

CHINDERS

MARCH 1992



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Volume 53

Newsletter of the

Number 3

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

OUR MEETING:

FRIDAY, MARCH 20, 1992

Eakins Lounge, Alumni Hall, Thomas Jefferson University, 1020 Locust Street, Philadelphia, PA (three blocks south of Market East station)

Dinner at 6:15 PM (\$18 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 (\$4.00 after 5 PM)

Our March 20, 1992 program will feature a lecture by NRHS Vice President and Chapter Member Larry Eastwood, detailing the head-on collision near Woodmont, PA, December 7, 1921, on the Reading's Newtown branch. The fiery wreck took 27 lives, injured 70, and resulted in an ICC order directing railroads to replace wooden passenger coaches.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, MARCH 17, 1992 to National Director Frank Tatnall at 215-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM.

YOU ARE REMINDED THAT OUR APRIL MEETING WILL BE HELD ON FRIDAY EVENING, APRIL 10, 1992, which is the second Friday of the month, so as to avoid conflict with Good Friday and Passover.

We invited you to attend our March 20 meeting and learn about one of the Philadelphia area's worst rail accidents and its consequences.

TIME RUNNING OUT FOR TICKETS ON CHAPTER'S MARCH 29 EXCURSION

The first-ever public excursion with SEPTA's newest Regional Rail equipment will operate on Sunday, March 29, sponsored by Philadelphia Chapter. Five Bombardier-built cars, powered by an AEM-7 electric locomotive, will leave West Trenton at 9 AM, Jenkintown at 9:30, Wayne Junction at 9:45 and 30th Street Station (Upper Level) at 10:15. The special will then cover three SEPTA branches which almost never see this push-pull equipment: Airport, Chestnut Hill West and Norristown.

Photo stops and a lunch stop have been scheduled. After a run through Amtrak's New York-Pittsburgh subway at "Zoo," the train will return to 30th Street about 3:25 PM, Wayne Junction at 3:45, Jenkintown at 3:55 and West Trenton at 4:20. This is a rare opportunity to ride this colorful train on a weekend and over tracks virtually unknown to the push-pull equipment.

Tickets are priced at \$35 per person and may be ordered from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing a stamped, self-addressed envelope. Tickets will also be on sale at the March 20 Chapter meeting at Jefferson Alumni Hall. SEPTA will require all passengers to sign a liability release, in addition to the insurance provided by the Chapter.

NOTICE OF ANNUAL MEETING AND ELECTION

The annual meeting of the Philadelphia Chapter, National Railway Historical Society will take place on Friday, April 10, 1992, one week earlier than our normal third Friday due to conflict with Good Friday and Passover religious holidays. Election of officers for the 1992-93 year will take place at this meeting. Members interested in the positions of President, Senior Vice President, Vice President and Treasurer, Secretary and National Director should make direct contact with the Chairman of the Nominations Committee:

Mr. Gerald Wilson
2033 Ripley Street
Philadelphia, PA 19152-3208
215-725-3484

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

PHYSICS 351

PROBLEM SET 10

Due: Friday, November 10, 2017

1. A particle of mass m moves in a potential $V(x) = \frac{1}{2}kx^2$.

(a) Find the energy levels E_n for $n = 0, 1, 2, 3$.

(b) Calculate the expectation value $\langle x \rangle$ for the ground state.

(c) Find the probability of finding the particle in the region $x > 0$ for the ground state.

PHILADELPHIA



FRANK G. TATNALL, JR.

"RailWorks" is SEPTA's copyrighted name for what is officially known as the Mainline Bridge, Station & System Improvement Program. The \$354-million project extending over two seasons will completely rebuild four miles of the former Reading Ninth Street branch--now the SEPTA Mainline--between Wayne Junction and center city. Twenty steel bridges will be replaced, five others rebuilt, and new track, signals and catenary installed.



Although the start of this year's shutdown looms on April 5, there has been little public reaction thus far among the 18,000 "Reading"-side commuters who will lose their familiar one-seat ride to and from the city. Those using the R2 Warminster, R3 West Trenton and R5 Lansdale-Doylestown routes will be asked to transfer between their trains and the Broad Street subway at the new Fern Rock Transportation Center, while riders of the R6 Norristown, R7 Chestnut Hill East and R8 Fox Chase Lines will lose their rail service for the duration--until October 3, 1992.

SEPTA has drawn up detailed alternative service plans, and last month issued its first "Connections" newsletter to inform riders about the RailWorks project. Many "how to cope" bulletins can also be expected, but whether this information will reach the "non-regulars" and out-of-town visitors remains to be seen. It is doubtful that a proposal to run diesel-powered trains around the work area will be implemented, but the consulting firm Railroad Management Services has sought permission to operate two rush-hour RDC trains between Fox Chase and 30th Street Station over SEPTA, CONRAIL and AMTRAK lines.

A wild card in all of this is the March 15 expiration of SEPTA's contract with the Transport Workers Union, which covers more than 5,200 City Transit Division employees. A strike coinciding with the RailWorks shutdown would be disastrous, forcing many rail commuters onto the highways. In early March, the union was already threatening a strike, its president saying "I am...skeptical that a settlement will occur."

Anyone wishing to be placed on SEPTA's mailing list of RailWorks updates should do so by writing: RailWorks, c/o McAdams, Richman & Ong, 15 North Presidential Blvd., Bala-Cynwyd, PA 19004-1006.

SEPTA expects to receive two rebuilt locomotives this month from Republic Locomotive of Greenville, SC. To be numbered 60 and 61, these 1,000-hp RLI units will be equipped with head-end power but are intended mainly for moving equipment over non-electrified lines during RailWorks. They are priced at nearly \$1.5 million.March 15 is now the most likely date for opening of the Fern Rock Transportation Center, barring a transit strike.....SEPTA will reissue all Regional Rail timetables effective with the time change and RailWorks on April 5.....SEPTA received bids from museum groups last month for the 19 Blue cars stored at Frazer yard since 1990.....As previously reported, SEPTA again has taken most of its Autelca ticket vending machines out of service due to heavy vandalism. They remain in operation at the three center city stations, the Airport, Trenton and Wilmington stations. Passengers boarding at stations with out-of-service machines will not be charged the higher on-board fares.

Elwyn-to-West Trenton train 1308, with car 369 in the lead, struck an automobile at the Turner Road crossing near Wallingford on February 17. The early-morning crash occurred when the 33-year-old motorist drove around the lowered gates into the path of the train. The driver was killed but no one on the train was injured.Sixty-five trains were delayed an average of 30 minutes during the afternoon rush hour of February 12 when a power rectifier failed at Suburban Station, knocking out signals from 30th Street to north of Market East.SEPTA officials in January were given a Hi-Rail tour of CONRAIL's onetime Trenton Cut-Off between Morrisville and Frazer. Federal money will fund a study of the proposed Cross County Metro commuter line over this route.....Delaware Valley Rail Passenger reports that SEPTA will install new, more comfortable seats this year in its refurbished "yellowbird" Airport cars (#232-239).

SEPTA is considering the imminent retirement of its 89 remaining PCC cars and the scaling back of its trackless trolley operations, in spite of the City's continued failure to meet Federal clean air standards. While SEPTA has proposed the purchase of up to 70 new surface rail cars by 1995, at a cost of \$105 million, some officials believe that the PCC's have already exceeded their useful lives and should be retired immediately. Meanwhile, the Daily News reports that trackless routes 59, 66 and 75 in North and Northeast Philadelphia will be bused this summer, ostensibly because Frankford el construction will force the removal of overhead wires between Frankford depot and Arrott terminal. (Route 66 does not use this wire.) The newspaper states that Miami Valley Regional Transit Authority of Dayton, OH, one of the nation's few remaining trolley coach operators, is interested in purchasing some of SEPTA's surplus AM General trackless vehicles.

PHILADELPHIA EXPRESS (Continued from Page 3)

Falling ridership and lower subsidies are threatening big deficits for SEPTA this year and next. Chief Financial Officer Feather Houstoun told the board last month that current trends add up to a \$106-million revenue shortfall in Fiscal Year 1993 beginning this July 1. The tentative operating budget for FY 1993 is \$638 million, which assumes no increase in wages or medical benefits, but General Manager Louis Gambaccini still warned of "draconian expense reductions" unless things improve. Not helping is President Bush's proposed FY 1993 budget which calls for Federal transit spending of \$3 billion, down from \$3.8 billion this year and far below the \$5.2 billion authorized in the new Surface Transportation Act which became law in December.

SEPTA has bused the entire length of trolley Route 23 effective February 23, because of various construction projects along the line. Route 56-Erie Avenue will require bus substitution this summer due to Frankford el steelwork on Kensington Avenue, and Route 15-Girard Avenue will be bused during May because of a water main project. SEPTA officials believe they have enough spare buses to handle all of these substitutions..... SAN FRANCISCO MUNICIPAL RAILWAY has awarded a contract to Morrison Knudsen to rebuild the 19 PCC cars purchased from SEPTA last year. The need to comply with new handicapped standards will raise the cost to \$700,000 per car.SEPTA GM Louis Gambaccini will become chairman of the American Public Transit Association this fall. He is currently vice chairman of the transit trade group.....SEPTA police last month made their first arrests of illegal smokers at center city transit stations, under a new law effective in December. A guilty verdict costs a first offender \$126.50 in fines and court costs.

Three teenagers were shot and wounded on board a Route 15 trolley on the night of February 21, during a dispute near 24th Street & Girard Avenue.....Seven riders on a Route 13 car received minor injuries February 6 when the trolley struck a school bus at 53rd & Chester. No one on the bus was hurt.....SEPTA has torn down the old "Villanova Junction" tower on the Norristown High Speed Line, which dated from the opening of the Norristown extension in 1912. It was demolished last fall as part of the work on the Aldwyn Lane bridge in Villanova.....SEPTA Lines, the employee newspaper, recently reported on an ongoing effort to establish a transit museum in Philadelphia. General Manager Gambaccini is said to back the idea, which presumably would be at little or no cost to SEPTA.



AMTRAK is feeling the effects of the recession, with revenues for October-December 1991 running \$11 million or 3.1 percent below budget. Ridership for the quarter dropped seven percent from the year-ago period and passenger miles two percent. To help reduce a projected \$67-million shortfall in Fiscal Year 1992 ending September 30, AMTRAK plans to furlough about 1,000 of the 1,250 workers at its Beech Grove (IN) heavy maintenance facility for up to three months starting in July, saving \$12 million. Amtrak said that it will also freeze management salaries, cut jobs through attrition and "adjust" certain train consists, routes and days of operation. "We hope that many of the planned changes will prove unnecessary as the economy moves toward recovery," said President W. Graham Claytor, Jr. "These measures were carefully selected to minimize the impact on our employees and passengers."

As noted here last month, President Bush's budget for FY 1993 slices AMTRAK funding from this year's \$652 million to \$343 million, of which only \$123 million would go to operations and \$74 million for capital projects. Amtrak has requested a total of \$777 million for the coming year, including \$331 million for operations, \$300 million for capital costs and the balance in mandatory payments to cover retirement and unemployment taxes for freight railroad employees. Congress, however, is expected once again to weigh in with substantially higher funding levels than that proposed by the Administration. At least, officials feel that the Bush budgeteers realize that Amtrak will not go away, in contrast to the Reagan years when Amtrak was continually "zeroed out" of the budget. Already, there is talk in Congress of finding an additional \$12 million to head off the shutdown of Beech Grove shop (see above).

AMTRAK has begun a late winter push to boost revenues by announcing a series of travel bargains for cost-conscious travelers. Full-page ads in Philadelphia newspapers list special round-trip coach fares to points such as Orlando (\$155), Pittsburgh (\$77) and Montreal (\$79). The latter is interesting in view of Amtrak's reported decision to drop the present Montrealer service.....Amtrak is locked in a court battle with GUILFORD over the ownership of the Montrealer route between Brattleboro and Windsor, VT, where poor track conditions forced Amtrak to suspend the service in 1987. Then, in 1989, it exercised its statutory power of condemnation to buy the 49-mile line from Guilford for \$2.3 million and in turn sold it to Guilford competitor CENTRAL VERMONT. Another \$3.1 million in Federal funds was spent to rebuild the track but Guilford later sued and won, arguing that Amtrak has exceeded its authority in seizing the property. The case is now before the U. S. Supreme Court, with the Bush Administration backing Amtrak while eight major freight railroads are supporting Guilford. The outcome could have a major influence when Amtrak renegotiates its current trackage agreements, which expire in 1996.

AMTRAK has agreed to binding arbitration with several unions which have not yet approved new contracts. To date, Amtrak has signed agreements with three unions representing about 8,000 employees--40 percent of its unionized workforce--and has tentative agreements with two more unions representing another 3,400 workers (Amtrak Newsbreak).....An early morning fire on February 24 gutted AMTRAK's 100-year-old station in Downingtown, PA, along the former Pennsy mainline.....The AMTRAK board has approved the sale of the abandoned "Harris" tower in Harrisburg to the Harrisburg Chapter NRHS (Harrisburg Chapter Rail Review).....The number of AMTRAK-qualified private cars reached 125 in December, of which 89 are owned by members of the American Association of Private Railroad Car Owners (Private Varnish).....A recently-released "Keystone Corridor" study suggests that \$75 million be spent to reverse the long decline in Philadelphia-Harrisburg rail service. One option is to install SEPTA as the operator instead of AMTRAK.

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

In late February AMTRAK was to begin testing its three experimental RoadRailer vehicles on the Northeast Corridor. They are intended for use in handling U.S. Mail.....New Jersey Governor Florio last month approved a bond proposal which included \$165 million for the new Atlantic City Convention Center. It will be built on 31 acres adjoining the AMTRAK-NJ TRANSIT terminal.....AMTRAK is implementing an "Executive Privileges" program for Metroliner passengers, which features "frequent-flyer"-style benefits (Bull Sheet)..... Trump Shuttle has been running ads for its airline aimed squarely at Metroliner competition. One headline reads, "If you don't care about time, convenience and free trips around the world, take the train to Washington"..... The new Surface Transportation Act authorizes \$5 million per year to eliminate highway grade crossings on lines with train speeds of 90 mph or higher over part of the route. This is in addition to present funding for removal of grade crossings (NARP News).



CONRAIL last month announced a fourth-quarter loss of \$376 million and a loss of \$207 million for all of 1991, resulting from a special fourth-quarter charge of \$719 million before taxes. The charge covers the writeoff of branchlines sold or abandoned, the cost of new labor agreements which buy out employees, and legal and environmental expenses. Without this charge against earnings Conrail would have recorded net income of \$71 million for the fourth quarter and \$240 million for the year. Revenues for the quarter were up slightly, but for the full year they fell from \$3.37 billion to \$3.25 billion. The loss did not seriously affect the price of Conrail stock, which remained above \$80 per share through February.

CONRAIL plans to build a new connection between AMTRAK's Northeast Corridor and the ex-Reading Trenton Line near Park Junction, Philadelphia. This will allow Camden freight trains to make a direct move east or west without reversing direction on the High Line as they do now.....CONRAIL ordered no new locomotives for this year, but may order up to 150 units from both builders for delivery in 1993.....CONRAIL E8 locomotives were scheduled to power a CSX inspection train March 3-5 from Jacksonville, FL to Philadelphia, thence over Conrail to Lurgan, PA and CSX again to Pittsburgh.....CONRAIL 359020 is a refrigerated boxcar, painted white and fitted with an experimental transponder which monitors temperatures and the performance of the refrigeration unit. It is part of a satellite communications system for perishable commodities being tested on Conrail (see January Cinders). In early February the car was in Camden for inspection.

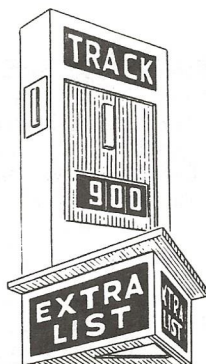
CONRAIL suffered some terminal delays and had to reroute certain intermodal trains when Teamster employees struck PTL Transportation, a former Conrail subsidiary, on February 21. PTL, which operated 15 of Conrail's piggyback terminals, had recently been replaced at five terminals including Morrisville. At some locations pickets forced the diversion of traffic to other terminals. Conrail later filed with the National Labor Relations Board, asserting that it was the victim of an illegal secondary boycott by the Teamsters Union.

CONRAIL Chairman James A. Hagen was named in an Inquirer story on February 4 as the "most underpaid" CEO of any Philadelphia-area company. Based on his annual pay of \$800,000 versus Conrail's past profits and stock price, the study concluded that Hagen was underpaid by \$1.13 million a year.....Published reports indicate that NJ TRANSIT is planning a \$20-million car storage and servicing facility at CONRAIL's Morrisville yard, two miles west of Trenton station. Contrary to other reports, no re-electrification work has begun (Jersey Central Chapter News).....CONRAIL is building a prototype passenger locomotive from reclaimed GP40 components at its Juniata shop in Altoona. To be numbered 4240, the unit will become a demonstrator for this new Conrail venture (Conrail Technical Society).

AAPRCO's 1992 private car convention is set for Hoboken Terminal October 7-11, the same weekend as NJ TRANSIT plans its 12th annual Hoboken Festival.....MARC this month expects to introduce a leased E8 in its Washington commuter service. MARC has turned back the borrowed VIRGINIA RAILWAY EXPRESS units..... Bull Sheet reports that CSX has changed the prefix of several non-intermodal freight trains from R (for "regular") to Q (for "quality"), indicating their time-sensitive nature.....CSX has adopted a new paint scheme for about 150 of its remaining cabooses, with an Operation Redblock design on one side and Operation Lifesaver lettering on the other. Sides will be gray with blue lettering and blue and yellow diagonal striping (Bull Sheet).....CSX plans to reduce its railroad work force by about 325 non-union employees, and relocate 350 supervisory positions from Baltimore to Jacksonville during the first half of 1992.

The Federal Communications Commission has proposed a large-scale reallocation of radio frequencies, which could affect the railroads. Initially, part of the spectrum around 2,000 MHz now used for microwave transmissions would be reassigned from public safety and railroad use to "emerging technologies"--personal and satellite communications.....Former Campbell Soup Company Executive Edwin L. Harper has been named president of the Association of American Railroads.....NEW HOPE & IVYLAND has been using leased SW1 #9423 for winter passenger service.....B&O Railroad Museum in Baltimore has expanded its hours to 10 AM-5 PM daily.....USX's Fairless Works at Morrisville is disposing of most of its once-large locomotive fleet, retaining only EMD's #1, 5, 15 and 17. Nearby Eastern Recycling has bought 30 units and 600 mill cars to scrap while a leasing group known as Locomotive Trouble Shooters has acquired Fairbanks-Morse #27. Two Baldwins will go to the new operator of the Fairless pipe mill (John Petko).

DELAWARE & HUDSON has assigned CP RAIL SW1200 switcher #8159 to the RailPort terminal in South Philadelphia. The unit was last stationed at Sault Ste. Marie, Ont.....The Philadelphia Belt Line Railroad has filed a complaint that the new pedestrian walkway over Columbus Blvd. (formerly Delaware Avenue) allows insufficient clearance for double stack container trains. No rail freight has moved on this line in several years, with Penn's Landing Trolley the only user (BVTA).....The Royce Hotel at Lackawanna Station, adjacent to Steamtown in Scranton, has declared bankruptcy and is up for sheriff's sale.



MARCH 14, 1992: "Mixed Train Extra" on Black River & Western Railroad, leaving Ringoes, NJ at 9:30 AM, returning about 4:30 PM. Train will carry heated coaches as crew switches freight cars enroute to Conrail interchange at Three Bridges, NJ. Fare: \$15 per person, plus \$5 for box lunch. For information, telephone BR&W at 908-782-9600.

MARCH 14: 11th annual Canal History & Technology Symposium at William Simon Center, Lafayette College, Easton, PA, sponsored by Hugh Moore Historical Park & Museums and Lafayette College. Topics include presentations on the Delaware Canal, histories of the Bethlehem and Midvale Steel Companies and Lehigh Coal & Navigation's Hacklebernie Mine. For information, contact the Canal Museum at 215-250-6700.

MARCH 14-15: Railroad and train show sponsored by West Jersey Chapter NRHS at Cherry Hill Armory, Grove Street and Park Blvd., Cherry Hill, NJ, 10 AM to 5 PM each day. Admission: \$3 adults, children under 12 free. For information telephone 609-829-4222.

MARCH 19: Stereo slide lecture "Transportation & Industrial History" by NRHS Member Mitchell Dakelman, 8 PM at Canal Museum, Route 611, Easton, PA. Admission free. For information telephone 215-250-6700.

MARCH 21: "Sugartime Special" excursion from Boston, MA to White River Junction, VT and return via Conrail and Central Vermont, sponsored by Mystic Valley Railway Society. Amtrak train leaves South Station at 8 AM. Fares: \$55 adults, \$40 children (includes lunch). Order tickets from: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486, enclosing stamped, self-addressed envelope. For information telephone 617-361-4445.

MARCH 21: 2nd annual day-long program on the effort to create a New Jersey Railroad & Transportation Museum, and restore historic equipment for the museum, to be held in Hall of Science auditorium at Drew University, Route 24, Madison, NJ. (This is within walking distance of NJ Transit's Madison station). First of 20 presentations begins at 9:30 AM. Admission: \$30 per person, including one-year membership in Friends of the Museum organization (\$15 for present members). Event is jointly sponsored by United Railroad Historical Society. For further information, send stamped, self-addressed envelope to: Friends of NJ Railroad Museum, c/o Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922.

MARCH 22: "Spring Fling" RDC special on Reading, Blue Mountain & Northern Railroad, sponsored by Jersey Central Chapter NRHS. Special train leaves Port Clinton, PA at 9 AM, returns about 4:30 PM, touring former Reading lines to Tamaqua, Pottsville and North Reading with numerous quality photo stops and runbys enroute. Fare: \$25 per person. Order tickets from: JCRHS "Spring Fling," P. O. Box 700, Clark, NJ 07066, enclosing stamped, self-addressed envelope. Hot foods and soft drinks will be on sale in refreshment car during the trip. For information, telephone 908-454-4848.

MARCH 28: Conference on rail preservation sponsored by Philadelphia Chapter and NRHS Eastern Region, at Latham Hotel, 17th & Walnut Streets, Philadelphia. For details, see page 2.

MARCH 29: First public excursion with SEPTA AEM-7 and Bombardier equipment, sponsored by Philadelphia Chapter NRHS. Train leaves West Trenton 9 AM, Jenkintown 9:30 AM, Wayne Junction 9:45 AM, 30th Street Station 10:15 AM. Tour will include Chestnut Hill West, Airport and Norristown Lines. Lunch and photo stops will be included. Fare: \$35 per person. Order tickets from: Bombardier Excursion, Philadelphia Chapter NRHS, P.O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope.

APRIL 24-26: Grand reopening celebration at new Horse Shoe Curve Visitors Center near Altoona, PA, with ribbon cutting and dedication ceremony April 25 at 1 PM. Dinner and other events are planned by the Railroaders Memorial Museum, Altoona. For information, write the Museum at 1300 Ninth Avenue, Altoona, PA 16602 (telephone 814-946-0834).

MAY 9: Amtrak excursion from Harrisburg, Lancaster and Paoli to West Point, NY and return, sponsored by Lancaster Chapter NRHS. Special train will leave Harrisburg 5:30 AM, Lancaster 7:15, Paoli 7:55 and arrive West Point at 1 PM. Returning, train leaves West Point 5 PM, arrives Paoli 10 PM, Lancaster 10:45 and Harrisburg 12 Midnight. Routing will be via Amtrak to Newark, NJ and Conrail's ex-New York Central River Line along the west bank of the Hudson River. Fare: \$85 per person, which includes rail travel and bus tour of U.S. Military Academy at West Point. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, enclosing stamped, self-addressed envelope. For information, telephone 717-786-4932 or 717-299-6405.

MAY 16: Spring excursion from Baltimore to Charlottesville, VA and return via CSX lines, sponsored by B&O Railroad Museum. Train will use MARC equipment. For information, write: B&O Railroad Museum Excursions, 901 West Pratt Street, Baltimore, MD 21223-2699 (telephone 301-752-2393).

"FLIMSIES" MAGAZINE PROVIDES UP-TO-MINUTE NEWS OF WESTERN RAILROADS

With many members preparing to attend the NRHS national convention this summer in San Jose, CA, they should know about a twice-monthly newsmagazine that contains timely information on western railroads. It is called Flimsies, contains up to 28 pages of closely-packed data on locomotives, freight and passenger trains and special events on lines west of the Mississippi. This includes all major railroads, Amtrak, commuter agencies and shortlines. A sample issue will be on display at the March 20 Chapter meeting.

Subscription price is \$30 per year. Order from: Western Lines Productions, P. O. Box 6776W, Orange, CA 92613.



Amtrak's April 5 schedule changes are evolving, and a major change affecting this area will involve the Montrealer, although there is a possibility that the change involving Trains 60 and 61 will not take effect at the timetable change due to some objections from Conrail. The Montrealer, according to plans, will become a daylight Boston-Montreal train, leaving Boston 8:00 AM, arriving Montreal 6:40 PM, and the southbound train leaving Montreal 9:25 AM, arriving in the Hub at 7:58 PM.

Passengers from Philadelphia would have to utilize the northbound Night Owl, which will operate over the inland route via Springfield, offering an across-the-platform connection at Worcester with the Montreal train. Southbound, passengers would change at Boston to the Night Owl, with two hours available to visit a local restaurant in Beantown. Sleeping car service would be offered, of course, on the Night Owl, with passengers transferring to coaches at Worcester. Most passengers from Northeast Corridor points will probably opt to ride the Adirondack, which originates more conveniently now at New York's Penn Station.

The Cape Codder will operate once again from late June to early September, but this year only north on Friday, leaving Penn Station at 4:20 PM, returning from Hyannis Sunday afternoon at 4:10 PM. There will be no Saturday roundtrip from Hyannis to Providence as in previous years. Connections will be made off Train 174 north on Friday and to Train 179 south on Sunday.

Morning Metroliner service out of New Haven will be cut back on Saturday to operate south from New York, adding a stop at New Carrollton that day. The Colonial will no longer operate as a Boston-Newport News train, but will continue as a New York-Newport News train, offering connections to and from Trains 173-174, the Mayflower. New England Express train #155 will run about 80 minutes earlier than at present, adding a stop at New London. Mail trains 13/15 no longer appear in the schedule, but Train 141 will run about 20 minutes later Philadelphia-Washington, and may be carrying mail as a result.

Once the Montrealer adjustment is made, its former schedule between New York and Washington will be represented by Train 137, the First State. Train 183, Congressional (daily) will become Train 135 Potomac (weekends only), adding stops at Princeton Junction, North Philadelphia and BWI Airport. The following hour will see former Train 135 (weekends) becoming daily train 181 and giving up the stations noted above.

Train 441, the Bay State is discontinued, but new Train 183, Chesapeake fills its slot south of New York. Midday clockers 630-631 are discontinued between New York and Philadelphia. New train 485 will be added between Springfield and New Haven, leaving Springfield 10:43 AM. New England Express train 157 drops Old Saybrook as a station stop. Train 179 will also operate weekends and is renamed the Senator; its connecting train is extended to operate from Boston as the Bay State.

Metroliner train 129 is discontinued Fridays and Sundays (although it will run Sundays during the summer). Train 177, the Senator, is renamed the Benjamin Franklin (Train 193) and will terminate at Philadelphia. Connecting train 477 will become 493 and is cutback on the inland route between Boston and Springfield. The 9:20 PM Saturday clocker New York-Philadelphia is discontinued, with present train 193 becoming 179, Merchants Limited, and is extended beyond Philadelphia to Washington, arriving there 2:51 AM daily.

Metroliner 119, meanwhile, will also run Sundays (except during the summer), with Metroliner 123 discontinued Saturdays in favor of Train 125. The name of train 189 is changed from the Chesapeake to the Embassy. Train 139, Capitol Hill, runs Fridays only, stopping at New Carrollton and Washington only.

Eastbound, a new Boston via Springfield section of the Night Owl is added, offering early morning arrivals on the inland route. Mail train 12 is rescheduled, so Train 190, Benjamin Franklin will now leave Philadelphia daily at 5:20 AM to protect 12's schedule to Boston. A new weekday-only schedule will be added to Springfield. Train 166 (Monday) and 12 (except Monday) are dropped from their present schedule. Train 12, meanwhile, will run later, leaving Washington 5:35 AM, replacing train 190 east of Philadelphia, adding stops at Mystic and Kingston, but dropping Westerly. Likewise, weekend train 198 will be replaced by 12.

Metroliner 100 will add a stop at BWI Airport. Metroliner 144 is discontinued Sunday, but 116 will now run those days. Present train 442, Bay State will operate only to Springfield, and then as 140, Bankers. Philadelphia-New York clocker 626 will no longer operate Saturdays, and train 486 will be discontinued between Springfield and Boston. Train 140, meanwhile, will be cut back to New York, and operate as 186, Central Park. A new connection will operate off 174 between New Haven and Boston via Springfield, replacing the east end of 140, noted above.

(Continued on Page 8)

ON THE SCENE (Continued from Page 7)

Connecting train 478 will be discontinued New Haven-Springfield. Metroliner 120 will add New Carrollton. Express Metroliner 218 will be renumbered 220 and operate 40 minutes later. The former slot occupied by train 60, the Montrealer, will be filled by 136, Garden State. Train 158, a Friday-only New England Express is added, Leaving New York 8:20 PM, arriving Boston 12:39 AM. In some renumberings, train 186 becomes 188, and present train 188 is renumbered 138.

Atlantic City service will remain virtually unchanged. On the Harrisburg line, Train 601 will operate ten minutes earlier, and train 609 drops Mount Joy and Middletown, and train 615 operates ten minutes later. Eastbound, train 600 is 25 minutes earlier, as is 602. Train 616 will run about ten minutes later.

The Adirondack will run on identical schedules each day of the week (no later Sunday southbound train) and adds its seasonal stop at Port Kent, NY.

Other through trains out of Philadelphia will receive only minor schedule adjustments.

VIA's Atlantic between Montreal and Halifax passes through northern Maine and as such, is the only scheduled steam-heated passenger train in the United States. It's an excellent way to experience the old era. Off-season consist includes an F40PH diesel and rebuilt FP9 with steam generator, baggage car, two coaches, one Dayniter, a cafe-lounge, dining car, one Chateau-series sleeper, two "E"-series sleepers and the ever-present dome-sleeper-observation.

The Canadian HEP program, meanwhile, has passed the 70-car in-service mark, with another 20 cars in the shops. The cars in the program at present will permit equipping the summer-length consists of the Canadian and Skeena. Meanwhile, work moves forward on cars to re-equip the Chaleur next fall and, in the spring of 1993, the Montreal-Halifax trains.

With the January 19, 1992 schedule change, the last conventional equipment trains have disappeared from the Montreal-Toronto route, and a fast-schedule (4 hour, 10 minute) train now runs between Toronto and Montreal, stopping only at Dorval (the Metropolis). A fourth round-trip is added between Ottawa and Toronto; it inherits the Simcoe name last used on the conventional equipment train to Montreal. The Toronto-Niagara Falls train is now named the General Brock.

CHAPTER MEMBERS IMPRESSED BY AMTRAK "RES CENTER"

On Saturday, February 22, Amtrak hosted a group of 33 visitors from Philadelphia Chapter for a tour of the Mid Atlantic Reservations Sales Office in Fort Washington. Douglas J. Harder, director of the center, led the two-hour tour of the facility which handles about 1.2 million telephone requests each month. It is the largest of Amtrak's four reservations offices, and is open 24 hours a day.

The NRHS group was impressed by the efficiency of the operation, which is staffed by sales agents who sit at computer work stations and respond to incoming "800-USA-RAIL" requests for reservations and information. The overall atmosphere is one of well-trained people doing their jobs with an air of calmness and professionalism. The center has a total of 400 work stations connected to Amtrak's "Arrow" computer system, although not all were occupied on a Saturday when call volume is 30 percent less than on weekdays.



In addition to reservationists handling calls from the public, the Fort Washington center includes departments catering to travel agents and group clients, as well as a large training room and recreational facilities for employees. Currently the office employs about 650, some of whom are part-timers under a new agreement reached with the Transportation Communications Union. All sales activities in the center are monitored by computer and Amtrak is pleased that 94 percent of incoming calls are handled by its agents, while only six percent are "abandoned" (lost when the caller hangs up before being answered).

During the tour, visitors were allowed to go onto the floor and sit with the reservationists, listening in on actual calls through a telephone jack and getting the "feel" of the job. A dot matrix bulletin board on the wall proclaimed "Welcome National Railway Historical Society." Earlier, an introductory session was held in the building's conference room where Mr. Harder and two other supervisors fielded many questions, all of which were answered with complete candor.

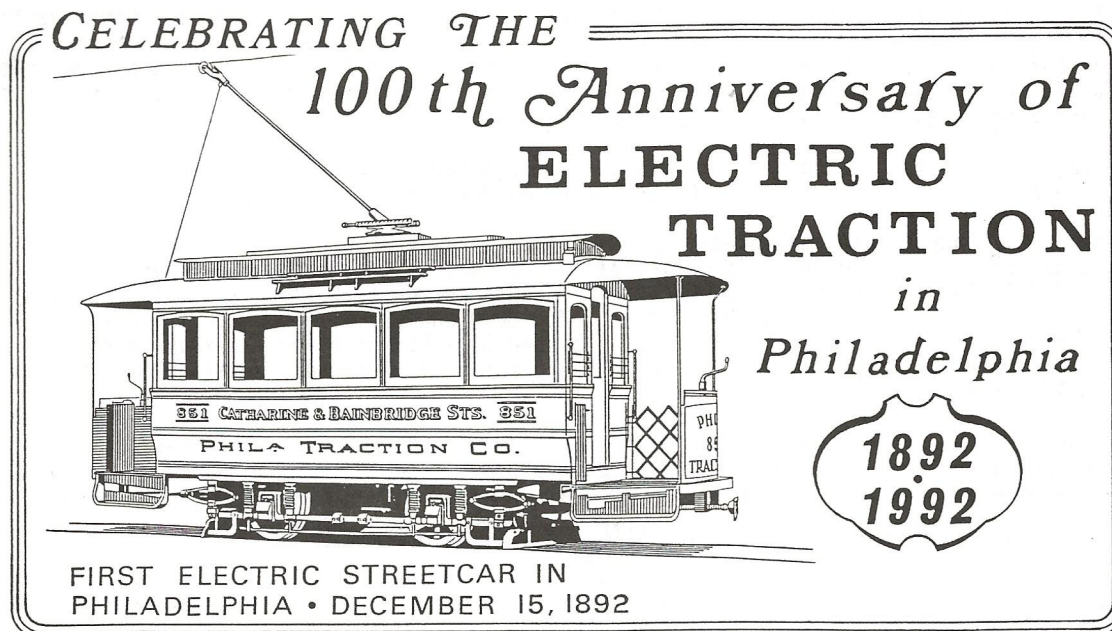
Because it was necessary to turn away several members who could not be accommodated on this tour, another visit to the center will likely be planned for this fall. Watch Cinders for details.

The Chapter expresses its thanks to Amtrak and to Director Harder and his staff for their hospitality, and the effective manner in which they conducted our tour. Without exception, members were delighted with the experience, and went away with a new appreciation of Amtrak's efforts to efficiently serve its customers.

"SUPERTRAINS" BOOKS TO BE AVAILABLE AT MARCH 20 MEETING

Members who ordered copies of the Joseph Vranich book "Supertrains" may pick them up at the March 19 Chapter meeting. A total of 16 copies were ordered, qualifying the Chapter for a 45-percent discount off the bookstore price of \$35.

ELECTRIC TRACTION MILESTONE IN PHILADELPHIA



This year marks a significant milestone in the history of Philadelphia. On December 15, 1892, the City's first electrically-powered streetcar began operation on Catherine and Bainbridge Streets. One hundred years later electric traction carries more than 400,000 passengers each weekday to, from and within Philadelphia.

Chapter Member Joseph Mannix has designed the graphic above to help commemorate this 100th anniversary. Joe is active in the Buckingham Valley Trolley Association, operators of the Penn's Landing Trolley, which plans to utilize one or more of its historic Philadelphia cars for an anniversary observance. SEPTA too is considering a plan to run either a specially-painted PCC or one of BVTA's cars on Route 23 in center city.

Cinders will report on further developments.

ANNUAL RAY MULLER SLIDE CONTEST WINNERS

A total of 11 members entered the annual Ray Muller Slide Contest held at Philadelphia Chapter's February 21 meeting in Jefferson Alumni Hall. Eight of them shared a total of 19 film prizes in the contest, which is named in honor of the late Chapter member known for his fine photography.

Prize winners and their subjects in the six categories were:

- Steam 1 - Tom Pavlick (PRR K4s at night)
2 - Doug Rowland (Ex-Reading 2102 on Reading & Northern)
3 - Larry DeYoung (Cumbres & Toltec train)
- Diesel 1 - Tom Pavlick (On-train view of California Zephyr)
2 - Doug Rowland (Ex-Reading diesels on Reading & Northern)
3 - Doug Watts (Conrail C40-8W's in snow)
- Heavy Electric 1 - Roy Soukup (Interior view of Wilmington shop)
2 - Doug Rowland (E60 with Train 41 at Frankford Junction)
3 - Doug Watts (NJ Transit train at Metropark)
- Light Electric 1 - Rich Short (Scene at Shore Line Museum)
2 - Rob Mandeville (Yakima Valley trolley)
3 - Larry DeYoung (German trams)
- General 1 - Doug Watts (Conrail signals in snow)
2 - Tom Pavlick (Signals at sunset)
3 - Rich Short (Model trolleys)
- Oldies 1 - Dave Brody (SEPTA work car at night)
2 - Rich Short (Reading trains from "Race Street" tower)
3 - (tie) Rob Mandeville (Erie Lackawanna PA special at Starrucca)
Roy Soukup (B&M Mogul in northern New England)

The Chapter thanks Phil Mulligan, who again this year organized the contest, served as "emcee" and led the four-person panel of judges. Other judges were Elliot Engels, Bill Gardiner and Frank Tatnall. Prizes will be awarded at the March Chapter meeting.

LACKAWANNA RAILROAD EXHIBIT, LECTURE SERIES SET FOR CANAL MUSEUM

"DL&W: Colossus of Coal and Rail" is the title of a new exhibition on the Lackawanna Railroad's coal mining and transportation activities, which opens March 18 at the Canal Museum in Easton. Sponsored by Hugh Moore Historical Park & Museums, the exhibit contains photographs and artifacts illustrating the company's mines, breakers and facilities in the Wyoming Valley area together with related railroad scenes. The photos are copied from original Lackawanna negatives now in the Syracuse University Collection.

The exhibit runs through October 18 during regular museum hours (Monday-Saturday 10 AM to 4 PM, Sunday 1 to 5 PM). Admission is \$1 for adults, 50 cents for children 5-12.

To more fully appreciate the former importance of Lackawanna operations, a series of three interpretive lectures has been scheduled for this spring at the museum. All begin at 8 PM and are free to the public. On Thursday, April 9 Professor Robert Janosov of Luzerne County Community College will discuss "Concrete City: A DL&W Coal Mining Community" located near Nanticoke. "The DL&W and the Development of American Railroad Technology" will be the subject of Historians Larry Lowenthal and Bill Greenberg on Thursday, April 23, and on Thursday, May 7, National Park Service Ranger Tony Pann will present a slide lecture entitled "The DL&W Legacy at Steamtown National Historic Site."

The Canal Museum is located on State Route 611 along the Delaware Canal in Easton, but because of highway construction can currently be reached only from the south side.

ZACKON GETS 50-YEAR PIN AT FEBRUARY MEETING

In a ceremony at the February 21 Chapter meeting, NRHS Vice President Larry Eastwood and Chapter President Michael Burshtin jointly presented Member Walter A. Zackon with the coveted 50-year NRHS membership pin.

Zackon joined the Society in 1940. However, Society computer records showed his starting date as 1948. Following some extensive research of old manual records by NRHS Membership Services, Walter's starting date of 1940 was verified and his award pin issued. The Chapter congratulates Walter on achieving this milestone, for which he patiently waited through the research process.

UPDATE OF CONRAIL FREIGHT SCHEDULES

These additional changes should be made in Conrail through freight train schedules as published in recent issues of Cinders:

- o ENRO is resymbolized ENSR, with no change in schedule.
- o ROEN is resymbolized SREN, leaving Hagerstown 0730* daily, passing Harrisburg 1030, arriving Enola 1130

* - Crew change

PENN'S LANDING TROLLEY SEEKING FUNDS FOR NEW SITE

Money is needed to finance the move of Buckingham Valley Trolley Association's equipment from Pier 38 to a new storage site at Front & Laurel Streets in Philadelphia, and to pay the \$5,000 annual rental assessed by PennDOT. BVTA, operator of the Penn's Landing Trolley on newly-renamed Columbus Blvd., also plans to erect a shop building at the new site, and must spend \$10,000 for a protective fence.

Donations may be sent to C. P. Long, Treasurer, BVTA, 17 Lanfair Road, Cheltenham, PA 19012. For every \$100 donation, a BVTA tee shirt will be awarded (please specify size).

GOODHEART VIDEOS GIVES SPECIAL DISCOUNT TO NRHS

The producer of Goodheart videos is offering a special discount to NRHS. The following tapes are available at \$25 each through April 30, 1992: "8444-The Great Steam Trek," "Winter Daylight," "Steam to the Borders" and "8444 Down the Deschutes/4449 Over the Siskiyou." All received favorable reviews in the National Railway Bulletin, #5, 1991 and all but "The Great Steam Trek" normally sell for \$29.95 ("Trek" is \$39.95).

To order each tape, specify either VHS or BETA and provide proof of NRHS membership through a copy of your membership card or Bulletin mailing label. The address is: Goodheart Productions, P. O. Box 47131, Chicago, IL 60647.

HELL GATE BRIDGE INFORMATION WANTED

Tom Buckley, author of a lengthy article on the New York Connecting Railroad and its Hell Gate Bridge, published in a January 1991 issue of the New Yorker Magazine, has been commissioned to write a full-length book on the construction of the Hell Gate Bridge, which he has termed "The Eighth Wonder of the World". Members who may have information on this major rail link between New England and the middle Atlantic states are urged to contact him. He is especially interested in interviewing personnel (or their descendants) who directly worked on the bridge project. You may contact Mr. Buckley at: 1725 York Avenue, Apt. 22E, New York, NY 10128. His telephone number is 212-534-7197.



CSX Transportation Locomotive Roster

(Corrected to January 1, 1992)

ROAD NUMBERS	CSX CLASS	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	PRIOR ROAD	TOTAL	NOTES
81- 85	SW1200	EMD	1200	B-B	RFP	5	
91	SW1500	EMD	1500	B-B	RFP	1	
116	FP7A	EMD	1500	B-B	SBD	1	1
117	FP7B	EMD	1500	B-B	SBD	1	2
118	FP7A	EMD	1500	B-B	SBD	1	
119	FP7B	EMD	1500	B-B	SBD	1	2
121- 127	GP40	EMD	3000	B-B	RFP	7	
131- 138	GP35	EMD	2500	B-B	RFP	5	
141- 147	GP40-2	EMD	3000	B-B	RFP	7	
1004, 1008	H15	EMD	1500	C-C	SBD	2	3
1010-1029	Yard Slug	EMD/PNC		B-B	CHE	20	4
1038-1050	Yard Slug	EMD/CHE		B-B	CHE	13	5
1066	GP18	EMD	1800	B-B	SBD	1	
1100-1129	SW1500	EMD	1500	B-B	SBD	30	
1130-1139	MP15AC	EMD	1500	B-B	SBD	10	
1140-1149	MP15	EMD	1500	B-B	SBD	10	
1150-1194	MP15AC	EMD	1500	B-B	SBD	45	
1200-1241	MP15T	EMD	1500	B-B	SBD	42	
1500-1524	GP15T	EMD	1500	B-B	CHE	25	
1700-1860	GP16	EMD/SBD	1600	B-B	SBD	147	6
1888-1990	U18B	GE	1800	B-B	SBD	96	
2001-2129	GP38	EMD	2000	B-B	CHE	112	
2131-2189	GP38	EMD	2000	B-B	SBD	55	
2200-2279	Road Slug	EMD/PNC		B-B	CHE/ICG/SBD/SP	80	7
2280-2330	Road Slug	EMD/MK		B-B	CHE/SBD	50	8
2400-2404	SD20-2	EMD/PNC	2000	C-C	CHE	5	9
2420, 2421	SD35M	EMD	2000	C-C	SBD	2	
2450-2454	SD38-2	EMD	2000	C-C	SBD	5	
2500-2716	GP38-2	EMD	2000	B-B	SBD	217	
3000-3008	BQ23-7	GE	2250	B-B	SBD	9	
3100-3143	B23-7	GE	2250	B-B	SBD	44	
3209-3225	U23B	GE	2250	B-B	CHE	5	
3231-3324	U23B	GE	2250	B-B	SBD	84	
4200-4266	GP30M	EMD	2000	B-B	CHE	65	
4280-4299	GP39	EMD	2300	B-B	CHE	20	
4300-4319	GP39-2	EMD	2300	B-B	D&H	20	
4447	GP40-2	EMD	3000	B-B	CHE	1	10
4505-4545	SD35	EMD	2500	C-C	SBD	18	
4550-4577	SD35	EMD	2500	C-C	CHE	9	
4584-4599	SD35	EMD	2500	C-C	SBD	6	
4600-4612	SD40	EMD	3000	C-C	SBD	13	
4613-4621	SD40	EMD	3000	C-C	CHE	8	
5200-5224	Road MATE	GE		B-B	SBD	25	
5500-5516	B30-7	GE	3000	B-B	SBD	17	
5517-5580	B30-7	GE	3000	B-B	CHE	64	
5700-5805	U36B	GE	3600	B-B	SBD	55	
5806-5925	B36-7	GE	3600	B-B	SBD	120	
5930-5949	B40-8	GE	4000	B-B	NYS	20	
6001-6318	GP40-2	EMD	3000	B-B	CHE	212	
6346-6391	GP40-2	EMD	3000	B-B	SBD	24	
6392	GP40-2	EMD	3000	B-B	CHE	1	
6400-6461	GP40-2	EMD	3000	B-B	CHE	62	11
6462-6483	GP40-2	EMD	3000	B-B	SBD	22	11
6484-6499	GP40-2	EMD	3000	B-B	CHE	16	11
6500-6645	GP40	EMD	3000	B-B	CHE	114	12
6649-6825	GP40	EMD	3000	B-B	SBD	112	
6828-6854	GP40	EMD	3000	B-B	CHE	18	
6900-6947	GP40-2	EMD	3000	B-B	CHE	45	11
7000-7094	C30-7	GE	3000	C-C	SBD	94	
7200-7281	U30C	GE	3000	C-C	SBD	23	
7500-7646	C40-8	GE	4000	C-C		147	
7650-7758	CW40-8	GE	4000	C-C		109	13
8000-8241	SD40-2	EMD	3000	C-C	SBD	242	
8242-8261	SD40-2	EMD	3000	C-C	CHE	19	
8302-8357	SD40-2	EMD/CSX	3000	C-C	SBD	28	14
8360-8437	SD40-2	EMD/CSX	3000	C-C	CHE	47	14
8439-8488	SD40-2	EMD/MK	3000	C-C	UP/MP/SP/CNW	50	15
8500-8552	SD50	EMD	3500	C-C	SBD	53	
8553-8595	SD50	EMD	3500	C-C	CHE	43	
8596-8623	SD50	EMD	3600	C-C	SBD	28	
8624-8643	SD50	EMD	3600	C-C	CHE	20	
8700-8709	SD60	EMD	3800	C-C		10	
8950-8973	SD45-2	EMD	3600	C-C	SBD	19	
9575	NW2	EMD	1000	B-B	CHE	1	

TOTAL

3158 UNITS

Notes to
CSX Locomotive Roster
are found on Page 12

CSX LOCOMOTIVE ROSTER NOTES

NOTES

- 1 - Builder's model F7A (originally built as F3A)
- 2 - Builder's model F7B
- 3 - SD35 units derated for hump service
- 4 - Converted from GP9 units
- 5 - Converted from GP7, GP9 units
- 6 - Rebuilt from GP7, GP9 units
- 7 - Converted from GP30, GP35, GP40 units
- 8 - Converted from GP30, GP35 units
- 9 - Rebuilt from SD35 units
- 10 - Unit preserved in Chessie paint scheme with original road number
- 11 - Converted to slug mother units
- 12 - Unit 6573 last in Western Maryland paint scheme
- 13 - Widenose units
- 14 - Rebuilt from SD40 units
- 15 - Rebuilt from SD40, SD45 units

SOURCES

Bull Sheet, Allen Brougham, Editor
 Extra 2200 South, Doug Cummings, Editor
 Diesel Locomotive Rosters, by Charles W. McDonald,
 Kalmbach Books, 1986 (Second Edition)
 Cinders Staff

BUILDER ABBREVIATIONS

EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company
 MK - Morrison Knudsen Company
 PNC - Precision National Corp.

PRIOR ROAD ABBREVIATIONS

CHE - Chessie System
 CNW - Chicago & North Western
 D&H - Delaware & Hudson
 ICG - Illinois Central Gulf
 MP - Missouri Pacific
 NYS - New York, Susquehanna & Western
 RFP - Richmond, Fredericksburg & Potomac
 SBD - Seaboard System
 SP - Southern Pacific
 UP - Union Pacific

HOW MUCH REMAINS OF THE OLD PENNSY?



A recent study of the present status of former Pennsylvania Railroad lines reveals that a substantial part of the once-mighty system has returned to dust. Even long stretches of former mainline have been abandoned or downgraded--including much of the Pittsburgh-St. Louis main--and 250 miles of the Fort Wayne Line through Ohio and Indiana are up for sale. In the Philadelphia Region, most of the former Schuylkill, Belvidere-Delaware and Atglen & Susquehanna branches have been torn up.

Of the 9,538 miles of railroad operated by the PRR in 1967, only 34.5 percent is owned today by Class I railroads--2,960.5 miles by Conrail and 332.4 miles by Amtrak. A few hundred additional PRR miles are now run by shortline carriers. SEPTA owns 62.5 miles (including the old Octoraro branch now operated by Octoraro Railway) and NJ Transit's system takes in just 5.8 miles of former Pennsy line. The above figures exclude industrial tracks and trackage rights.

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