

CINDERS

DECEMBER 1995



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Volume 56

Newsletter of the

Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

MEETING CANCELLATION ALERT!

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

OUR MEETING:

THURSDAY EVENING, DECEMBER 14, 1995

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

Dinner at 6:15 PM (\$19.50 per person), meeting at 7:30 PM

Parking in Wills Eye Hospital garage, 9th Street above
Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th
above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut
Street east of 10th (\$5.00 after 6 PM)

Our December meeting will be held on Thursday evening, December 14, 1995. This date was necessary because of scheduling conflicts at the Jefferson Alumni Hall. The Program will feature Dr. Glenn Porter, Director of the Hagley Museum and Library in Delaware, who will present an illustrated slide program entitled "Raymond Loewy and the Pennsylvania Railroad". This program on the famed industrial designer promises to be most interesting, and you are urged to attend and bring a friend. Join us for dinner, too!

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS ARE MANDATORY, AND NEED TO BE MADE BY MONDAY EVENING, DECEMBER 11, 1995 to National Director Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

Our January 19, 1996 meeting will feature David Nogar, Product Line Manager, NortheastDirect, Amtrak, telling us about the new marketing directions on the Northeast Corridor. Mark your calendar for the January date, and make sure you're on hand on Thursday, December 14!



Again, we welcome the Holiday Season into our lives! While preparing to visit with family and friends let us also take a moment to reflect on the past year and look forward to 1996.

As historians and rail enthusiasts let us remember to make time to observe and record the changes in the railroad industry via the many methods available to us. We may use the medium of still photography, video camera, or record train movements with pencil and notepad from a favorite station platform or scenic spot overlooking mainline action. While reflecting on the changes we have observed we should also savor the "special moments" in time when we have ridden the last run of a favorite passenger train; watched double-stack traffic punch through the Alleghenies; photographed "Warbonnets" charge across the New Mexico desert, or observed a new shortline serve local industries. When these activities are done solo they are special, but when shared with friends they become "golden nuggets" etched in our minds to be remembered forever! Remember to share our hobby, for it holds many treasures!

The officers of Philadelphia Chapter join in extending to you and your families every wish for a Safe and Joyous Holiday Season! We also thank all who helped make 1995 successful and look forward to working with you in 1996!

DOUGLAS W. WATTS
President

PHILADELPHIA CHAPTER, NRHS, Inc.
Post Office Box 7302, Philadelphia, PA 19101-7302

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$19.50 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$28.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

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

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

CHAPTER TO MARK PRR SESQUICENTENNIAL WITH MARCH DINNER



The charter creating the Pennsylvania Railroad was signed into law in Harrisburg on April 13, 1846. Philadelphia Chapter NRHS, in cooperation with the Philadelphia Chapter of the PRR Technical & Historical Society, the Pennsylvania Historical & Museum Commission and other organizations, will help observe this event during the sesquicentennial year of 1996. Organizational meetings were held in Harrisburg on September 27 and November 16, with Frank Tatnall representing Philadelphia NRHS and Phil Ritter representing Philadelphia PRRT&HS.

As part of this year-long celebration, NRHS and PRRT&HS will jointly sponsor a commemorative display and dinner at 30th Street Station on Saturday, March 16. Information on speakers and entertainment, as well as ticket prices, will be published in upcoming issues of Cinders. Members are urged to set aside this special date, and plan to attend. Larry and Marie Eastwood are handling the dinner arrangements.

CHRISTMAS GIFT IDEAS FROM THE CHAPTER STORE

Looking for a gift suitable for a railfan friend? How about one or more of the items offered by Philadelphia Chapter.

FP7 T-shirts featuring a unique design created by Member Joe Mannix of our Reading FP7's emerging from the Reading Terminal trainshed. Available in L, XL and XXL sizes. Price to members \$10 each (non-members \$12). If ordering by mail, please add \$3 for postage and handling. Limited quantities available.

Reading Railroad Videos - "Vignettes of the Reading Company, Vols. 1 and 2, each containing some 60 minutes of action along the Reading. Both of these professional tapes are excellent values. Price is \$35 each, including tax and postage.

Paoli Shop Booklet - This specially-produced 8-1/2 x 11 publication with color covers commemorates the 80 years of service provided by the ex-Pennsy SEPTA shop prior to its closure in January 1995. Closeout price is \$3 per copy, including tax and shipping. Limited quantities are available.

Mail orders should be addressed to:

Philadelphia Chapter, NRHS
c/o Larry Eastwood
P. O. Box 353
Huntingdon Valley, PA 19006-0353

Checks should be made payable to "Philadelphia Chapter NRHS" and if order is received by December 12 the merchandise will be shipped in time for Christmas. All items will also be available at the December 14 Chapter meeting. Proceeds benefit the Chapter's FP7 restoration project.

PHILADELPHIA CHAPTER AUCTION HELD NOVEMBER 17

Philadelphia Chapter held its annual railroadiana auction as the program portion of the November 17 Chapter meeting held at the Jefferson Alumni Hall in Philadelphia.

Some 70 lots of railroadiana were offered for sale in this year's event, with 45 coming from and for the benefit of individual members and an additional 25 lots offered as donations to the Chapter. All of the material sold brought a total of \$590.50, with \$254.80 going to members, and \$335.70 to the Chapter.

Larry Eastwood served as the Chapter's auctioneer, with assistance from Frank Tatnall and Marie Eastwood. The Chapter thanks those who participated in this fun event, both as bidders and sellers.

ADVANCE REGISTRATION OFFERED FOR 1996 CONVENTION

Anyone planning to attend next year's NRHS convention in Charlotte, NC should take note of the pre-registration form included in National Railway Bulletin #4 mailed to all members in mid-October. The convention is scheduled for June 18-23, 1996, sponsored by the Piedmont Carolinas Chapter.

The registration fee of \$15 prior to December 31 or \$20 beginning January 1 entitles the member to a complete convention packet which will be mailed after March 1.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

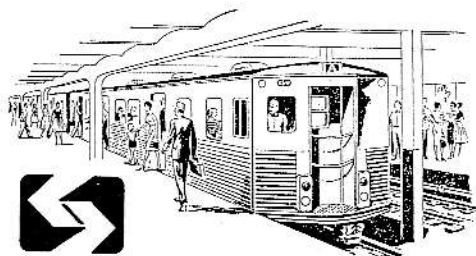
With budget cuts threatened in both Washington and Harrisburg, SEPTA is "very close to crisis," in the words of Assistant General Manager-Government Affairs Joseph McCormick. One reason is AMTRAK's push to recover "fully-allocated" costs from SEPTA and other commuter agencies that operate trains on the Northeast Corridor. This would double SEPTA's trackage charges to nearly \$50 million per year, McCormick said, and might result in suspension of SEPTA rail service to Paoli-Parkesburg, Trenton and Wilmington. The Amtrak reauthorization bill currently before the Senate in Washington authorizes the higher charges, though a companion bill in the House does not. In letters to Pennsylvania Senators, General Manager Louis Gambaccini assailed the proposal as another "unfunded mandate" and said that he hoped Congress "can find a way to make Amtrak healthier without making SEPTA sick." SEPTA has distributed leaflets to rail commuters urging them to pressure their legislators.



Regional Rail had a difficult month in November, with almost daily delays due to slippery rails and other causes. The AEM-7 and one car of SEPTA Train 9745 derailed in Trenton station on November 3, forcing delays to several AMTRAK and SEPTA trains, and a broken messenger wire over track 1 near Fern Rock resulted in a slowdown of morning R2, R3 and R5 service as single-tracking was required. Possibly the worst day for slippery rails was a rainy November 14, with KYW Newsradio reporting 15 to 20-minute delays on all lines. SEPTA nevertheless is using its new rail cleaning machine, RC-1, to scrub the rails on #1 and 4 tracks between Overbrook and Paoli, and a second machine converted from a rail grinder is under construction at Frazer shop.....Adding to the month's woes was a huge fire of suspicious origin which destroyed a lumber yard abutting the tracks in Ambler on the morning of November 1, forcing suspension of R5 service. Passengers were bused to and from Oreland, where trains were turned.....SEPTA has installed a badly-needed electric sign at Chestnut Hill West station, advising from which track the next train will depart. But it depends on the tower operator to change it, which is not always done.

SEPTA successfully rolled in a new bridge just north of Wayne Junction station during the weekend of November 11-12, and issued special R2, R3 and R5 timetables showing subway connections at Fern Rock during the disruption. The prefabricated bridge replaces a deteriorated Reading span which carried the #2 and 3 tracks over Germantown Avenue. This roll-in technique has been used on previous occasions to minimize out-of-service time.....Single-tracking continues weekdays on the Mainline between Ambler and Oreland as tying and surfacing progresses on the #1 southbound track. Welded rail on #2 will follow.....Work is virtually complete on the West Chester Line between Secane and Elwyn, with bi-directional signaling in service on both tracks. The recently-installed second track between Media and Elwyn is now designated the #2 main track with full signaling, and "Media" tower in the station has been closed. "Media" interlocking is controlled from "Broad" tower in Suburban Station, as are "CP North Elwyn," "CP Elwyn" and "CP South Elwyn" interlockings. The latter has been relocated south from milepost 15.3 to milepost 16 at Williamson School, with a single track in service beyond milepost 15.1.....More than a year after new hardware was installed at "Trent" interlocking, West Trenton, the tower remains open. Plans are to remote it from "Wind" tower at Wayne Junction, but a labor problem is delaying this.

Negotiations on a new contract between SEPTA and the Brotherhood of Locomotive Engineers appear to be at a standstill. Tensions have escalated since the old contract expired in July 1994, although no strike is yet threatened because of Railway Labor Act procedures. DVARP reports that BLE members have distributed leaflets on certain trains, and were refusing to open cab doors at center city stations because of a perceived safety hazard. This writer, however, recently has observed engineers opening their cab doors for passengers to enter and exit.



\$100 million in Pennsylvania's Federal highway money would be diverted annually to SEPTA, provided only \$70 million statewide, and SEPTA is getting none of the promised millions for its important Vehicle Overhaul Program.

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PHILADELPHIA EXPRESS (Continued from Page 3)

Martin Dorph, who signed on as SEPTA's assistant general manager-finance & planning just last January, resigned in September to become chief financial officer of Temple University. Planner Hal Davidow is filling the job on an acting basis.....On November 12 the 300 members of United Transportation Union Local 1594 who operate buses and railcars on SEPTA's former Red Arrow lines ratified a new three-year contract, ending a possible strike threat. Later that week the SEPTA board approved the pact. SEPTA's proposal to allow the switching of operators between buses and trolleys, not permitted under previous contracts, was effectively withdrawn, but operators may now be shifted between Routes 101-102 cars and the Route 100 Norristown Line at management's discretion. With this agreement, Suburban operators make just a few cents per hour less than their City Division counterparts.....DVARP reports that SEPTA is now seeking proposals from consultants for a major investment study and draft environmental impact statement covering the controversial Cross County Metro, which would run from Downingtown to Morrisville along the former Trenton Cut-Off.

The first two body shells for SEPTA's new Market-Frankford Line cars were shipped by air transport from ABB in Australia to its Elmira (NY) assembly plant, arriving at Binghamton airport November 20. The airlift was at ABB's expense, though later shells will move by ship to Philadelphia. The 222-car order is running about eight months behind schedule due to production problems in Australia, with the two pilot cars to be delivered to SEPTA in July 1996. Each stainless-steel car, costing \$1.2 million, will be operated in a married pair and trains will require only one crew member as is already the case in the Broad Street subway. Deliveries of the cars will be at the rate of 14 per month, with the final cars due to arrive in July 1998. They will be phased into service after passing acceptance tests, and all of the old Budd cars will be removed from the property. In contrast to the old cars, the ABB units will boast full air conditioning, fabric seats, a public address system, automatic station indicators and slightly wider car bodies. They will seat 49.

SEPTA reports that more than 7,000 people attended TrolleyFest '95 over the weekend of October 21-22. The next one is scheduled for 1997.....Six cars were running on the center-city Welcome Line November 5 during the American Society of Travel Agents gathering at the Convention Center. In addition to PCC's 2728, 2732 and 2799 and Kawasakis 9031, 9032 and 9111, Peter Witt 8534 came rumbling down 12th Street with a charter party. The Welcome Line ran special weekday service for the ASTA convention November 6-10.....SEPTA goofed with its reissue of Routes 101 and 102 timetables effective October 30, the Media folder showing Sharon Hill schedules and vice versa. The timetables, with photos on the covers, were quickly withdrawn and replaced.....A Suburban Division notice trumpeted the new Routes 101-102 Sunday schedules, claiming that "service will be improved through more evenly spaced trips" between Drexel Hill and 69th Street. Actually, Sunday service on both lines was cut from half-hourly to hourly after noon, cars leaving 69th Street at 30-minute intervals instead of on the hour and at 10, 30 and 40 after the hour! (Les Dean).....Aldan's Historical Commission wants to convert the SEPTA-owned stone station at Woodland & Providence Road into a museum. Located on the Route 102 Sharon Hill line, the impressive station was built by the Philadelphia & West Chester Traction Company around the time the line was extended to Aldan in 1907. In common with several similar P&WCT stations, the impressive building stands in sharp contrast to contemporary plastic shelters.

A Federal judge in New York City last month suspended a 20-percent hike in transit fares, to \$1.50, on grounds that this discriminated against minority city residents as compared with suburban rail riders who would receive only an average nine-percent increase. While the judge's action was set aside temporarily by a higher court, and the fare boost went into effect on November 12, the case sends a message that transit agencies in the future may need to balance fare increases between city and suburbs.....On "Black Friday," November 24, SEPTA ran "Santa Express" trains to center city on the Market-Frankford, Broad Street, Paoli and Chestnut Hill West Lines. Helping welcome the Jolly Old Elf to the Gallery were the Phillie Phanatic, the Mummies, Ben Franklin and Glinda the Good Witch from the "Wizard of Oz," all arranged by the Gallery.....Once again, SEPTA will suspend its Frankford el reconstruction for the holiday season, operating full train service seven days a week through January 2.

SEPTA is again preparing for a severe winter, with a checklist of preventive measures on its bus, trolley and railcar fleets. In the event of heavy snow or extreme temperatures, many cars will be stored in the center city tunnels and other protected areas.....SEPTA continues to put imaginative graphics on its passes. October's Cross County Pass features an artist's rendering of an old-time trolley passing a horsedrawn carriage and the monthly TrailPass carries a photo of a green PCC.....A Broad Street subway train struck and critically injured a trespasser at the Dauphin-Susquehanna station on November 10, and on November 1 a SEPTA police officer was shot by a teenage thug in the Wyoming station. The officer's bullet-proof vest saved him from injury but the teenager was shot and wounded by return fire.....On October 3 service on the Route 100 Norristown Line was disrupted for eight hours when a heavily-loaded truck rolled onto the tracks at Hughes Park station in Upper Merion.

Amtrak® NORTHEAST DIRECT Service

million for capital programs, \$120 million for mandatory payments such as Railroad Retirement, \$100 million for "transition" (reorganization) and \$115 million for Northeast Corridor projects. The Federal Railroad Administration's budget of \$873.7 million includes the Amtrak appropriations, as well as \$300,000 for the Operation Lifesaver grade-crossing-safety program (NARP).....AMTRAK is considering a major change in track layout at "Zoo" interlocking, in order to separate its mainline tracks from those used by SEPTA. Amtrak Corridor trains would use the middle tracks on the Schuylkill River bridge, avoiding the tunnels by running via the present "Berry" tracks in front of "Zoo" tower and the 36th Street Connection to 30th Street Station. SEPTA would use

As reported in last month's Cinders, AMTRAK received a total of \$735 million in the Department of Transportation spending bill for Fiscal Year 1996 signed by the President on November 15. (Amtrak had not been directly affected by the partial government shutdown which began the previous day.) This works out to \$185 million for operations (Amtrak has asked for \$260 million), \$230

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the outer tracks and the duckunders to avoid conflict with Amtrak. The first step has already been taken, with the removal last month of all connections to CONRAIL's Harrisburg Line (former Belmont branch) as part of the ongoing clearance work on that track in the vicinity of "Zoo." The changes would also make it easier to build the proposed commuter stations at Girard Avenue (John Pawson).

AMTRAK last month gave Philadelphians a peek at its fleet of new Superliner II cars during a public display at 30th Street Station on November 8. The lineup on track #1 (from the north) was" F40PH 375, P40BH Genesis unit 842, Amfleet coach 21150 (used as entry at this high-level platform), Superliner transition sleeper 39016, coach 34107, diner 38065, lounge 33047, sleepers 32098 New Jersey and transition 39005, and Viewliner sleeper 62003 Bay View. On track #2 were: E60MA 610, Metroliner coach 21947, Metro dinette 20911, Vermonter baggage 1800, Amfleet coach 21610 bearing the new NortheastDirect logo, cafe 21028 also with the new logo, and P32AC-DM dual-mode Genesis diesel 709. The Viewliner and Superliners had arrived just after noon on Sunday, November 5 in a special train from Chicago operated for the travel agents' convention in Philadelphia (see above), hauled by diesels 842 (in the lead) and 375. The 11-car train, which ran under the wire with no problems, also included Superliner sleepers 32097 New Hampshire, 32105 Oregon, 32109 South Dakota and 32106 Pennsylvania. On the day of the display, the other three completed Viewliners entered revenue service on the Lake Shore Limited, but delivery of 46 more sleepers from Amerail (ex-Morrison Knudsen) won't begin until next year.

The new National timetable finally appeared in mid-November but bearing an October 29 effective date. And again AMTRAK issued a special 28-page Northeast Corridor timetable, with a brown cover, for the Thanksgiving holiday period November 21-27.....As part of the promotional campaign for NortheastDirect (formerly conventional) service, AMTRAK brought a contingent of the famed Rockettes from Radio City in New York to 30th Street for a preview performance of their Christmas Spectacular on November 5. The leggy Rockettes performed on a temporary stage set up near the center of the main concourse, much to the delight of passengers and passersby. NortheastDirect trains now receive enroute cleaning, many cars have refurbished interiors and new logos, crews have been given cellular phones to better report problems and overcrowding, and certain trains are getting re-assigned Metroliner cars for Custom Class service. And through a special mail-in offer, NortheastDirect customers can receive a phonecard good for 15 free minutes of domestic calls (Amtrak On Track).

The Railroad Museum of Pennsylvania has been assured by AMTRAK that it will receive one of the original Budd Metroliner cars, #860, a snack-bar coach built in 1967. But private groups will have to raise the money to prepare and ship the car from Wilmington shop to Strasburg (Scott Spencer).....In the slow-moving project to rebuild the platforms at North Philadelphia station, about 90 percent of the work appears to be completed.....AMTRAK's Student Advantage program, test marketed in Philadelphia, is going nationwide. By purchasing a special card, college students can receive a 15-percent discount on rail fares (DVARP).....Amtrak handled thousands of riders attending the "Million Man March" in Washington on October 16. Three extra Corridor trains were operated that Monday morning to the nation's capital, providing 1,500 additional seats. Two Clocker sets were also run through to Washington and were used for the evening service (On Track).....Out of 52 AMTRAK AEM-7 locomotives, only seven are set up to operate with cab cars in push-pull service (DVARP).AMTRAK has leased 20 stored F40PH units to power-short UNION PACIFIC.....Once bitter enemies, AMTRAK and Greyhound are discussing ways they can cooperate in battling against airlines and private cars, including more use of joint terminals. (Greyhound buses moved back to the Amtrak station in Harrisburg a few years ago.) Amtrak President Downs says he would like to see Greyhound play a greater role in feeding passengers to the trains (Fast Mail).....Hoping to infuse Baltimore's Penn Station with new life, City and AMTRAK officials are planning to turn the historic station into a "Baltimore Gateway" visitors center featuring new shops, restaurants and displays (Potomac Rail News).



The big merger dance is in full swing, but CONRAIL insists that it's just a wallflower. Though vowing to stay independent, Big Blue is the subject of widespread speculation that other carriers are getting ready to gobble it up. Conrail CEO David LeVan was reported to be meeting with NORFOLK SOUTHERN execs in mid-November, subject unknown. Meanwhile, Conrail has intensified its efforts to buy some 3,000 miles of

SOUTHERN PACIFIC lines between Chicago, St. Louis and Texas (this was first reported in the September issue of Cinders), even though UNION PACIFIC--now poised to take over SP--has turned down Conrail's offer. Not to be intimidated, the Philadelphia-based carrier has assigned a senior vice president and other operatives to drum up support among shippers and political leaders in Texas, Arkansas and Louisiana. ILLINOIS CENTRAL has also cast covetous eyes on parts of SP, which may have to be sold off to preserve competition in the affected areas.

The first of 28 SD80MAC locomotives ordered by CONRAIL was shipped from EMD's London, Ont. plant November 17 in primer paint, bound for Juniata shop in Altoona where it will be painted and readied for service. The unit, #4100, will star at a December 6 ribbon-cutting ceremony to be attended by top CR and EMD officials. Perhaps six more SD80MAC's will be shipped before the end of the year, with the remainder of the 5,000-hp units due in the first quarter of 1996. At presstime, it was not known if the 4100's will receive "Conrail Quality" lettering, inasmuch as the railroad has decided to junk its Continuous Quality Improvement program and dismiss the staffers who ran it. These first AC-drive units to be purchased by Conrail will be dressed in a modified paint scheme featuring a wide white stripe on the cab sides and nose, and will be operated in pairs. Contrary to reports elsewhere, Conrail has not yet committed to any further SD80MAC orders.

From January to early November, CONRAIL retired a total of 200 locomotives, while taking delivery of 74 new SD60I units from EMD. This cut its roster from 2,230 in February to 2,039 in mid-November. Units retired included six C30-7's (the first new units ordered by CR, in 1977), 44 GP10 rebuilds, one GP30, seven GP35's, 28 GP40's, one GP40-2, 19 MT4 slugs, 15 SD40's, 48 SW1200's, 15 SW9's, 12 SW900's and three U23C's. Though some units will gain a second life through sale to shortlines, this wipes the CR roster clean of all C30-7's, GP30's, GP35's, GP40's, SW1200's and SW9's.....Two retired units, GP35 #2357 and SW1200 #9369, soldier on in CONRAIL paint in a CR training program run by the Academy of Industrial Training at Lester, PA.

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.....CONRAIL Technical Society reports that the railroad has formed a team made up of Transportation, Mechanical and Service Group personnel whose job it is to improve the 38-percent utilization rate of CR's locomotives. The team has divided the power into a "road fleet" assigned to the System Operations Bureau in Philadelphia, and a "hometown fleet" managed by the divisions for yard and local service. This year's goal for the road fleet is raising productivity to 55 percent.

CONRAIL will abolish the Harrisburg Division, phasing it out over the next several months. Part of its territory will be absorbed by the Philadelphia Division, part by the Pittsburgh and Albany Divisions. Many Harrisburg employees will be transferred to other division offices. It is thought that this is the first step toward consolidating the present six divisions into three regions (deja vu?).....Congressman Bud Shuster of Pennsylvania, who serves as chairman of the House Transportation & Infrastructure Committee, has added a provision to the bill abolishing the Interstate Commerce Commission as of January 1, 1996. Shuster's amendment would forbid CONRAIL from selling either its Juniata locomotive shop or Samuel Rea carshop without union approval. Greenbrier, a West Coast carbuilder, had announced that it was negotiating with Conrail to assume a management role at the Sam Rea shop in Hollidaysburg.

Chapter Member Gerrish Williams was dismissed from his volunteer post on the South Jersey Transit Advisory Committee, reportedly for bucking the Whitman administration on its plan to build a light rail line in Gloucester County. Williams and another member were sacked for advocating a "modified PATCO" line with one-seat service to Philadelphia (DVARP).....Member Dick Lane appears on the cover of the new hardcover book Grandfather's Trolley. It is available for \$15.95 from the Seashore Trolley Museum.....Member Dick Reuss and his personal railroad museum were the subject of yet another article last month, this one in the Main Line Times.The abandoned Pennsy tunnel in Phoenixville has collapsed, possibly blocking a SEPTA scheme to run a light rail line through it (see August Cinders).....General Electric has announced that it will lay off some 1,500 of the 5,700-person workforce at its locomotive plant in Erie, due to a decline in orders. Business is off from 740 units this year to 460 units on order for 1996 (Railtimes).

Bethlehem Steel shut down its blast furnaces in Bethlehem on November 18, ending more than 100 years of steelmaking there and leaving half of the 3,600 remaining mill workers without jobs. While the coke and BethForgeplants will still operate, expect a heavy downsizing of subsidiary PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD.....On November 11 CONRAIL turned over its 15-mile Delaware running track between Phillipsburg and Milford, NJ to the new BELVIDERE & DELAWARE RIVER RAILWAY, an affiliate of BLACK RIVER & WESTERN. One-time AMTRAK GP7 #780 is the power. Meanwhile, BR&W has acquired NW2 #8202 (ex-Conrail) from BRANDYWINE VALLEY and renumbered it 820.....When sale of CONRAIL's Akron secondary track is completed, the former Reading & Columbia branch between Sinking Spring and Ephrata will be known as Lancaster Northern.....All equipment of the bankrupt EnterTRAINment Line, including ten passenger cars, was to be sold at public auction on November 29. The tourist and dinner train operator suspended service last spring when it defaulted on payments to its host road MARYLAND MIDLAND (Joe Boscoe).

STEAMTOWN, already under fire from budget-cutters in Washington, took another hit last month in a Forbes Magazine article entitled "The National Pork Service." Steamtown was seen as another costly and unneeded project forced on the Park Service by spendthrifts in Congress.....Erroneous reports are circulating that ex-Pennsy K4 #1361 has been moved to Scranton for rebuilding at Steamtown. Actually, the locomotive is still in Altoona, and the Railroaders Memorial Museum board has not yet made a decision on how or where the famed engine will be rebuilt.....CP RAIL has returned SW9 #6702 to switching duty in South Philadelphia, still lettered "DELAWARE & HUDSON." It replaces fill-in switcher RS18 #1810.....Rock Star Neil Young has purchased Lionel Trains from Owner Richard Kughn, with help from bigtime Investor Martin Davis. A model-train freak, Young apparently plans to keep Lionel's manufacturing operation in Michigan. Lionel has been making toy trains since 1900 (Fortune).....A new company known as Amerail has been formed to complete the carbuilding contracts of MK Transit, Morrison Knudsen's ailing subsidiary. With plants in Chicago and Hornell, NY, Amerail is working on a \$704-million backlog, including the balance of 50 Viewliners for AMTRAK (Fast Mail).....D&H parent CP RAIL will move its corporate headquarters from Montreal to Calgary next year, consolidate its operating subsidiaries and trim 1,450 jobs from its management ranks (Traffic World).

RAILROAD CANTEN INFORMATION SOUGHT

William E. Fischer, Jr., Captain, United States Air Force, is currently doing research on the role of railroad canteens in supporting World War mobilization and logistical efforts on the American home front during the World War II period. Many railroad companies provided space in passenger stations for local volunteer service organizations to offer in-transit troops refreshment, magazines, and in the larger stations, rest facilities during layovers or brief troop train stops. These canteens were typically under the general direction of the Red Cross, Salvation Army, Traveler's Aid Society or YMCA/YWCA.

Captain Fischer would like to hear from those who worked in such canteens, former servicemen who utilized the facilities, or railroad personnel who had some link to the canteens. While some railroad canteens have gained exposure, notably those at North Platte, NE and Aberdeen, SD, others' stories have yet to be told. He has developed a questionnaire that he will send to those who respond to this initial request. Write to: Captain William E. Fischer, Jr., PSC 450, Box 213, APO AP 96206-0213.

AMTRAK MAY BE ACCESSED ON INTERNET

Amtrak now maintains a home page--or rather several pages--on the Internet, which show schedules and other current information. The World Wide Web address is <http://www.amtrak.com>. VIA Rail Canada's access is <http://www.via.ca>.



DECEMBER 9-10, 1995: "Santa Claus Specials" on Penn's Landing Trolley, departing every half-hour from 10 AM to 4:30 PM from Columbus Blvd. & Dock Street, Philadelphia. Historic 1907-vintage car #46 will be featured, decorated for the season. Fare: \$2.50 per person. Santa Claus will be aboard all trips. Tickets may be ordered in advance, specifying trip desired and enclosing check payable to "BVTA." Mail to: Buckingham Valley Trolley Association, 1129 Broad Street, Collingdale, PA 19023, enclosing stamped, self-addressed envelope. For information, telephone 215-627-0807.

DECEMBER 9-10: Cheltenham Hills Model Railroad Club open house at 8000 Old York Road, Elkins Park, PA, 12 Noon-5 PM both days. Admission free. For information, telephone 215-357-3990.

DECEMBER 9-10: Greenberg's Great Train, Dollhouse & Toy Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

DECEMBER 16-17: "Santa Claus Specials" on Penn's Landing Trolley, departing every half-hour from 10 AM to 4:30 PM from Columbus Blvd. & Dock Street, Philadelphia. For ticket information, see December 9-10 item above.

JANUARY 6-7, 1996: Cheltenham Hills Model Railroad Club open house at 8000 Old York Road, Elkins Park, PA, 12 Noon-5 PM both days. Admission free. For information, telephone 215-357-3990.

JANUARY 26: Railroad Film Night at Dana Engineering Hall, Lafayette College, Easton, PA, beginning at 7:30 PM, sponsored by Hugh Moore Historical Park & Museums. For information, telephone 610-250-6700.

JANUARY 27: 3rd annual Super Saturday Streetcar Special on SEPTA, sponsored by Wilmington Chapter NRHS. It is planned that newly-painted "Gulf Oil" PCC #2726 will be used, departing Elmwood depot at 10 AM. Lines to be covered include parts of Routes 36, 15 and 23, with numerous photo opportunities during five-hour excursion. Fare: \$20 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 144 Newkirk Station Road, Elmer, NJ 08318-2735, enclosing stamped, self-addressed envelope.

THROUGH JANUARY 28: "Molly Maguires in Fact and Fiction" exhibit at Canal Museum, Route 611, Easton, PA, 1-5 PM. Exhibit is based on the work of Anthracite Region Photographer George Harvan, covering the 1870-era activities and trial of the notorious Molly Maguires gang. For information, telephone 610-250-6700.

UPDATE OF SHORTLINE/REGIONAL RAILROAD ROSTERS

The following changes and additions should be made to the shortline and regional railroad rosters published in recent issues of Cinders:

<u>BELVIDERE & DELAWARE RIVER RAILWAY, Milford, NJ</u>						
Add	780	B-B	GP7	D/E	EMD	1950 Former Black River & Western 780
<u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ</u>						
Delete	780	(Transferred to Belvidere & Delaware River 780)				
Add	820	B-B	NW2	D/E	EMD	1949 Former Brandywine Valley 8202
<u>BRANDYWINE VALLEY RAILROAD (BVRY), South Coatesville, PA</u>						
Delete	8202	(Sold to Black River & Western 820)				
Add 2nd	8202	B-B	SW9	D/E	EMD	1951 Former Conrail 9017
Delete	8206	(Transferred to Upper Merion & Plymouth 9007)				
Add 2nd	8206	B-B	SW7	D/E	EMD	1950 Former Conrail 9045
<u>CARBON & SCHUYLKILL RAILROAD (CSKR), Jim Thorpe, PA</u>						
Add	3317	B-B	U23B	D/E	GE	1975 Former CSX 3317
Add	3980	B-B	B23-7	D/E	GE	1979 Former Norfolk Southern 3980 (Note)
Note: Unit leased						
<u>EAST PENN RAILWAYS (EPRY), East Greenville, PA</u>						
Delete	92	(Returned to Philadelphia, Bethlehem & New England)				
Change	99	B-B	SW9	D/E	EMD	1953 Renumbered from EPRY 8990
<u>MARYLAND MASS TRANSIT ADMINISTRATION (MARC), Baltimore, MD</u>						
Delete	20	(RDC-1 traded to Tennessee Valley Railroad Museum)				
Delete	22	(RDC-1 traded to TVRM)				
<u>NITTANY & BALD EAGLE RAILROAD (NBER), Bellefonte, PA</u>						
Delete	44	(Traded to Conrail)				
Delete	2429	(Traded to Conrail)				
<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (PBNE), Bethlehem, PA</u>						
Add	92	B-B	SW1200	D/E	EMD	1965 Returned from East Penn
<u>UPPER MERION & PLYMOUTH RAILROAD (UMP), Ivy Rock, PA</u>						
Delete	9008	(Retired)				
Add 2nd	9008	B-B	SW1200	D/E	EMD	1957 Former Conrail 9323



Amtrak's Northeast Corridor introduced its new marketing program, NortheastDirect, for conventional Corridor trains, with a series of celebrations on October 28. Assigned Amfleet cars have begun to appear with the red and blue "NED" emblem at one end of the window area on coaches and in the center of food service cars. (In the future, I'll use NED to refer to NortheastDirect.) The tag line for NED advertising is "Wouldn't you rather be in one of our cars?"

A consist of Amfleet equipment had been fitted with the new emblems for photography purposes early on, but these were later largely removed to allow prompt restoration to service prior to the official announcement. By the end of October, "production" NED cars were coming out of Bear in the new scheme, and with upgraded interiors, too. A travel guide was produced and made available through stations and Boston Market restaurants. Services are described along with events taking place at major on-line locations October-December, 1995.

Fourteen standard Amfleet I coaches have been reconfigured to meet Americans with Disabilities Act requirements and have been renumbered as follows: 21600 (ex-21255), 21601 (21087), 21602 (21278), 21603 (21057), 21604 (21088), 21605 (21059), 21606 (21047), 21607 (21128), 21608 (21050), 21609 (21070), 21610 (21284), 21611 (21046), 21612 (21131), 21613 (21156). (Editor's Note: This helter-skelter renumbering is reminiscent of SEPTA's recent Silverliner renumbering -- keep your notebooks up to date!)

Food service cars have been rearranged on some Northeast trains. The 28300-series Amlounes have been transferred from Empire Service trains to the likes of the Three Rivers. They have no coach seating, while all Empire Service trains now offer Custom Class service in the coach section of Amdinettes (as on some Chicago-area trains). Speaking of Empire Service, only one Turbo trainset is scheduled between Schenectady and New York. Normally, this would be the five-car refurbished set, but it has been barnstorming around the country (including a short stint on the Harrisburg line). As a result, a spare power unit and two six-car trainsets remain in service.

Custom Class service on the Northeast Corridor is available on Trains 173, 174, 175 and 176 between Washington and Boston. The following long-distance coaches are assigned: 44827, 44831, 44832, 44835, 44840, 44943, 44945, 44949 and 44951. These cars also operate between Washington and Montreal on the Adirondack. The Boston trains permit Custom Class riders to purchase the usual sandwich and beverage menu from the trailing club-dinette car and to eat at tables set with tablecloths and imitation flowers.

Amtrak's Intercity Business Unit has a new president -- Robert VanderClute, and a new vice president-customer relations, Lee Bullock. Their progress in dealing with that SBU's challenges will be watched with interest.

The new National Timetable scheduled for issuance October 29 was issued during November, with numerous changes affecting local passengers. The Silver Star, for example, takes longer to run on the Corridor and the northbound train operates two hours later than at present. In changes affecting Florida passengers, the intended decision by Amtrak to close its Hollywood, FL station has apparently been postponed. The bus connection from Tampa to downtown Clearwater has ended, with the St. Petersburg bus diverting to a stop at the mall in Pinellas Park. Passengers can take a local bus from there to Clearwater.

The Three Rivers stops at Tyrone and Latrobe, and this train, along with the Pennsylvanian and Carolinian, has been partially re-equipped with Amfleet II coaches. At least 11 of these cars have been stored as a result of accident damage.

The Crescent, meanwhile, leaves 33 minutes later, but is faster along the Corridor. The northbound train is also substantially faster. In order to cut operating costs, service levels on the Crescent have been revised. Four days each week the train runs only as far as Atlanta. On these days, two 10-6 sleepers charge a somewhat lower than first class fare and are dubbed "Slumber Plus Service", which provides morning wake-up service, newspaper and continental breakfast and travel pack. Slumber Plus Service does not include meals. This shortened version of the Crescent (dubbed by some wags as "Crescent Lite!") carries Train Numbers 819 and 820. The full Crescent, Trains 19 and 20, runs through to New Orleans three days a week, with first class service titled "Crescent Gold Service". The two 10-6 sleepers, though, provide full service, and two additional cars are added -- a third 10-6 sleeper used as a dorm and a dining car. Keep this in mind if you prefer sit-down meal service on a trip to Atlanta. During the period November 18-February 25, one of the 819-820 trains will be extended to New Orleans during the busy travel period, but still offering only limited services.

The Cardinal, of course, was converted to a Superliner train operating from Washington to Chicago on September 10. A special three-car inaugural train was operated between Clifton Forge and Huntington, WV over the last weekend in October. The Cardinal offers "picnic box" meal service to coach passengers in the Sightseer lounge car. These are built around a sandwich with additional items to provide a full meal. Sleeper passengers have more upscale selections, including hot entrees in the form of tray meals at dinnertime.

In contrast to the Cardinal, however, coach passengers on the Desert Wind can only choose the lounge car sandwich menu. It is hoped that a proper diner-lounge can be restored to the Salt Lake City-Los Angeles route.

(Continued on Page 9)

ON THE SCENE (Continued from Page 8)

The complete consist of the Sunset Limited derailed near Hyden, Arizona on the morning of October 9 was P32 #511, F40 398, Heritage baggage 1208, Hi-level coach-dorm 39925, Superliner sleepers 32061 and 32004, Superliner diner 38026, Superliner II lounge 33030, Superliner coach 34077, and Hi-level coach 39956. All of the cars listed above were derailed. Equipment following in the train but not derailed were Superliner coach-baggage 31033, Superliner coach 34022, Superliner coach-baggage 31019 and Superliner sleeper 32013.

On the West Coast, the San Diegans now operate on revised schedules and with a new mix of equipment. There is a fourth round-trip extended north from Los Angeles to Santa Barbara (and one of these now runs even further, to San Luis Obispo). Also, one weekday "rush hour" Los Angeles-San Diego round-trip now operates as a limited-stop express on a faster schedule. A service that was once limited to F40's and Amfleet I now is operated with, as well, P32's, Caltrans GMLG units and Horizon cars. The express set uses three new "California" cars plus two Superliners modified for push-pull service. Baggage-coach 31006 provides baggage service below and Custom Class service up top. Superliner II lounge 33049 provides food service. In time, additional California cars offering baggage and food service will come on line.

Amtrak West swapped Amfleet cars to the Pacific Northwest for Horizon cars, which were assigned to the San Diegans. Full dinette 53509 has been named City of San Luis Obispo. Also, an additional Custom Class Amfleet coach was converted from a standard coach. Car 44171 has been renumbered to 44871.

Amerail is the new firm established to complete a number of production commitments undertaken by a subsidiary of Morrison Knudsen (the much-delayed Viewliner sleeper order is one of these). At any rate, two more cars were released in late October for the first scheduled car line installed on the Lake Shore Limited between New York and Chicago as a second first-class sleeper. There won't be any more deliveries for a while as the four existing cars are fully evaluated. While we may have mentioned them before, they are 62000-American View, 62001-Atlantic View, 62002-Autumn View and 62003-Bay View. The three earlier Viewliner prototype cars are in various shops, with one sleeper each at Hornell and Wilmington.

The AC-equipped F40, #202, has been sold to the Association of American Railroads for continued use at the Pueblo (CO) test track.

There were 118 Heritage cars (clocker coaches not counted) still in service as of mid-November, about 25 more than the bare minimum required. For those wanting to photograph them, here's where they are:

Baggage-dorm	<u>Lake Shore Limited</u>	New York-Chicago
Diners	<u>Lake Shore Limited</u>	New York-Chicago
	<u>Crescent</u>	New York-New Orleans
	<u>Silver Star</u>	New York-Miami (as lounge)
	<u>Silver Meteor</u>	New York-Miami
Full dome-lounge	<u>Auto Train</u>	Sanford-Lorton
Table buffet diner	<u>Auto Train</u>	Sanford-Lorton
Kitchen-buffet	<u>Auto Train</u>	Sanford-Lorton
10-6 sleeper	<u>Crescent</u>	New York-Atlanta (Slumber Plus Service) (2 cars)
		New York-New Orleans (tri-weekly) (3 cars-one as dorm)
	<u>Lake Shore Limited</u>	New York-Chicago (one car)
		Boston-Chicago (one car)
	<u>Night Owl</u>	Boston-Washington (one car)
	<u>Silver Star</u>	New York-Tampa (one car)
	<u>Silver Meteor</u>	New York-Miami (two cars - one as a dorm)
Slumbercoach	<u>Lake Shore Limited</u>	New York-Chicago
	<u>Silver Star</u>	New York-Miami
	<u>Silver Meteor</u>	New York-Miami
11-bedroom sleeper	<u>Silver Meteor</u>	New York-Miami

BRANDYWINE SCENIC RAILWAY BEGINS OPERATIONS

The long-delayed Brandywine Scenic Railway finally started its tourist operation over the weekend of November 4-5, based at Northbrook, PA on the Delaware Valley Railway. Using three former Lackawanna coaches and an ex-Baltimore & Ohio caboose (the same equipment as the short-lived Chadds Ford & Brandywine), the trains leave Northbrook at 11 AM, 1 and 3 PM on Saturdays and Sundays through December 17, following a seven-mile route along the Brandywine Creek to near Chadds Ford. For this abbreviated season, two DV diesel locomotives are providing the power, one on each end, the NRHS-owned FP7's having been drained for the winter.

Fares are \$10 for adults, \$9 for seniors 55 and older, and \$8 for children (2-12). Information and reservations may be obtained by telephoning 610-793-4433. Free parking is available at the Northbrook Canoe Company on Northbrook Road, a half-mile north of State Route 842 and six miles west of West Chester. The new parking location is mostly in Newlin Township, bypassing the uncooperative officials of Pocopson Township who last year had refused to allow the earlier CF&B group to maintain a parking lot and platform near the Lenape Inn. The right-of-way is part of the former Reading Wilmington & Northern branch, and is now owned by PennDOT which a few years ago spent more than \$1 million to upgrade the track.

It is planned to resume tourist operations in the spring, with the possibility of using the ex-Reading FP7's on certain occasions. Philadelphia Chapter is also considering a fantrip over some 20 miles of the old W&N branch, using Brandywine Scenic cars.

UPDATE OF CSX TRANSPORTATION LOCOMOTIVE ROSTER

As of November 1, 1995, CSX Transportation's locomotive roster totaled 2,724 units, representing the retirement of seven units since publication of the CSX roster in November Cinders.

In addition, the total of locomotives painted orange for maintenance-of-way service has increased from 30 to 40. The "pumpkin" roster, as reported by the Bull Sheet, is as follows:

9500 (ex-1984)	U18B	9656 (ex-2036)	GP38
9501 (ex-1977)	U18B	9657 (ex-2006)	GP38
9502 (ex-1918)	U18B	9658 (ex-2122)	GP38
9503 (ex-1889)	U18B	9659 (ex-2025)	GP38
9504 (ex-1926)	U18B	9700 (ex-6582)	GP40
9505 (ex-1981)	U18B	9701 (ex-6579)	GP40
9506 (ex-1947)	U18B	9702 (ex-6619)	GP40
9507 (ex-1949)	U18B	9703 (ex-6856)	GP40
9550 (ex-3242)	U23B	9704 (ex-6609)	GP40
9551 (ex-3257)	U23B	9705 (ex-6524)	GP40
9552 (ex-3288)	U23B	9706 (ex-6696)	GP40
9553 (ex-3318)	U23B	9707 (ex-6694)	GP40
9554 (ex-3301)	U23B	9708 (ex-6655)	GP40
9555 (ex-3265)	U23B	9709 (ex-6588)	GP40
9600 (ex-4206)	GP30M	9710 (ex-6764)	GP40
9650 (ex-2100)	GP38	9711 (ex-6584)	GP40
9651 (ex-2120)	GP38	9712 (ex-6772)	GP40
9652 (ex-2185)	GP38	9713 (ex-6784)	GP40
9653 (ex-2159)	GP38	9714 (ex-6762)	GP40
9654 (ex-2035)	GP38	9715 (ex-6739)	GP40
9655 (ex-2187)	GP38	9716 (ex-6752)	GP40

SAN FRANCISCO'S NEW F LINE USES EX-SEPTA PCC'S

Fourteen former SEPTA PCC cars, rebuilt by Morrison Knudsen, are assigned to San Francisco Municipal Railway's new F Market Street line, which opened for service on September 1. The cars are:

MUNI NUMBER	SEPTA NUMBER	CURRENT PAINT SCHEME
1050	2119	San Francisco green/cream
1051	2123	San Francisco green/cream
1052	2110	Los Angeles yellow/silver
1053	2721	Brooklyn, NY blue-green
1054	2121	Philadelphia silver/cream
1055	2122	Philadelphia green/cream
1056	2113	Kansas City black/cream
1057	2138	Cincinnati yellow
1058	2124	Chicago green/cream
1059	2099	Boston orange
1060	2715	Newark, NJ gray/blue
1061	2116	Los Angeles red
1062	2101	Louisville, KY green
1063	2096	Baltimore yellow/gray

In addition, Muni double-ended PCC #1007 has been repainted in the former San Francisco gray/red scheme, #1010 in San Francisco blue/yellow and 1015 in Illinois Terminal olive/cream. These data are furnished by the Market Street Railway organization, via Al Gaus.

WELCOME LINE OFFERS FREE SATURDAY RIDES

During the Christmas shopping season trolley rides on the center city Welcome Line (Route 51) will be free on Saturdays between 11 AM and 5 PM through December 23. This is by courtesy of Hecht's Department Store, the City and SEPTA, and cars may be boarded at stops on 11th or 12th Street for the 20-minute loop between Noble and Bainbridge Streets. The cars will carry special holiday decorations.

Following the holidays Welcome Line service will be suspended until spring, although a decision to resume the operation will depend on SEPTA's evaluation of its success this past year.

AMTRAK'S 1996 CALENDAR FEATURES TALGO TRAIN

Amtrak's annual wall calendar for 1996 will feature a full-color painting of a Spanish-built Talgo train running as the Mount Baker International. The train is pictured at Blaine, WA, the border crossing between Seattle and Vancouver. Price and ordering information were not available at presstime, but will be included in the next issue of Cinders.

UPDATE OF CSX BALTIMORE DIVISION FREIGHT SCHEDULES

The following revisions should be made to the freight schedules on CSX's Baltimore Division, as published in the September and November issues of Cinders:

EASTBOUND (All trains operate daily except as noted)

TRAIN	POTOMAC YARD (VA)	BRUNSWICK (MD)	W. BALTIMORE- HALETHORPE	BALTIMORE (Bay View)	WILMINGTON (Wilmington)	TWIN OAKS (PA)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)
R174(exTU)	PS 0900	.....	Ps 1145	Ps 1245	Ps 1430	.....	Ar 1515*	Ps 1545
Q296(exTU)	.....	Ps 0215	Ps 0630	Lv 0730*	Ar 0915	.....	.....	.....
Q376	.....	Ps 2200	Lv 0400*	Ps 0500	Ar 1115	.....	Ar 1315	.....
Q378	.....	Lv 1030	Ps 1400	(Terminates Locust Point 1630)		.....	.....	.....
Q380	.....	Ps 2215	Ps 0530	Ar 0815	(Note)	.....	.....	.....
Q396(exTU)	.....	Lv 2000	Ps 2345	Lv 0200*	Ar 0345	Ar 0500	Ar 0700	.....
R412/Z412	Lv 1345	.....	Ps 1600	Lv 1715*	Ps 2030	.....	Ps 2230	Ps 2300

WESTBOUND (All trains operate daily except as noted)

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	TWIN OAKS (PA)	WILMINGTON (Wilmington)	BALTIMORE (Bay View)	W. BALTIMORE- HALETHORPE	BRUNSWICK (MD)	POTOMAC YARD (VA)
R173(exSU-MO)	Ps 0630	Lv 0715*	.....	Ps 0800	Lv 1115	Ps 1145	.....	Ps 1345
R175(exSU-MO)	Lv 0845	.....	Ps 0930	Lv 1230	Ps 1300	.....	Ps 1500
Q217(formerR217)	...	Lv 2200	Lv 0001	Lv 0230	Lv 0430*	Ps 0515	Ps 0735	.....
R249	(Originates Curtis Bay 2000)		Ps 2030	Lv 0100	.....	.....
Q297(WE-SA)	Lv 1700	Ps 1730	Ps 2015	.....

KEY TO TRAIN SYMBOLS

R173 - Kearny, NJ to Jacksonville, FL (TT) (from Conrail TV-175)
 R174 - Jacksonville, FL to Kearny, NJ (TT) (to Conrail TV-176)
 R175 - Tampa, FL to Philadelphia (TT)
 Q217 - Philadelphia to Detroit, MI (autos)
 R249 - Baltimore to Flint, MI
 Q296 - Saginaw, MI to Wilmington, DE
 Q297 - Baltimore to Saginaw, MI
 Q376 - Louisville, KY to Philadelphia
 Q378 - Willard, OH to Baltimore
 Q380 - Cincinnati, OH to Baltimore
 Q396 - Saginaw, MI to Philadelphia
 R412/Z412 - Rocky Mount, NC to Allentown, PA (Conrail CSAL)
 Note: Makes sidetrip to Curtis Bay

REFERENCES

Ar - Arrive
 Lv - Leave
 Ps - Pass
 * - Crew change
 Q - Specific customer train
 R - Regular manifest train
 TT - Trailer train
 Z - Foreign railroad train

CHAPTER MEMBERS VOLUNTEER AT NATIONAL LIBRARY

The expanding NRHS Library is in need of volunteers to help sort and catalogue the various collections. In the past months several Philadelphia Chapter members have donated time and effort to the Library, among them Les Dean, Sam James, John Pawson and Mike McEnaney. They are in addition to Librarian Ken Havens, also a Chapter member.

Anyone interested in volunteering a few hours to this interesting work should call Office Manager Lynn Burshtin at 215-557-6606. The Library is located in the Robert Morris Building, 17th & Arch Streets in center city Philadelphia. Lynn is expected to be recovering from hand surgery until about December 11, and members interested should contact her after that date.

CABOOSE HISTORICAL SOCIETY IS FORMED

The first historical society devoted exclusively to the history and lore of cabooses (vans, crummies, waycars, etc.) has been formed in St. Louis. Known as the American Railway Caboose Historical Educational Society, Inc., the group is offering charter-founding memberships for 1996. Dues are \$25 individual, \$20 senior (60 and over), or \$40 family. Non-voting associate memberships are available for \$15, President Rich Eichhorst announced.

Those interested should apply to: ARCHES, P. O. Box 2772, St. Louis, MO 63116 or telephone 314-752-3148 for more information.

1996 DUES BILLS DELAYED

Due to several computer failures at the Baltimore service bureau handling NRHS membership records, the 1996 dues bills had not been printed as of the last week in November. National Vice President Larry Eastwood reports efforts are being made to have them printed and in chapter hands by December 1 for mailing.