72nd Street shop.

The Chicago fleet was expanded by one train last month when cars 476-477 (ex-6069-6070) entered service, and 478-479 (ex-6175-6176) are expected out of Woodland shop soon. They join ten sister cars (480-489) and the three operable Straffords (161, 162 and 163). The Chicago cars now may be seen operating six days a week in off-peak as well as peak hours--each pair requiring two crew members. A plan was discussed for purchasing single-unit cars from Chicago, but this now seems unlikely.

SEPTA last month formally ordered 26 new cars from the Asea Traction-AMTRAK consortium at a cost of about \$44 million, for use on the ex-P&W Norristown High Speed Line. Numbered 450-475 and boasting a maximum speed of 70 mph, the steel-bodied cars will each seat 64 passengers and be equipped with the first three-phase asynchronous AC propulsion system to be used in the U.S., according to an Asea announcement. The first two cars are due for delivery from Amtrak's Beech Grove shop by August of 1989.....That Strafford car which became a restaurant in downtown Wilmington is ex-#166. It's now called the Trolley Stop and features "hickory-smoked foods." The menu is packed with old trolley photos but no mention is made of the heritage of #166.

SEPTA's infrastructure is decaying and the system is in imminent danger of collapse. That is the conclusion of an internal memo prepared for incoming General Manager William Stead, the Inquirer headlined on January 3. A persistent lack of adequate funding, poor planning and management shortcomings contribute to the impending crisis, the report said.....Ground was broken December 4 for the \$17-million rebuilding of the Broad & Olney subway station and bus terminal. The project, to be completed in 1990, will speed the handling of more than 60,000 daily riders.....Philadelphia's City Planning Commission last month released a study recommending that the long-neglected underground concourse beneath Broad & Chestnut Streets be developed into a mall with shops and restaurants.....Two apparent suicides occurred on the Market-Frankford Line over a ten-day period. On December 22 a young woman was crushed to death after she jumped in front of a westbound train at the 56th Street station, and on New Year's Day afternoon a woman leaped into the path of a westbound train at the Allegheny Avenue station.

SEPTA's board last month rejected a proposal to allow advertising on the outside of buses and trolleys. The board said the cost of maintaining the vehicles with advertising posters would nearly outweigh the projected annual revenue of \$1.8 million, and lead to an increase in graffiti.....SEPTA reportedly has decided not to go for an immediate fare increase, in spite of much discussion in recent months of such a move.....SEPTA quietly discontinued the issuance of \$3 DayPasses at the end of November, after a six-month trial period. Much counterfeiting had marred the experiment.....SEPTA says that its 112 Kawasaki trolleys assigned to subway-surface routes are now averaging 13,000 miles between road failures, versus the original 1981 specs for the cars of 3,500 miles between failures and 3,500 miles for San Francisco's Boeing-built LRV's in actual service. The 112 cars, plus 29 more from Suburban Transit Division, are going through a five-year overhaul program at Woodland shop, marked externally by the new narrow stripe.....Because of neighborhood opposition, SEPTA has apparently thrown in the towel in its efforts to establish bus route 51 between Willow Grove Mall and Roosevelt Mall in the Northeast.

A December 13 general order in AMTRAK's Northeast Corridor operating timetable shows the boundaries of the four dispatching sections remotely controlled by the Centralized Electrification & Traffic Control (CETC) center in 30th Street Station. Section 1 extends from "Avenue" interlocking in Washington to "Fulton" in Baltimore, Section 2 from the northward limits of "Fulton" to "Gunpow" near Chase, MD, Section 3 from the northward

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limits of "Gunpow" to "Prince" at Principio, MD, and Section 4 from the northward limits of "Prince" to "Land-lith" interlocking at Wilmington. The only active tower in this 109-mile stretch is "Bay" at Baltimore, although block operators remain on duty at certain other locations for emergencies and to monitor train operations.



AMTRAK's Philadelphia-Harrisburg 600-series trains continue to limp along with a hodgepodge of locomotive-hauled consists and a few Capitliners bravely running unassisted. Trains may be seen with AEM-7's and steam E60's hauling Capitliners, their pantographs up for light and heat, as well as AEM-7's with Amfleet or Heritage coaches borrowed from Corridor pools. Deadheading SEPTA AEM-7 #2301 and its push-pull train was stopped behind disabled Amtrak train #601 west of Paoli on December 30 and had to push the stalled train as far as Thorndale. Reportedly, Amtrak will soon lengthen the Harrisburg schedules to reflect the slower running times of loco-hauled trains.

AMTRAK operated three special trains to the Army-Navy football game in South Philadelphia on Saturday, December 5. First was the public train from Washington hauled by freshly-painted F40's #256 and 360, with 11 Amfleet and two private cars. The PV's were "American Zephyr" diner #8015 and obs-lounge #3331, reportedly with Lt. Col. Oliver North on board. Following closely was the "VIP" train from Washington with F40's #346 and 342, 15 Amfleet cars and Amtrak inspection car 10000 on the rear. The public train from New York consisted of only three Heritage coaches and an Amfleet cafe hauled by AEM-7's #925 and 928. At "Zoo" tower F40's #278 and 382 were coupled ahead of the electrics for the ride over CONRAIL's High Line and into South Philadelphia.

A Federal judge in Baltimore last month denied petitions for a class-action suit against AMTRAK for punitive damages in last January's fatal collision between Amtrak train #94 and three CONRAIL diesel locomotives near Chase, MD. "The principal target of plaintiffs' damage claims is Conrail," the judge wrote. R. L. Gates, the former Conrail engineer, is scheduled to go on trial in Baltimore February 16, charged with 16 counts of manslaughter stemming from the accident in which 16 people were killed and 175 injured. The brakeman on the Conrail engines, Edward Cromwell, reportedly will testify against Gates and has been granted immunity from prosecution.

AMTRAK President W. Graham Claytor, Jr., in an interview published in the December issue of *Railway Age*, points out that the company's real pinch is in capital funding. "Operations are adversely affected by not having enough capital. Our equipment is very tight...We need more equipment and we need to improve some of our key maintenance facilities." He emphasized that "I don't want to order cars in smaller batches than 30 to 50 at a time...Ten or 12 years down the road, we hope to replace all of the sleeping cars in our Heritage fleet." Declaring that the future of Amtrak is bright, Claytor said that he hoped "we'll get over this nonsense of trying to put Amtrak out of business every year." When asked how long he plans to stay on he replied, "As long as it takes to insure that Amtrak will keep going--and, I hope--growing."

Claytor reported that Fiscal 1987 was "the best year we ever had, without any question." Total revenues rose to \$973 million and "in 1988 we expect to cross the billion-dollar mark. That will be a milestone!" Intercity ridership was 20.4 million, up slightly from the previous year, while revenues jumped by 13 percent. Amtrak also has about ten million riders a year on the contract commuter services it operates for the States of Maryland and Massachusetts.....AMTRAK's first president, Roger Lewis, died November 12 at the age of 75 in Washington. He was president from Day One in 1971 until 1975 (*Fast Mail*).....On-time performance of AMTRAK trains in September 1987 was 75.4 percent systemwide and 82.3 percent on the Northeast Corridor, better than most airlines (Lancaster Chapter *Dispatcher*).

AMTRAK's board has approved funding for the first phase of a new wheel shop at Wilmington, and for installing 19 more self-service ticketing machines at major stations including 30th Street in Philadelphia (Amtrak *Newsbreak*).....AMTRAK is offering a free travel planner describing its name-train passenger services and equipment. The publication includes full-color photos of cities and scenery enroute, together with details on tours and hotel packages, and a centerfold system map. For a copy, drop into an Amtrak office or send a postcard to: Amtrak Travel Planner, P. O. Box 7717, Itasca, IL 60143 (*Dispatcher*).

AMTRAK increased its fares by two percent on most long-distance trains and three percent on most short-distance routes, effective December 4. Certain Northeast Corridor city pairs took up to a ten percent increase (*Newsbreak*).....New menus made their debut systemwide December 1, and included upgraded winelists and expanded "regional" selections. Prices were increased slightly for the first time in two years (*Newsbreak*).....AMTRAK has installed a prototype combination electric and air speed control system on GP9 #766 at Wilmington, and will test it on the NEC (*Dispatcher*).....A ten-month renovation and expansion of AMTRAK's reservation sales office in Fort Washington, PA was completed in September (Amtrak *News*).....Last year AMTRAK wrapped up its sixth and last phase of a program to take over direct employment of train and engine personnel on non-NEC routes. Now only three route segments exist where operating crews are still supplied by contracting railroads: the St. Louis-San Antonio *Eagle* on UNION PACIFIC, the *Sunset Limited* Los Angeles-Houston on SOUTHERN PACIFIC and the *Cardinal* Washington-Indianapolis on CSX. During the takeover process, more than 1,700 employees transferred from the freight railroads to Amtrak (NARP *News*).

There are at least six serious candidates to succeed L. Stanley Crane as chairman of CONRAIL when he retires at the end of this year, according to a story in the *Inquirer* published December 13. Crane, 72, has said that his successor should be "actually, physically on the job by the end of March," leading to speculation that the new man will first be named president to succeed Stuart M. Reed, 62, who resigned from that position on December 31.

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CONRAIL had a very good year in 1987, and estimates that freight traffic increased by more than 7.5 percent over the previous year. Reporting net income of \$220 million for the first nine months, Conrail declared a 25-cent per share cash dividend payable December 15, its second dividend since becoming a publicly-traded company last March. Conrail also announced a plan to repurchase up to \$20 million of its common stock on the open market.

By contrast, it might be well to recall that February 1 marks the 20th anniversary of the formation of Penn Central, which in 1970 became the largest company to declare bankruptcy in U.S. history.

CONRAIL is faced with a January 15 deadline for ordering automatic train control equipment for all locomotives operating on the Northeast Corridor (see December Cinders). Currently, Conrail is running six SD40-2 locomotives with test equipment from two manufacturers. NJ TRANSIT, meanwhile, has been granted an extension to March 15 to order ATC equipment.....CONRAIL's 30 new B40-8 locomotives, to be delivered in the second quarter, will be numbered 5060-5089 following the B36-7's.....Train ESEN6 enroute to Enola yard derailed two cars at "Bacon" interlocking, North East, MD, on December 6, blocking the Northeast Corridor in the early morning hours.

CONRAIL on December 10 marked an event unique in railroad history: it loaded its one millionth revenue trailer of 1987 at a ceremony in Harrisburg. Never before has a railroad reported handling such a volume of intermodal traffic in one year.....Last month CONRAIL retired 25 diesel locomotives, including all 13 General Electric U36C's.....W. C. Smith, Jr., at 93 probably the oldest active railroad employee in the U.S., last fall celebrated his 75th year of service for the Pennsylvania Railroad, Penn Central and CONRAIL. He is an accounting employee in Philadelphia.....CONRAIL is distributing a new board game called "Railsafe," designed to teach children from eight to 11 the dangers of entering railroad property. The game has already been played in more than 550 schools, Conrail said.

Reading locomotive shops was finally sold last month to a group known as New Reading Properties. Owned by the Reading Company, the huge building had been partially leased to the Reading Company T&H Society, which will now have to move its equipment to the BLUE MOUNTAIN & READING.....The \$1-million purchase of the so-called "Shamokin cluster" of rail lines between Sunbury and Mount Carmel, PA is on hold, while the Susquehanna Economic Development Association awaits an appropriation from the State. CONRAIL has already received authority to abandon the former Reading and Pennsy branches.....Lehigh Valley Chapter's Lehigh Lines reports that a State commission has recommended that Pennsylvania spend \$37.8 million to increase clearances on CONRAIL's mainline across the State in order to accommodate double stack container trains.

The two leading contenders for the location of New Jersey's proposed Railroad & Transportation Museum are Port Morris in Morris County and South Amboy in Middlesex County, according to Tri-State Chapter Member Frank Reilly who also serves on the State commission studying the proposal.....Those two ex-NJ TRANSIT RDC-1's purchased by the Seashore Lines Historical Society are actually owned by four Philadelphia Chapter members and another unnamed individual who formed the Society. They are Mike and Lynn Burshtin, Tony Macrie and Tom Moran. The cars, former PRSL M-405 and M-407, are in operable condition and are now stored in the WEST JERSEY SHORT LINE's Salem yard.

NEW HOPE & IVYLAND was shut down in November by the Bucks County commission which owns the line. McHugh Brothers' two U30B's and other power are stored at New Hope, along with NEW HOPE STEAM RAILWAY equipment (Jersey Central Chapter News).....Those two Alabama By-Products diesels long stored on the UPPER MERION & PLYMOUTH at West Conshohocken have been moved to the Horwith Trucking operation at Northampton, PA. They are VO660/S6 #51 and S6 #101 (Kermit Geary).....We hear that STEAMTOWN has already decided to take a hiatus this year and run no public trains during the season while equipment repairs are made--and the Foundation tries to put its financial affairs in order.

The Senate has confirmed James H. Burnley IV as U.S. Secretary of Transportation, succeeding Elizabeth Dole who resigned October 1.....Contracts between U.S. Class I railroads and their unions expire this summer. Certain major carriers such as BURLINGTON NORTHERN have indicated they may try to cut their own deals instead of engaging in industry-wide bargaining with the unions representing nearly 200,000 workers. Job security will be a big issue.....BLUE MOUNTAIN & READING has proposed steam trips with #2102 to Jim Thorpe, PA on May 8 and to Gettysburg on May 21-22. Diesel excursions using ex-Pennsy E8's #5706 and 5898 are proposed to Wellsboro Junction, PA on June 12 and a return to Horse Shoe Curve on July 9.

GUILFORD TRANSPORTATION INDUSTRIES has again been denied permission to lease its DELAWARE & HUDSON subsidiary to SPRINGFIELD TERMINAL, the small GTI-owned carrier which is already operating the MAINE CENTRAL and BOSTON & MAINE -- though its operations since mid-November have been seriously hampered by a United Transportation Union strike against ST.....The last active locomotive on CSXT still in Western Maryland's red, white and black color scheme is GP40 #3798. The unit visited Philadelphia on trailer train 134 November 21 (Railpace).....WILMINGTON & WESTERN's ex-Rohm & Haas S2 #3, built by Alco in 1949, has been repainted in W&W's blue and yellow paint scheme (Railpace).....OCTORARO RAILWAY last June repainted its ex-AMTRAK Alco RS3 #134 in fresh blue and yellow (The Short Line).....NJ TRANSIT is planning to close the last active tower on its Raritan Valley Line, "Excee" at Cranford, NJ (Jersey Central Chapter News).

(Continued on Page 12)



I hope you've all had a good Holiday season and I trust each of you is looking forward to whatever 1988 holds in store.

For many years I've reported on the excitement and operational exercises Amtrak goes through on the biggest travel day of the year--the Sunday after Thanksgiving. I had hoped to work from notes mailed to me through a friend's courtesy, but there's some eagle out there flying around with a package meant for me. From the schedules and other records I did receive, however, it's clear that numerous extra trains were scheduled throughout the holiday period and I am sure all of you who wanted one were able to secure a copy of Amtrak's special Thanksgiving schedule.

From some notes gathered on Corridor operations, Metroliner Service trains ran ten sets of equipment formed of six cars each. On Sunday, six sets made a round trip each, three sets made one and a half round trips and the Boston-New York Train 297 consist made only this trip.

Generally, the Philadelphia-New York extras ran with four SEPTA Silverliners each, but eight cars were slated for Trains 2140-2173-2178-2177 on Sunday. Maryland DOT cars saw considerable service, starting with six cars on Tuesday, November 24. Ten more were fed in out of Baltimore Wednesday night after the commuter runs tied up there (thus explaining why Trains 4188 and 4090 originated at Baltimore). These 16 cars were programmed to be augmented by a final ten cars on Sunday only. When things settled down, 14 cars were to be at Baltimore for Monday morning and, I presume, the other 12 were to move to Martinsburg. Some MARC cars did make it all the way to Boston. Massachusetts Bay Transportation Authority (MBTA) cars operated only on Sunday, but they formed six trainsets of four or five cars each. All ran east of New Haven, including some Springfield trains and one train to Boston via Springfield. At least one Metro-North locomotive-hauled train operated between Grand Central and Albany on Sunday, November 29, but I didn't learn if it was a steam-heated set or a Bombardier push-pull consist.

Out West, the San Joaquins ran extra hi-level cars, and my nomination for the stamina award goes to F40PH #320, which single-handedly hauled eight cars--all Superliners or hi-levels. Fortunately, there are few grades on this route.

San Diego service received its fifth control cab car by Thanksgiving after minor repairs were made at Wilmington. After some mid-train use (along with control cab 9632), the pair entered service as cab cars in mid-December. Control cab 9633 needed some electrical work when it arrived and did not enter service immediately. Four non-modified Amfleet cars remained in service at Thanksgiving--coaches 21185 and 21256, cafe 20042 and custom class 21835. Everything else has push-pull trainlines so additional sets of equipment can be operated in push-pull mode if Amtrak desires. Along the San Diego line, we find the route single-tracked south of Fullerton, operated under TCS rules. Most trains make at least one and usually two meets along the line, so on-time performance is essential. Heavy summer travel slows things up, however, and changing meeting places often causes further delays to one train. But, push-pull operation will permit faster turns to absorb enroute delays.

Amtrak's Bear, DE facility is now performing all Amfleet overhauls, although none had been completed by mid-December. Amfleet II cars are now included, and all cars receiving six-year overhauls. The first cars in the program, at least, are receiving MU lines for Michigan service (Atlantic City cars reportedly will follow these).

A while back, I came across some Amtrak diagrams, undated, describing the layouts of the new single-level cars. I don't know how they reflect Amtrak's current thinking, but the coach and lounge are like the Amfleet II cars and the Viewliner diner and sleepers reflect other types shown. As a matter of interest, other types of cars outlined were: Sleeper Type 2 - similar to the car built, but with a mix of single and double roomettes; Sleeper Type 3 - 20 double roomettes with three lavatories but no facilities in each individual room; Slumbercoach - 22 duplex rooms and eight double rooms; Baggage-dormitory - a 40-foot baggage room, two single rooms, six double rooms, three toilets and two showers; Baggage-dormitory-snack bar - same as the baggage-dorm except the baggage room is only 27 feet long and two fewer double rooms with a snack bar added at the vestibule end. As indicated, I don't know if these reflect current thinking, but at least you can see how Eastern trains of the future might be configured in the event that money can be found to acquire new cars to replace the Heritage fleet.

ON THE SCENE (Continued from Page 8)

Schedules changed on VIA Rail Canada November 22, with most changes limited to fine-tuning. Some changes of interest are:

(1) The old Canadian Pacific route along the north shore of the St. Lawrence between Montreal and Quebec was severed last year due to bridge problems north of Trois Rivieres. VIA had continued three RDC trips on to Montreal, but the new schedule reduces service to a single round trip, inbound in the morning and leaving in the evening (the outbound trip, of course, being pulled by an electric motor through the long Mount Royal tunnel).

(2) Because of the above reduction, a fourth round-trip has been added between Montreal and Quebec along the south shore (Canadian National) route, leaving Montreal at 10:00 AM and returning from Quebec at 2:50 PM. Presumably, this is an RDC service (it's not LRC's) to move cars to and from the Saint Laurent. Weekend service eastbound has been restructured, adding a Friday evening run instead of a Saturday morning trip, and a Sunday evening trip instead of a Sunday morning trip (you can continue on to Quebec Fridays and Sundays off the Adirondack, for example).

(3) The morning Ottawa-Toronto trains each way are now LRC's with first-class service (I should note here that this service replaces the former Club and Club Deluxe services. It's priced somewhere between them, but like Club Deluxe, everyone gets a free meal now.)

(4) Trains 662-665 between Toronto and London are upgraded to Rapido status and are named Forest City after their western terminus.

(5) The Northlanders (former European TEE's) are now scheduled for about an hour layover at North Bay, presumably for servicing.

SEPTA car deliveries from Bombardier were completed before Christmas, but it was clear that some work remained to be completed on the locomotive fleet. As the Bombardier fleet gets into full swing, some 38 Silverliner II MU's will go to Morrison-Knudsen at Hornell, NY for rehabilitation. These cars include 204, 206, 207, 212-215, 219, 252, 253, 255, 256, 258-261, 263, 264, 267-269 and 9001-9017. The other 17 cars from this group received some work at C&S in Chesapeake, VA previously. Phase II of this program will see the 20 Silverliner III cars (220-239) receiving attention.

SEPTA's AEM-7's, by the way, may be among the last new units built at LaGrange, with some reports claiming production of all but passenger units will be produced at GM Diesel, Ltd., at London, Ontario. As this is written, Southern Pacific is receiving an order of 20 Canadian-built GP60's.

The forthcoming Napa Valley wine train in California is assembling quite a fleet of "goodies". As previously reported here and elsewhere, the eight Rio Grande "Ski Train" coaches have moved to California, along with four ex-VIA FPA4 locomotives, and now four coaches and observation "Lookout Mountain" have been purchased from Norfolk Southern, as well as former NJ Transit E8's 4305, 4325, 4327 and 4330.

BC Rail is continuing to upgrade its RDC fleet, which will find new airline-type seats in original PGE RDC-1's BC-10, BC-11 and BC-12, with the replaced seats being used to upgrade the leased City of Philadelphia cars BC-20, BC-21 and BC-22. The City issued a letter late last fall placing these cars (ex-9155, 9156 and 9160) up for sale.

In transit items, we note that by 1990, New York will have a fleet of 5,957 subway cars, down 355 from present. This will be due to delivery of 625 new 75-foot cars which will replace shorter 60-foot types, plus the reduction in spares needed to back up a fleet of newer cars. Bear in mind, too, that of these 5,957 cars 1,750 are virtually brand new. No further orders are anticipated for several years. Also in New York, the Archer Avenue line to Jamaica will open in December, 1988 and the 63rd Street tunnel to a dead-end terminal in Queens will open in October, 1989. At least, plans now call for a link to be built to the IND Queens Plaza station to eventually increase rush-hour capacity on this crowded line.

Only six of NJ Transit's 24 Newark PCC's remain in the old Bicentennial livery, and SEPTA's Fern Rock shops are performing some repairs to electrical components for these cars under contract.

In Chicago, there are still approximately 100 PCC-type rapid transit cars still in service, including 52 6000's operating on rush hour Ravenswood trains down to the Loop and perhaps 45 surviving single units (from the 1-50 group) running in Evanston and Skokie Swift service. Eventually, another order for new cars will be necessary, as work has commenced on the new Archer Avenue line southwest toward Midway Airport.

The memory of Pacific Electric is not taken lightly in southern California. All service on the Northern and Eastern divisions ended September 30, 1951, when the Aliso Street viaduct over the Los Angeles River was designated for freeway operation only and modifications began. The last trunk line to the beaches at Santa Monica, the famed Venice Short Line, had ended service in September, 1950 (and with it the last wooden inter-urbans).

For the last ten years or so of interurban service, only three types of cars were operated: a dwindling number of "Hollywood" cars operated on two lines out of the subway terminal to Hollywood and Glendale-Burbank and on the latter route they were augmented by 30 prewar PCC cars, the first double-ended examples built. The Hollywood line quit in September, 1954 and the Burbank line in June, 1955.

(Continued on Page 10)



Baltimore Division
THROUGH FREIGHT TRAIN SERVICE
(All Trains Operate Daily Except as Noted)

(CORRECTED TO DECEMBER 1, 1987)

WESTBOUND

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	WILMINGTON (Wilmington)	BALTIMORE (Bay View)	WEST BALTIMORE	POTOMAC YARD	BRUNSWICK (MD)	CUMBERLAND (MD)
133(a)		Lv 2100	Ps 2145	Ps 2330	Lv 0150*		Ar 0415*	Ar 0655*
135		Lv 0100	Ps 0145	Ps 0315	Ps 0400		Ar 0620*	Ar 0900*
171(b)	Ps 0700	Lv 0730*	Ps 0810	Ps 0935	Lv 1100	Ar 1245*		
377		Lv 0300	Lv 0445	Lv 0745	Lv 0930		Ar 1315*	Ar 1730*
397		Lv 0030	Lv 0215	Lv 0500*	Ps 0545		Ar 0930*	Ar 1445*
405		Lv 1500	Lv 1700	Ps 1945	Lv 2130	Ar 0100		
SEPY	Ps 0730	Ps 0740	Ps 0840	Ps 1045	Ps 1135	Ar 1415		

EASTBOUND

TRAIN	CUMBERLAND (MD)	BRUNSWICK (MD)	POTOMAC YARD	WEST BALTIMORE	BALTIMORE (Bay View)	WILMINGTON (Wilmington)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)
134(c)	Lv 0435*	Lv 0710*		Ar 0930*	Ps 1100	Ps 1245	Ar 1330	
136	Lv 2100*	Lv 2335*		Ps 0155	Ps 0230	Ps 0420	Ar 0500	
172(b)			Lv 1745*	Ar 1900	Ps 2025	Ps 2215	Ar 2300*	Ps 2315
346	Lv 1830	Lv 2200*		Ps 0140	Ps 0215	Ar 0410(d)	Ar 0800	
396	Lv 1640*	Lv 2030*		Ps 0025	Ar 0100	Ar 0415(e)	Ar 0730	
404			Lv 1100	Ar 1315	Ar 1500	Ar 1800	Ar 2000	
PYSE			Lv 1330	Ps 1545	Ps 1700	Ps 1930	Ar 2045*	Ps 2115

KEY TO TRAIN SYMBOLS:

133 - Philadelphia to Memphis, TN (Trailer Train)
 134 - Memphis, TN to Philadelphia (Trailer Train)
 135 - Philadelphia to Chicago (Trailer Train)
 136 - Chicago to Philadelphia (Trailer Train)
 171 - Kearny, NJ to Tampa, FL (Trailer Train)
 172 - Tampa, FL to Kearny, NJ (Trailer Train)
 346 - Cumberland, MD to Philadelphia
 377 - Philadelphia to Cincinnati, OH
 396 - Saginaw, MI to Philadelphia
 397 - Philadelphia to Flint, MI
 404 - Potomac Yard to Philadelphia
 405 - Philadelphia to Potomac Yard
 PYSE - Potomac Yard to Selkirk, NY (Conrail train)
 SEPY - Selkirk, NY to Potomac Yard (Conrail train)

NOTES TO SCHEDULES:

Ar - Arrive
 Lv - Leave
 Ps - Pass
 * - Crew change
 (a) - Except Sunday
 (b) - Except Monday
 (c) - Except Tuesday
 (d) - Arrives Feltonville, PA 0600
 (e) - Arrives Feltonville, PA 0530

ON THE SCENE (Continued from Page 9)

The elevated terminal at 6th & Main dispatched the fleet of "blimps" and a few Hollywoods to Bellflower, Long Beach and San Pedro. The "blimps" were large cars acquired from other Southern Pacific subsidiaries and modernized postwar; they were considerably larger than a Hollywood car.

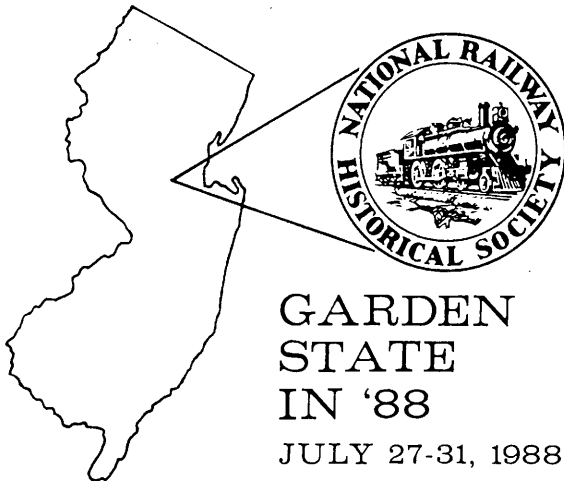
In 1953, passenger service was sold to Metropolitan Coach Lines, but PE owned the cars. In December, 1956, however, the 78 cars still required were purchased by MCL (17 Hollywoods and 61 blimps). MCL had retired five cars by the time they sold out in 1958 to the Los Angeles Metropolitan Transit Authority. Longest lived of all ex-PE lines was the route to Long Beach, lasting until March, 1961 (and, yes, the route of the new LRV line under construction). The fleet remained in PE red to the end, except one blimp which was repainted in the LAMTA green scheme.

EX-NJ TRANSIT GG1'S ADDED TO PRESERVED LIST

Supplementing the roster of preserved GG1 electric locomotives which appears in the October 1987 issue of Cinders, three of NJ Transit's retired G's have now been earmarked for possible display. These are #4872, 4876 and 4879, in addition to tuscan red #4877 already held for museum purposes.

The City of Elkhart, IN also purchased #4882 in the auction of surplus rail equipment conducted by NJ Transit last fall.

All of these locomotives were built by the Pennsylvania Railroad's Altoona shops in 1939, becoming part of an eventual fleet of 139 PRR-owned GG1's. A total of 17 of these famed motors now appear to have escaped the scrapper's torch. Information on the NJT GG1's was furnished by Jersey Central Chapter NRHS to Cinders.



PLANNING ADVANCES FOR 1988 CONVENTION;
PRE-REGISTRATION URGED

The "Garden State in '88" national convention, scheduled for July 23 through July 31, will boast a wide array of rail trips and other events designed to please just about everyone. The sponsoring Tri-State Chapter has issued a preliminary brochure and plans to mail the complete registration packet to all members by April 1.

Convention headquarters will be the Holiday Inn at Somerset, NJ, three miles from New Brunswick, and a number of other hotels nearby will also be available.

Among the mainline excursions now in the final planning stage are two diesel-powered runs from Bound Brook, NJ to Selkirk, NY and return via Conrail's River Line; a steam circle trip from Bound Brook to Reading and Philadelphia via Conrail; an "Erie-Susquehanna" loop over Conrail's Southern Tier Line and the recently-rebuilt Susquehanna through North Jersey; a Jim Thorpe (PA) trip and several runs to Bay Head, NJ and return via NJ Transit. Power being considered includes the Fort Wayne Railroad Historical Society's ex-Nickel Plate 2-8-4 #765, Blue Mountain & Reading's ex-Reading 4-8-4 #2102, BM&R's former Pennsylvania E8 diesels #5706 and 5898, and Altoona's famed PRR K4s #1361.

A host of alternative "Pick 'n Choose" events are also sprinkled over the nine-day period, among them harbor cruises, shortline tours, visits to New York, a canal ride, seminars and night photo sessions. The annual banquet with a prominent speaker will be held on July 29.

Convention Co-Chairmen William B. Ward and John Fiorilla urge that members take advantage of a new feature this year called "pre-registration," which guarantees first choice among trips and hotel space for a very small deposit. This service is open to NRHS members only, and all deposits are completely refundable if plans change. Note that the NRHS member's number must be included and the cancelled check will serve as receipt (unless a stamped, self-addressed envelope is enclosed). Tri-State's "hotline" information number is 201-488-5429.

To pre-register for the convention, simply fill out the form below and mail with check in the appropriate amount.

TO: TRI-STATE CHAPTER NRHS
P. O. BOX 2243
CLIFTON, NJ 07015-2243

NRHS NATIONAL CONVENTION 1988
PRE-REGISTRATION FORM

NAME _____ REGISTRATION FEE.....\$ 10 . 00

ADDRESS _____ FAMILY (\$3.00 EACH).....

_____ HOTEL DEPOSIT (\$10.00).....

NRHS MEMBER NUMBER _____ - TOTAL ENCLOSED.....\$.

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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 Engineers' Club, 1317 Spruce St., Philadelphia, PA.
Dinner at Club 6 PM. No meetings July or August.

ANNUAL MEMBERSHIP DUES: \$19.00 per person, which includes Chapter and National dues. Chapter-only dues \$10.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

ADDRESS CHANGES should be sent to the Editor at: Post Office Box 41, Huntingdon Valley, PA 19006-0041.

CINDERS is published monthly except July and August by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be sent to the President at P. O. Box 7302, Philadelphia, PA 19101-7302.

EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 41, Huntingdon Valley, PA 19006-0041.

ENGINEERS' CLUB SEEKING NEW MEMBERS

The Engineers' Club of Philadelphia, which hosts the monthly meetings of Philadelphia Chapter, has embarked on a drive to increase its own membership.

Now in its 110th year, the Club has long been a center for engineering activities in the Philadelphia area, but membership is open to non-engineers as well. The clubhouse has recently been refurbished and offers a convenient midtown location for luncheons, dinners or meetings.

The annual membership fee is substantially less than other center city clubs offering similar services, such as the Downtown Club and Urban Club.

Membership information may be secured from Frank Tatnall or Fred Weisenbach, both members of the Engineers' Club, or from Executive Manager Jozsef L. DeKovacs. The Club's telephone number is 215-735-5234.

PHILADELPHIA EXPRESS (Continued from Page 7)

Rail Safety legislation is expected to be considered by the House of Representatives in Washington soon after its return from the Christmas recess. Provisions of the bill as approved by the Energy and Commerce Committee last month include authority for the Federal Railroad Administration to fine individual railroad employees for safety violations, and an increase in maximum fines against carriers from \$2,500 to as high as \$25,000. The bill also establishes procedures for the licensing of locomotive engineers by the FRA, and allows the FRA access to the National Driver Register in order to determine if an applicant has a suspended or revoked driver's license. The railroads, however, have criticized the bill for its failure to deal with alcohol and drug testing procedures. A conference will be scheduled to work out differences between this bill and a similar rail safety measure already passed by the Senate (Traffic World).

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