



CINDERS

FEBRUARY 1995



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Volume 56

Newsletter of the

Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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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 PLANS APRIL 9 SEPTA EXCURSION WITH SILVER PCC 2728

A trolley tour down Route 23 trackage to Bigler & Marvine Streets in South Philadelphia will be one feature of a SEPTA PCC excursion to be sponsored by Philadelphia Chapter on Sunday, April 9. The car expected to be used is PCC #2728, recently painted into the prewar silver-and-cream scheme at Woodland shop for service on the upcoming Philadelphia Historic Trolley loop in center city. That service, slated to begin two weeks after the Chapter's excursion, will operate via 11th and 12th Streets between Noble and Bainbridge.

As presently planned, the special car will leave Elmwood depot, Island & Elmwood Avenues in Southwest Philadelphia, at 12 Noon. The itinerary will include the diversion route to 40th & Girard, then east on Route 15 trackage to 12th & Girard where a new switch allows a right turn southward on 12th Street. Passing beneath the new Pennsylvania Convention Center and alongside the just-opened Marriott Hotel at Market Street, the car will proceed through colorful South Philadelphia neighborhoods to the end of the line. There has been no rail service here since April 1991 when Route 23 was bused.

Returning north on 11th Street, the car will pull onto the new turnback at Noble Street, then proceed eastward on Girard Avenue to Cumberland loop before returning to West Philadelphia and back to Elmwood via a different route.

The entire trip is expected to take about five hours, with many stops for photos of the gleaming 1948-vintage car. Tickets are priced at \$25 per person and may be ordered from: Ticket Agent, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

Please enclose a stamped, self-addressed envelope. Tickets may also be purchased at the February 17 Chapter meeting.

CHAPTER RETAINS THIRD RANK IN NRHS; DUES ARE NOW OVERDUE

At the end of 1994 Philadelphia Chapter was credited with 493 full national members, making it third in membership among the 166 chapters in NRHS. Only Bluewater Michigan Chapter with 642 members and Central Coast Chapter in California with 499 members exceeded Philadelphia.

Our Chapter thus is very close to its longstanding goal of 500 members (not including chapter-onlys who maintain their national membership through another chapter).

By late January, more than 80 percent of those 493 members had renewed their membership for 1995. We do not want to lose anyone, and expect to gain a number of new full Chapter members during the next few months. Anyone who has not yet renewed is urged to send his or her dues (\$28 per member, \$31 including spouse) immediately to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. By this simple act, we will continue to move forward as a Chapter, as we have for the past 59 years!

OUR MEETING:

FRIDAY EVENING, FEBRUARY 17, 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 February 17, 1995 meeting will feature the Annual Ray Muller Slide Contest, rules for which are shown below. The contest is named in honor of the late Chapter member who excelled in rail slide photography. Once again this year, Chapter Member Phil Mulligan has volunteered to be the Contest Manager.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, FEBRUARY 14, 1995 to President Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

We encourage all members to enter the 1995 Slide Contest, share your work with your fellow members, and compete for film prizes at the same time. Join us on Friday, February 17, 1995.

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.

Annual RAY MULLER Slide Contest Rules

1. No entry form is required for the 1995 Ray Muller Slide Contest, but entrants must register in person, beginning at 7:15 PM. Registration closes at 7:30 PM, with no entries accepted after that hour. THE SLIDE CONTEST IS OPEN TO 1995 PAID-UP PHILADELPHIA CHAPTER MEMBERS ONLY! Once again this year, Chapter Member Phil Mulligan has agreed to organize the evening's proceedings, as he has so capably done in prior years.

2. There are six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1985, and category (f) only subject matter BEFORE March 1, 1985. In case of uncertainties, the contest manager will rule on appropriate categories or will disqualify any unsuitable entries.

- (a) Steam
- (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) Heavy electric (including multiple-unit commuter rail equipment)
- (d) Light electric
- (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
- (f) Oldies (any subject prior to March 1, 1985)

3. Each contestant may exhibit a maximum of four slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name MUST be on the slide. After the initial screening, entrant will select ONE SLIDE in each category for the projectionist to use in the FINAL judging. Thus, only six (6) slides are permitted in the final presentation.

CHAPTER OFFERS COLLECTIBLES IN "RAILFAN STORE"

Philadelphia Chapter is currently offering for sale several items of interest to railfan collectors. Among them are:

Paoli Shop Booklet - This specially-produced 8-1/2" x 11" publication commemorates the 80 years of service by Paoli electric car shop, which was closed on January 13. The eight-page booklet, with color covers and numerous historical photographs, was jointly produced by the Philadelphia Chapter NRHS and the Pennsylvania Railroad Technical & Historical Society. Built by the Pennsylvania Railroad in 1915 to support its new electrified suburban service, the shop has been made surplus by SEPTA's recent opening of the state-of-the-art Overbrook maintenance facility.

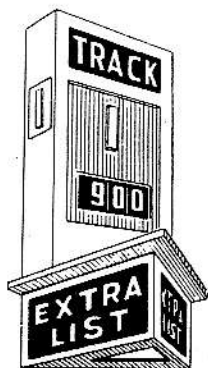
Copies are available by mail at \$5 each, including tax and postage, or may be purchased at the February 17 Chapter meeting.

Reading Railroad Video - "Vignettes of the Reading Company, Vol. 1" is a 60-minute videotape of action along the Reading prior to the Conrail takeover of 1976. The video includes films obtained from the estate of well-known Lehigh Valley Chapter Member Charles Houser who spent many hours photographing Reading trains. It is produced by Clear Block Productions.

The tape may be purchased at the February 17 Chapter meeting or by mail for \$35, including tax and postage.

FP7 T-Shirts - These handsome T-shirts display a drawing of Chapter-owned ex-Reading locomotive #903 emerging from the Reading Terminal trainshed, as rendered by Chapter Member and Artist Joe Mannix. The all-cotton shirts are available in sizes M, L, XL and XXL.

(Continued on Page 10)



FEBRUARY 25, 1995: "Snow Train to Vermont" from Boston, MA to Bellows Falls, VT via Conrail and Central Vermont, sponsored by Massachusetts Bay RRE. Train of Amtrak and MBTA coaches, plus Amcafe car, will leave South Station at 7:45 AM, Back Bay at 7:50 AM, returning about 8:30 PM. Various luncheon and tour options available, at extra cost. Round-trip rail fares: \$55 adults, \$30 children (4-12). Luxury first-class service in private car Caritas: \$225. For tickets and further information, write: Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814.

MARCH 4-5: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center, Pennsauken, NJ, 11 AM-5 PM both days. Free parking. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

MARCH 11: GATSMELines Open House, Prospect and Madison Avenues, Fort Washington, PA, 19034, 1 to 5 PM. HO, HO03 layouts in operation. Admission by donation. For information, contact Job Luning Prak at 215-646-2033.

MARCH 11-12: Great Scale Model Train Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 10 AM-4 PM both days. All scales represented. Admission: \$5 adults, \$1 children (6-12), family \$10. Sunday, return free. For information, telephone 410-730-1036.

MARCH 12: 9th annual Harrisburg Railroad Show & Collectors Market at Zembo Temple, Third and Division Streets, Harrisburg, PA, sponsored by Harrisburg Chapter NRHS, 9 AM to 3 PM. Railroadiana show, model railroad items, snack bar, movies, seminars. Admission: \$3 per person, children under 12 free. For information, contact: Harrisburg Chapter NRHS, P. O. Box 3423, Shiremanstown, PA 17011, or telephone 717-232-6221 24 hours.

MARCH 18: 5th annual Friends Symposium at Drew University Hall of Science Auditorium, Route 24, Madison, NJ, sponsored by Friends of the New Jersey Railroad & Transportation Museum. Several illustrated presentations will be given on the preservation and restoration of New Jersey's historic transportation equipment, structures and sites, from 9 AM to 5 PM. Admission: \$35 per person (includes one-year membership in Friends group, refreshments and lunch). Order tickets from: Bob Hooper, 4 Carriage Hill Drive, Long Valley, NJ 07853, enclosing stamped, self-addressed envelope.

MARCH 26: Train show at Mother Seton High School, Garden State Parkway Exit 135 at Clark Circle, Clark, NJ, 9 AM to 3:30 PM, sponsored by Jersey Central Chapter NRHS. Show features operating layouts, train set raffle, model trains for sale, books and collectibles. Free parking. Admission: \$4 adults, \$8 family, children under 12 free. For information, telephone Jersey Central Railway Historical Society at 908-755-7456.

APRIL 2: "Mount Carmel Ramble" excursion on Reading & Northern Railroad from Port Clinton to Mount Carmel Junction, PA and return via Locust Summit, sponsored by Jersey Central Chapter NRHS. Diesel locomotives will be featured, and refreshment car will be available for entire day. Train leaves Port Clinton 9 AM, returns about 6 PM. Tickets: \$40 open-window coach, \$45 deluxe reclining-seat coach, \$60 vista dome. Order from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope. For information, telephone 908-454-4848.

APRIL 28-30: 12th National Model Trolley Meet at South Jersey Expo Center, Pennsauken, NJ, sponsored by East Penn Traction Club. Show features over 15,000 square feet of model trolleys, operating layouts, dealer tables. Model contests and awards, with the theme of non-revenue cars. Hours: 11 AM-11 PM Friday, 9 AM-10 PM Saturday. On Sunday there will be free trips on Penn's Landing Trolley and trolley fantrip on SEPTA sponsored by Buckingham Valley Trolley Association (extra charge). Show registration charge: \$18 per person (spouses and children free with registered adult). Order from: George VanDeventer, 1470 Kingsley Drive, Warminster, PA 18974-3722, making checks payable to "East Penn Traction Club."

APRIL 28-30: "Fly with the Eagles" weekend bus tour from Lancaster, PA to Romney, WV and Union Bridge, MD, to ride "Potomac Eagle" and "EnterTRAINment Line" excursion trains through scenic areas, sponsored by Lancaster Chapter NRHS. Chartered buses leave Toys "R" Us parking lot at 1 PM Friday, returning Sunday evening. Tour includes two-night stay at Wisp Four Season Resort, Deep Creek Lake, MD, meals, rail tickets and motor coach transportation. Fares: \$195 double occupancy, \$237 single. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, enclosing stamped, self-addressed envelope. For information, telephone 717-299-6105 9 AM-9 PM.

APRIL 30: 1995 Bus and Trolley Fest, sponsored by New York Transit Museum, Boerum Place and Schermerhorn St., Brooklyn, NY, 10 AM-5 PM. Transit Museum will exhibit its collection of historic buses and Brooklyn Historic Railway Association will offer electric trolley rides. Lectures, exhibits. Admission: \$5 non-members; \$2 for seniors, members and children. For information, contact the Museum at 718-330-3060.

MAY 4-7: National convention and annual meeting of Railway & Locomotive Historical Society at Hilton Gateway Hotel, Newark, NJ. Events include tours, meetings and banquet, at which the annual Railroad History Awards will be presented. For information, write to: R&LHS, c/o Henry Deutch, 217 Springfield, Avenue, Hasbrouck Heights, NJ 07604-1625.

MAY 6: F7 dedication excursion to introduce ex-North Western F7A unit now painted as Lehigh Valley #578, owned by United Railroad Historical Society. Trip over NJ Transit lines will include photo stops. For information, write: Ticket Agent, URHS, P.O. Box 564, Park Ridge, NJ 07656 (telephone 908-671-9644 6-10 PM).

MAY 19-21: Grand opening of new Railroaders' Hall at the Railroad Museum of Pennsylvania, Strasburg. Events include ribbon cutting ceremony on Friday, cultural and community demonstrations on Saturday and a memorial program honoring all railroaders on Sunday. Regular admission charges will apply. Hours: 9 AM-5 PM weekdays and Saturday, 12 Noon-5 PM Sunday. For information, telephone 717-687-8628.



The continuing Amtrak saga has those of us who report on the Corporation scrambling to keep up with developments. Staff cuts make it difficult to get official answers and, even if we can get through, positions change day-by-day in response to changing assumptions. All any of us can do is to check our valued correspondents each time someone has a deadline and rely on our collective knowledge to turn out something coherent.

On March 1, the first-class portion of the Auto Train goes Superliner, including a first-class diner and lounge. The deluxe Superliner sleepers are due in April. The plans to install Superliner coaches, etc., on the coach portion have not been advanced and are still set for next winter. There are a total of 38 Superliner coaches due and, apart from re-equipping this train, they'll likely replace the remaining El Capitan high-level coaches.

Even if no eastern trains are converted to Superliners, there will be enough newer cars to kill off the remaining Heritage coaches on long-haul trains. Suddenly then, no worry about 1996 and retention toilets! As I see it, barring any conversions above, Amtrak will have to retain about 45 Heritage cars plus the baggage cars. This will consist of some 20 diners, five lounge cars and 20 sleepers in dormitory service, as I see it. As it turns out, the big scare over the retention toilet issue will suddenly become a non-issue. The diners have no lavatories and converting a small fleet of existing cars to include retention tanks is no big deal.

The Crescent will operate daily to Atlanta and tri-weekly to New Orleans after February 1, leaving New York for New Orleans on Monday, Wednesday and Saturday and leaving New Orleans on Monday, Wednesday and Friday. The diner and sleeper-dorm are planned to run only between New York and Atlanta, saving one car of each type, while the lounge will run through, serving tray meals. That's after April 1, because the Gulf Breeze to Mobile will operate tri-weekly during February and March until it expires the beginning of April. Four "extra" trips will operate on peak Mardi Gras dates to New Orleans.

The revised Florida pattern, at presstime, is a daily Silver Meteor and Silver Star and no Palmetto. The Carolinian will still serve the northern portion of the Palmetto's market and the Silver Star the lower, leaving the Silver Meteor alone in the center. What will exist, then, is a full service Silver Meteor to Miami with all of the services (and a bus connection between Winter Haven and Tampa). The Silver Star will carry a Slumbercoach to Miami and a sleeper to Tampa with a lounge and coaches to both points, a train seemingly designed for budget vacation travel.

The number of Heritage cars is being slashed to the bare minimum needed to equip the few trains needing them. In mid-January, 50 cars were ticketed for removal from service as follows: Lounges 3100, 3101 (ex-U.S. Army), 3107, 3108, 3110 (ex-ATSF), 3118-Casimir Pulaski, 3119-Miles Standish, 3121-Henry Knox, 3125-Paul Revere and 3126-Johan Printz (ex-PRR). Thirty-one leg-rest coaches were targeted, they being 4601, 4604, 4605, 4608, 4611, 4612, 4615, 4616, 4618, 4620, 4625 (all ex-UP St. Louis-built cars), 4627, 4628, 4629, 4634, 4638, 4645 (all ex-UP Budd-built) and 4647 (ex-GN Budd-built). Also, 4700, 4701, 4703, 4718, 4722, 4724, 4727, 4728, 4730, 4732, 4733, 4735, 4736, 4737 (all ex-ATSF Budd), and 4741 (ex-CB&Q Budd). Seven dome coaches were listed, too, and they were 9400, 9401, 9402, 9403, 9405, 9406 and 9410.

Those dome coaches were Chicago's entire allocation, and the last ran during the week of January 23, leaving only three cars for the Auto Train. In a wild swan song, five dome coaches ran to Quincy, IL on Sunday, January 15 on the Illinois Zephyr, returning Monday, January 16, with four cars going to storage that night at Beech Grove, IN. The fifth car was given a temporary reprieve, in service on the same train. This left only two dome coaches for three sides of the Lake Shore Limited, and the end was near. As I learned of this "last move", I rode round trip to Chicago January 14-15, riding in the dome from Buffalo to Chicago on Train 49, and part of the way from Buffalo to Syracuse on the return trip the next day. It was a great location to observe squadrons of Conrail freight trains and the spooky, deserted tower of Buffalo's Central Terminal, always a "must see" when riding this route. As a bonus, "Big Blue" provided on-time operation on both directions.

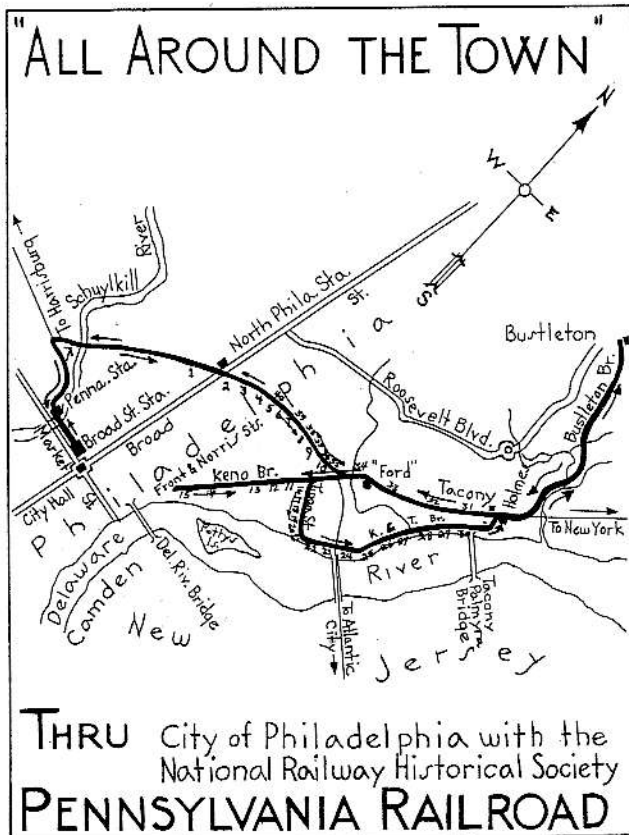
While in Chicago, I noted that the Roosevelt Road bridge has been restored to traffic, but it now crosses State Street at street level, thus reducing the effort needed to get to the Dan Ryan-Howard subway trains. (There's an el stop, too, on the Midway Airport line to the Loop.) The bridge carrying the South Side el over the former Pennsy west of Englewood has been removed, to be replaced by a new deck structure, as service on this line and the Lake Street line have been suspended for rebuilding.

I recommend getting to Montreal before Memorial Day, if you want one last opportunity to ride behind classic box-cab electric motors. The former Canadian National line to Deux Montagnes via the Mount Royal tunnel will shut down a third summer to reopen next fall with new Bombardier-built MU married-pair sets. Weekend service on the electric line ends April 1. Other interesting sights include the FP7's on the CTCUM commuter trains on the former Canadian Pacific line, and VIA Rail Canada FP9's to Cochrane and Jonquiere, plus an occasional LRC unit still operating. If you find your way to Toronto, the Canadian is running eight cars all the way from Toronto to Vancouver--two coaches, two sleepers, a baggage-dorm, diner, Skyline dome and "Park" dome-observation.

(Continued on Page 5)

FAMOUS PHILLY CHAPTER FANTRIPS OF THE PAST (Seventh of a Series)

"Rail line links shells of factories past" was the headline on a front-page story published in the Sunday editions of the Inquirer on January 8. Reporter Susan Warner explored in depth the history of the industrial corridor strung out along the mainline of the Pennsylvania Railroad (now Amtrak) in North Philadelphia. She declared that the crumbling remains of this once-thriving industrial complex represent one of the most extreme examples of urban decay in the U.S. "When people travel between New York and Washington on Amtrak, they see the worst of Philadelphia," said Bennett Levin, well-known rail enthusiast and owner of Juniata Terminal which is house in a former PRR freight station on B Street.



Long before the manufacturers began shutting down or moving out, Philadelphia Chapter arranged an "All Around the Town" railroad tour of the City's industrialized heart (see map). On June 11, 1939, a chartered PRR train, steam-powered and complete with an open-ended "inspection car," pulled out of Broad Street Station for what was even then an unusual fantrip. "The train will not be moving fast at vantage points," promised the three-page handout, "so there will be opportunities for picture-taking by means of almost any type of camera." In addition, the Chapter had obtained the "services of several representatives of the PRR who will be glad to answer your questions."

After stopping to pick up passengers at 30th Street, the NRHS special proceeded past "Zoo" tower to the then-vast 44th Street yard in West Philadelphia. It then reversed direction through the New York & Pittsburgh Subway, crossing the Schuylkill River and entering an area (to quote the handout) "chiefly notable for its industrial development." By means of key numbers, ten large manufacturing concerns were pointed out along the south side of the tracks between North Philadelphia and Frankford Junction, virtually all of them operating in large multi-story brick buildings. Names such as Continental Distilling, National Biscuit, Philadelphia Storage Battery (Exide) and Philco Radio were prominent among them. Today they are all gone.

At "Ford" tower, just around the curve from Frankford Junction, the train again reversed and proceeded down the Kensington branch (later known as the Trenton Avenue Elevated branch) past such industries as the Klein Stove Company (#13 on the map). After arriving at the old Kensington station at Front & Norris Streets, the original terminus of the Philadelphia & Trenton Railroad, the special retraced its path above city streets and over the

Reading's Port Richmond yard to Tioga Street. There it descended to street level and followed the Kensington & Tacony branch along the Delaware Waterfront for six miles, moving slowly beneath the Delair bridge and passing many more trackside industries (#16-30) including Frankford Arsenal and the Disston Saw Works. Rejoining the mainline at Tacony station, the train continued to Holmesburg Junction where it diverged onto the "rural Bustleton branch no longer used for passenger service." After a brief photo stop at the "old settlement" of Bustleton, passengers reboarded for the return trip to the junction and a fast run west on the mainline as a further array of industries was pointed out (#31-40).

How times have changed. All of this was offered for the seemingly incredible fare of \$1.50 per person! The trip chairman was Robert G. Lewis, a charter member of Philadelphia Chapter and still active in the industry as publishing director of Railway Age Magazine.

ON THE SCENE (Continued from Page 4) The observation car was the signature of class trains, and the Pennsylvania Railroad did not assign them lavishly. There were seven cars assigned to three trains in 1938 (the Broadway Limited, Liberty Limited and "Spirit of St. Louis"). In the postwar euphoria, the PRR ordered nine new cars, which replaced all the prewar cars and added cars to the Cincinnati Limited. The prewar cars were assigned to the General until it combined with the Trail Blazer in July, 1951, as well as the Rainbow (east) and Admiral (west). The latter move did not last long and was ended in the summer of 1949.

The three prewar President-series cars substituted on the City of Los Angeles (in UP yellow) and the Empire Builder (in GN colors), passing into parlor service in the mid-1950's. Last serving over several Christmas seasons on the General, the four prewar master room cars were also taken off lease. Pullman wanted to designate Metropolitan View as the Broadway's cars, but PRR insisted on Samuel Rea instead. The Cincinnati Limited and Liberty Limited lost their cars in April, 1956, but the "Spirit of St. Louis" hung on until following October.

Thereafter, only the Broadway Limited carried an observation, except that the Admiral (again!) carried one over the 1956-57 Christmas period. The Broadway lost its observation during the 1964 New York World's Fair, and the cars went to storage when the train gained coaches on December 13, 1967. Stored until February 1, 1968, the two "View" cars went on the Florida Special (opposite two L&N cars), finally going off-lease April 30, 1968.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



After nearly 80 years of operation, Paoli electric car shop was formally closed on Friday, January 13. Ironically, the last cars serviced at the former Pennsy shop were ex-Reading Silverliner IV's #105-106.....On the same day, SEPTA dedicated its new 65,000-square-foot Overbrook maintenance shop and yard in West Philadelphia, with Board Member Jettie Newkirk presiding at the ceremony. A special three-car Bombardier train powered by AEM-7 #2304 was run from Suburban Station to the shop and return for invited guests and the press. The new

facility, which stretches along AMTRAK's Harrisburg mainline on land where the PRR 52nd Street receiving yard once stood, began operations on Monday, January 16.

SEPTA is planning to move its Regional Rail Operations Center from the present RROC quarters at the west end of Suburban Station concourse into new space in the basement of the Mellon Bank Building at 18th & Market. The move should be completed by this summer.....The Railroad Division began phasing in its new automated train and crew dispatching system in mid-December. The computerized system will be used for dispatching trains, maintaining movement data, issuing Form D movement permits and eventually--this is not yet implemented--dispatching of crews. Outlying towers as well as the RROC are being equipped with the necessary computer hardware.....SEPTA plans to begin a major vehicle overhaul (VOH) program on its Silverliner IV fleet this year, part of a "mid-life" upgrading of the 20-year-old cars designed to keep them running for another 20 years.

SEPTA currently has eight of its 304-car MU fleet out of service for damage repairs. GE #114 is to go to AMF in Montreal for rebuilding, while #130, 255 and 9010 are destined for Delaware Car in Wilmington, the low bidder. Car #406 is in Frazer shop, while #375 and 9023 are held at Lenni for bids and #385 was damaged last November at Media.....The Railroad Division borrowed the "Super Sucker" right-of-way cleaner from the Broad Street subway last month. The machine was seen in action on the hill between Suburban and 30th Street Stations.That rail cleaning device referred to here last month is officially known as "leaf residue removal equipment." The converted rail grinder is equipped with six heavy steel brushes that clean the railhead, and its use on the Chestnut Hill West Line during the fall season helped achieve a 64-percent reduction in train delays. Additional machines may be converted this year.

That much-criticized plan to truncate the Newtown rail line was put on hold by the SEPTA board at its January 26 meeting. Proposed by SEPTA's staff, the plan would involve spending \$32 million to build a new connection from County Line station to a point near Fulmor on the R2 Warminster Line, forcing passengers to change trains at that point (see January Cinders). At a January hearing on the proposal numerous groups and individuals testified against it, including Newtown Township Manager Cornell Hopkins whose constituents would be directly affected. While Montgomery County leaders approved the rerouting, as well as conversion of the line's right-of-way through Bryn Athyn to a hiking and biking trail, the Delaware Valley Regional Planning Commission was known to oppose any action until its own studies are completed. One preliminary DVRPC conclusion is that six trains on a restored direct route to Philadelphia would attract at least 100 more daily passengers than the suggested 18 trains on the diversion line to Fulmor. The principal reason for this is a longer running time between Newtown and center city via Fulmor (estimated 72 minutes) and the historic reluctance of passengers to change trains.

In approving an overall plan to spend \$95.5 million in so-called Act 26 State funds during Fiscal Year 1995, the board directed that the Newtown project be further considered by its Budget & Planning Committee before it could be added to the capital budget. The effect of this action is uncertain, though Deputy General Manager Howard Roberts later remarked that it might "kill" any revival of the Newtown line. During discussion of the budget, no board member spoke in favor of the \$32-million proposal, including those from Montgomery County. Bucks County Commissioner and Board Member Andrew Warren, a longtime proponent of reopening the route, also was silent, though it was believed that he had agreed to the Fulmor scheme as the only option with a reasonable chance of approval.

Some 130,000 people attended the Philadelphia Auto Show at the new convention center January 7-15, the first big public show at the center city facility. An estimated ten percent of attendees used SEPTA to get there, taking advantage of a \$2 admission discount for SEPTA riders.....SEPTA implemented a five-minute speedup of its Chestnut Hill West trains on January 9, with issuance of a new R8 timetable.....A temporary R5 timetable was also issued January 9 showing reduced midday service between Lansdale and Gwynedd Valley, as single-tracking is necessary while welded rail is installed. Bus service is operated during midday between Lansdale and Doylestown.....TrailPass holders get coupons good for 25 cents off the purchase of the Daily News through February.

A power overload in an AMTRAK substation caused an electrical shutdown in SEPTA's center city tunnel at 4:40 PM January 4. Many trains were halted and thousands of rush-hour commuters delayed before power was restored at 5:49. The failure also caused a ripple effect along Amtrak's Northeast Corridor, forcing many Amtrak, NJ TRANSIT and SEPTA trains to operate at reduced speed.....Signal power went out at 12:23 AM January 10 on AMTRAK's Harrisburg mainline between "Zoo" and Bryn Mawr, the second such failure in less than a month. Power

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

was restored at 10:23 AM but not before numerous SEPTA and Amtrak trains were delayed, operating at restricted speeds.....A 50-year-old woman was killed by SEPTA train #4229 January 2 on AMTRAK's mainline in Chester, when she knelt down in front of the train. The Inquirer later reported that rescue workers could not locate her severed head, but family members visiting the scene a week later did locate the head under bushes near the #4 track. The suicide caused train delays of up to two hours.



SEPTA has delayed the startup of its Philadelphia Historic Trolley loop in center city until the weekend after Easter, which falls this year on April 16. The originally scheduled date of February 5 was thought to be inopportune because of winter weather. Already, PCC #2728 has been repainted in the pre-World War II scheme of silver and cream for the new service, and two other refurbished PCC's will follow. The Route 51 loop, to use old Route 23 trackage on 11th and 12th Streets between Noble and Bainbridge, will pass beneath the convention center and run beside the new 1,200-room Philadelphia Marriott Hotel at 12th & Market Streets, which opened for business on January 27. Cars are expected to operate out of Elmwood depot in Southwest Philadelphia, using the diversion trackage and Route 15-Girard Avenue for pullouts. New connecting switches have been installed at 12th & Girard, allowing cars for the first time to turn south on 12th, and at 11th & Girard from a north to east direction. This means that cars returning to Elmwood will have to run east to Cumberland loop to reverse for westward movement on Girard. (The cost of utility relocation made a north-to-west connection at 11th & Girard too costly.) The historic loop is understood to be a nine-month experimental service. On Sunday, January 15 PCC #2182 ran from Elmwood to 12th & Girard, then all the way south on 12th to Bigler Street to test the track and power supply. It was the first trolley into South Philadelphia since 1991.

Higher SEPTA fares became effective January 22--the first increase since 1990--after the board approved them on January 13. There were a couple of last-minute changes: transfers remained at 40 cents although a ten-cent boost had been proposed, and the cash fare rose from \$1.50 to \$1.60 in spite of SEPTA's earlier promise to hold it at \$1.50. The transfer freeze was the result of pressure from City advocates who claimed that the ten-cent increase in both tokens and transfers produced a fare hike of nearly 14 percent--far above SEPTA's estimate of an "average" seven-percent rise. In addition, strident protests from school groups influenced the vote. Regional rail fares went up by 25 cents, while Transpasses and TrailPasses increased by varying amounts.

Though the cash fare did increase, SEPTA pointed out that only 14 percent of its City Division riders actually pay cash rather than using tokens or TransPasses. The fallout from the board action is an estimated \$1-million shortfall in SEPTA's FY 1995 budget, rather than break-even. SEPTA pledged to hold the line this year on token prices for school students, but it was later revealed that the Philadelphia School District would have to ante up \$4.5 million to buy the tokens at the old price of \$1.05 before the increase became effective. (Tokens are resold to students for 90 cents apiece.) At first, it appeared that Catholic school students would have to pay the higher fare, but the Archdiocese took out a \$1-million loan to finance the advance purchase for its students.

Two SEPTA officials who recently departed under questionable circumstances have resurfaced as appointees of the new Republican governor, Tom Ridge. Feather Houstoun, SEPTA's former chief financial officer and before that New Jersey state treasurer, has been nominated to be Pennsylvania's new secretary of public welfare. Robert ("Rick") Wooten, a former SEPTA assistant general manager for public affairs, was named to the SEPTA board as the governor's representative, replacing Patrick McCarthy.....Stephan Rosenfeld, a senior VP with the Weightman Group public relations firm and a former television news producer, is SEPTA's new AGM for public affairs, replacing Wooten.....Governor Ridge has nominated Philadelphia Attorney Bradley Mallory to be the new secretary of transportation, replacing Howard Yerusalim. Mallory, a former PennDOT official, has recently been with the law firm of Dechert, Price & Rhoads.

On January 26 the SEPTA board approved an agreement with PennDOT providing for \$100 million in "flexed" highway funds to be diverted to SEPTA capital projects during FY 1995 ending September 30 (see January Cinders). Of this amount, \$95.4 million is to be applied toward the purchase of 222 new Market-Frankford cars from ABB, and \$4.6 million to expanded park-and-ride facilities at ten suburban rail stations. This added money allows SEPTA to divert \$95.5 million of Act 26 capital funding (named for the State legislation authorizing it) from the Market-Frankford order to previously-unfunded projects. In approving this diversion, the board held in abeyance \$32 million for the Newtown line (see above), but other projects such as the upgrading of Suburban Station (\$10 million), rebuilding the Wayne Junction-Glenside segment of the Mainline (\$23 million), restoration of five suburban rail stations (\$10 million) and various transit improvements (\$10 million) will proceed.....To help balance the Federal budget, Congressmen who signed the Republicans' "Contract with America" pledged, among other things, to cut transit operating subsidies by 60 percent and capital funding by 36 percent, with funding authority passing to state and local governments, Railway Age reports.

The 24th N5 car, #133, was to be delivered to SEPTA in early February, leaving only two cars to go in the long-delayed order.....Bullet car #206 moved from 72nd Street shop to King Manor under its own power late on January 5, prior to its being trucked off to storage (see separate story).....SEPTA has sold heavily-damaged PCC #2117 to the movie company which is filming parts of the Bruce Willis-Brad Pitt thriller "Twelve Monkeys" in Philadelphia. The car is to be repainted and used in a sequence of the Universal Pictures release. The company is based for several months at the old Frankford Arsenal property.

The Environmental Protection Agency announced last month that it is backing off from its tough trip reduction rules that would have forced large employers in the Delaware Valley to implement a 25-percent reduction in automobile commuting. Originally devised to reduce air pollution in congested areas, the proposed rules raised howls among employers and employees alike, many of whom would have been required to use transit or carpools. The EPA said it would be "flexible" in working with the State to cut pollution levels.....SEPTA's first privatized bus line, the 202 operating between West Chester and Wilmington, will begin service on February 27. Krapf

PHILADELPHIA EXPRESS (Continued from Page 7)

Coaches of West Chester will provide nine rush-hour round-trips along the Route 202 corridor.....SEPTA will receive a \$7-million Federal grant to convert its Frontier garage near Norristown for natural gas. This will be SEPTA's first important venture into running buses with clean-burning natural gas.....SEPTA has begun installing state-of-the-art fareboxes in its buses and trolleys. Among other changes, the new boxes require that TransPasses be "swiped" through the machine.

Amtrak



There's no doubt that AMTRAK is in a serious cost squeeze. With revenues declining and its Federal subsidies under attack, the passenger railroad has been forced to take decisive action. After announcing the most extensive service cuts in Amtrak's 24-year history, President Thomas M. Downs said "I am convinced the result will be a 'new Amtrak' that the nation and our customers will be proud of." But soon after taking office as Senator majority leader, Republican Senator Robert Dole of Kansas was quoted in *Time* as promising "to cut Federal programs from A to Z--from Amtrak to zoological studies." Having been lumped together with zoos, Amtrak took another hit from the House side when the new chairman of the Transportation & Infrastructure Committee, Representative Bud Shuster of Pennsylvania, said that "Amtrak is on life support, and the growing sentiment is to pull the plug." That comment, reported by NARP, was followed by an interview with *Traffic World* in which the usually Amtrak-supportive Congressman said that he opposed a DOT plan to open up the Highway Trust Fund to Amtrak "and a lot of other things," although he did support using "the transit part of the (fund) to pay for commuter rail, because that is transit."

"Was it butchery, or was it surgery?," asked Railway Age Editor Luther S. Miller in the magazine's January issue, referring to the Amtrak cuts. "Will December 13, 1994, be remembered at Amtrak as Black Tuesday--the day a team of bungling specialists (a.k.a. the Amtrak board) decided to bleed the patient, hastening the end? Or will it be enshrined in memory as the day skillful surgery prolonged the patient's life?" Miller does not sound too hopeful, even though he quotes a union pamphlet that declares: "Amtrak has been a success story. Today it produces 35 percent more passenger-miles than it did in 1980, yet its inflation-adjusted operating ratio is some 70 percent less. Its 22 million annual ridership is 24 percent more than before Amtrak was created, even though there were twice as many passenger trains then. (The ridership figure doubles if Amtrak commuter operations are included.) Amtrak covers more of its operating costs from fares--80 percent--than any other passenger railroad in the world. In 1983 it was just 54 percent."

Talks are ongoing between some state officials and AMTRAK on whether the states can pick up some or all of the costs of certain trains on the hit list. Among those states is Pennsylvania, whose Keystone Service trains between Philadelphia and Harrisburg are threatened. President Downs himself was scheduled to go to Vermont to discuss the possible shortening or rerouting of the Montrealer, which is to be cancelled north of New York April 2.Amtrak raised its fares in the Northeast an average of five percent on January 4. A "Kids Ride Free" offer is available through March 31, with two children 15 and under allowed to ride free with each off-peak fare-paying adult.

Repowered RTL-2 turbos #151 and 159 arrived in Philadelphia January 8, and the five-car trainset conducted 125-mph tests on the Corridor east of Trenton the nights of the 9th and 10th. After successful runs the train was returned to Albany, prior to resuming service on the Empire Corridor.....AMTRAK is selling most of its unrebuilt Metroliner (or Capitoline) cars, including coaches, snack bar cars and Metroclubs. The entire series 850-869 (except 863) is offered, as well as 881, 883, 886 and 887, all Budd-built in 1967. Most are stored at Wilmington and Bear (DE) shops. Also being sold are several damaged cars from last year's Silver Meteor derailment in North Carolina, as well as P40BH locomotive #819, F40PH's #262 and 312 and three cars from the 1993 Sunset Limited wreck in Alabama.....AMTRAK GP7 #777 and CF7 #589 were sent to Naporano's in Newark, NJ last month for scrapping.

AMTRAK has offered to donate the interlocking machine and model board from old "Bryn Mawr" tower to the Railroad Museum of Pennsylvania, which is said to be quite interested (Carl Landeck).....A revised edition of the NORAC book of operating rules became effective January 1 for members of the Northeast Operating Rules Advisory Committee, which include AMTRAK, CONRAIL, SEPTA and NJ TRANSIT (Harrisburg Chapter Rail Review).....AMTRAK in December introduced new menu selections in its dining cars. Passengers now have a choice of five menus to choose from (Amtrak Newsbreak).....High-level corporate officers from 25,000 companies are receiving invitations from Northeast Corridor CEO George Warrington to take a complimentary ride on an AMTRAK Metroliner. Free vouchers are sent along with Executive Privileges membership cards (Amtrak On Track).....One of AMTRAK's few remaining SW1's, #743, was spotted at 30th Street on January 27.....AMTRAK has renumbered its newly-rebuilt SW9 switchers from the 700-709 series to 790-799, to avoid a conflict with new units (Mark Sublette).

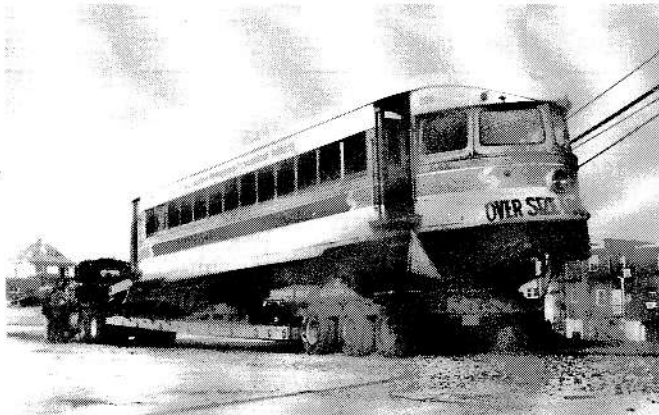
CONRAIL plans another big downsizing effort during 1995, which will include numerous yard closures, line sales or abandonments and employee shifts or layoffs.

"A year from now, you'll hardly recognize this railroad," said one official.....Reports are circulating that CONRAIL Chairman and CEO James Hagen will retire this spring, when he turns 63, but many in the company doubt it.....CONRAIL had a banner year in 1994, in spite of a severe winter which increased costs and impacted traffic levels. A record fourth quarter with net income reaching \$149 million sparked the good showing, with revenues for the year rising eight percent to \$3.7 billion from the previous year and net income up 103 percent to \$324 million--the fourth best in CONRAIL's 18-year history. The railroad achieved its goal of an 81.5 operating ratio (the ratio of operating revenues to expenses) and set 79.5 as the target for 1995. But its common stock dropped from a 1994 high of 69-1/4 to close the year at 50-1/2, a 24-percent decline. (It rebounded to 52-3/4 in late January.) CSX stock was down 15 percent during 1994 and NORFOLK SOUTHERN's 12 percent.



CONRAIL

LAST OF FAMED BULLETS LEAVES



--Photos by FRANK TAVNALL

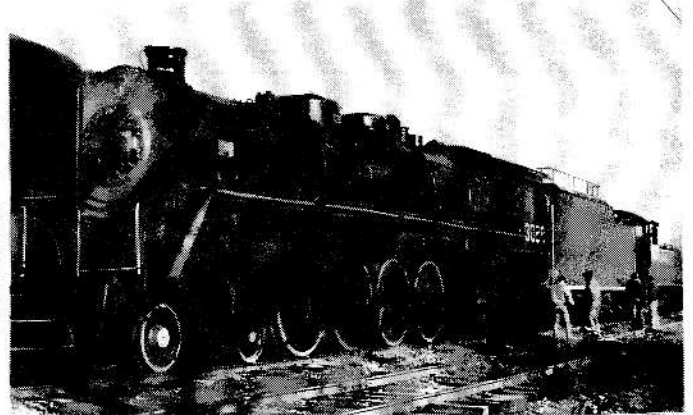
At 2:45 PM on Sunday, January 8, the last of the 11 famed Philadelphia & Western Bullet cars was ushered off home property. With no ceremony and just a handful of onlookers, car #206 was trucked away from the King Manor siding in Bridgeport, bound for a storage site in Tobyhanna, PA, riding for the first time on rubber tires.

The photo above shows #206 loaded on a flatbed trailer provided by Jim Lilly and his crew from Buckingham Valley Trolley Association. The car is intended for a future traction line in Scranton.

All but one of the Bullets, including 206, were built by Brill for the P&W in 1931 and operated on the 13-mile third-rail route between 69th Street Terminal in Upper Darby and Norristown. The 206 was one of the last two Bullets in revenue service until its retirement in 1990, after which it was converted to "pickle car" de-icing service. The sleek, lightweight Bullets were marvels of their time, continuing to run well into the high-tech age. They served most of their lives in P&W--and later Red Arrow--red, but in later years donned various SEPTA color schemes of which the red, white and blue pictured above was the last.

The Bullets were always numbered 200-209. One car was destroyed in a 1933 fire and two others scrapped in the 1980's, but the remaining eight have been preserved--most of them in trolley museums. Unfortunately, none was retained by SEPTA for historical purposes, and now the last of what were among America's most famous and durable interurban cars has departed its home rails.

BIG MEXICAN "NIAGRA" ARRIVES



Former National Railways of Mexico 4-8-4 #3028 arrived in the Philadelphia area last month, dead in tow on Conrail after a journey from Albany, NY. The big "Niagra" has been acquired by the New Hope & Ivyland for excursion service, but will require substantial work before an anticipated steam-up in 1996.

On Thursday, January 19, the long-stored locomotive arrived at Conrail's Abrams yard near Norristown, and the next night was turned to face south before moving in a special train to Lansdale, then on to the NH&I interchange at Ivyland for a 5 AM arrival on January 21. On Monday, January 23, the 3028 along with two coaches and a caboose were hauled by sturdy SWI switcher #9423 over the 16 miles of light rail to New Hope, where it was to be placed on display the following weekend. The photo above shows the engine--minus headlight, bell and main rods--at Ivyland prior to departure.

The 3028, one of a group of oil-burning 4-8-4's built for the NdeM by Alco in 1946, handled hotshot "Directo" freights between Mexico City and Irapuato, 350 miles, until the mid-1960's. They were named "Niagras" in honor of the much heavier New York Central locomotives, although the extra "a" was dropped. The 3028 was later returned to the Albany area to serve as centerpiece for a proposed Alco museum, which was never created, and remained stored in that area for nearly 30 years.

The NH&I has recently approached SEPTA concerning possible excursions with the 3028, using Bombardier coaches and an AEM-7 for head-end power.

PHILADELPHIA EXPRESS (Continued from Page 8)

CONRAIL announced that capital spending for new locomotives, cars and track improvements will increase to \$550 million in 1995, up from \$508 million last year.....CONRAIL will boost its order for EMD SD80MAC 5,000-hp locomotives from 21 to 28 (see March 1994 Cinders). A report that the order had been increased to 108 of the AC-drive units (Railway Age was one of the sources) evidently was premature.....EMD is continuing to deliver SD60I units to CONRAIL, although slowly. At least two of the SD60I's were shipped in primer from the London (Ont.) plant to Conrail's Juniata shop for final painting.....GP38 #7745 in fresh "Quality" paint was spotted at Abrams yard last month labeled "GP38-2".....CONRAIL teaser U23B #403 (ex-2778) was enroute January 14 to Wimpey Minerals, Camden.

CONRAIL is negotiating to sell its out-of-service City industrial track in center city Philadelphia to SEPTA for a possible light rail route. The former Reading City branch was the subject of a Bert Pennypacker article in a recent Flags, Diamonds & Statues, the ARHS magazine. Its last freight customer was the Inquirer, which moved its printing operations to West Conshohocken in 1992.....One of the spinoffs being considered by CONRAIL is the "Lansdale cluster" of freight operations, nearly all of which are performed on SEPTA-owned track. A shortline operator may be sought.....As a finishing touch to its clearance work in historic Flat Rock tunnel near West Manayunk, CONRAIL has installed new concrete tablets above each portal showing the history of the tunnel first opened in 1839.....That same clearance program has resulted in the two main tracks of the Harrisburg Line being depressed beneath several overhead bridges in downtown Pottstown. Heavy concrete retaining walls have been built along both sides of the railroad.

(Continued on Page 11)

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part I)

(Corrected to January 1, 1995)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
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BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ

42	B-B	CF7	D/E	EMD	1951	Santa Fe 2421 (F7A 252C)
57	B-B	RS1	D/E	Alco	1948	Washington Terminal 57 (Note)
60	2-8-0		Steam	Alco	1937	Great Western 60
752	B-B	GP9	D/E	EMD	1956	Clarendon & Pittsford 752
780	B-B	GP7	D/E	EMD	1950	Amtrak 780
4666	Railcar	OEG415	D/E	Brill	1930	Pennsylvania 4666 (Note)

Note: Owned by private individual

BLUE MOUNTAIN & READING RAILROAD (BMRG), Hamburg, PA (Note 1)

103	B-B	NW2	D/E	EMD	1947	Reading 103 (Note 2)
425	4-6-2		Steam	BLW	1928	Gulf, Mobile & Northern 425
600	B-B	SW1	D/E	EMD	1953	Warner Company 15
702	B-B	DS44-1000	D/E	BLW	1948	Reading 702 (Note 2)
730	B-B	DS44-750	D/E	BLW	1950	Warner Company 14 (Note 2)
1000	B-B	NW2	D/E	EMD	1948	Conrail 9220 (ex-BMRG 413)
1032	B-B	NW2	D/E	EMD	1946	Port Jersey 1032
1200	B-B	SW7	D/E	EMD	1950	Conrail 8905
1201	B-B	SW7	D/E	EMD	1951	Sugar Loaf & Hazleton 183
2102	4-8-4	T-1	Steam	Reading	1945	Reading 2102
3640	B-B	GP35	D/E	EMD	1964	Conrail 3640 (Note 2)
5204	B-B	C424	D/E	Alco	1963	Green Bay & Western 322 (Note 2)
5308	C-C	C630	D/E	Alco	1967	Conrail 6761 (Note 2)
5513	B-B	GP30	D/E	EMD	1962	Conrail 2181 (Note 2)
5706	A1A-A1A	E8A	D/E	EMD	1952	Amtrak 495 (284)
5898	A1A-A1A	E8A	D/E	EMD	1951	Amtrak 497 (305)
6300	C-C	U30C	D/E	GE	1967	Conrail 6840 (Note 2)
9166	Railcar	RDC-1B	D/M	Budd	1958	SEPTA 9166
9168	Railcar	RDC-1	D/M	Budd	1951	PennDOT 9168

Note 1: Locomotives also based at Boyertown, East Greenville, Kutztown, Leesport, Temple, PA

Note 2: Owned by Reading Company Technical & Historical Society

BRANDYWINE VALLEY RAILROAD (BVRY), South Coatesville, PA

8201	B-B	NW2	D/E	EMD	1945	Conrail 9236
8202	B-B	NW2	D/E	EMD	1949	Conrail 9228
8203	B-B	SW7	D/E	EMD	1950	Conrail 8908
8204	B-B	SW1200	D/E	EMD	1964	Missouri Pacific 1184
8205	B-B	SW1200	D/E	EMD	1957	Southern Pacific 2315
8206	B-B	SW9	D/E	GMD	1950	Toronto, Hamilton & Buffalo 58
8207	B-B	SW7	D/E	EMD	1950	Conrail 8907

BRISTOL INDUSTRIAL TERMINAL RAILWAY (BITY), Bristol, PA

22	B-B	RS18	D/E	MLW	1959	Lackawanna Valley 1802
361	B-B	U36B	D/E	GE	1971	CSX 5715

CANTON RAILROAD (CTN), Baltimore, MD

1201	B-B	SW1200	D/E	EMD	1954	Milwaukee 625
1501	B-B	SW1500	D/E	EMD	1967	Southern Pacific 2455
1751	B-B	GP16	D/E	EMD	1952	CSX 1758 (Note 1)
8203	B-B	NW2	D/E	EMD	1948	Brandywine Valley 8203 (Note 2)

Note 1: Rebuilt from GP7

Note 2: Owned by contractor

(Continued Next Month)

ABBREVIATIONS

D/E - Diesel-electric
G/E - Gas-electric
D/M - Diesel-mechanical
* - Non-common carrier

Alco - American Locomotive Company/Alco Products, Inc.
BLW - Baldwin Locomotive Works, Eddystone, PA
EMD - Electro-Motive Division, General Motors Corp./
EMC - Electro-Motive Corp., LaGrange, IL
GE - General Electric Co., Erie, PA
GMD - General Motors Diesel, Ltd., London, Ont.

CHAPTER OFFERS COLLECTIBLES IN "RAILFAN STORE" (Continued from Page 2)

The price is \$10 per shirt to Chapter members and \$12 to others, plus a postage and handling charge of \$3 for mail orders (\$1 for each additional shirt sent to the same address).

Proceeds from these sales will be applied to the Chapter's FP7 and general funds. Mail orders should be sent to:

Philadelphia Chapter NRHS
P. O. Box 7302
Philadelphia, PA 19101-7302

Checks should be made payable to "Philadelphia Chapter NRHS" and three weeks allowed for delivery.

SEPTA EXPANDS RENUMBERING OF SILVERLINER IV MU'S

The September 1993 issue of Cinders contained the renumbering scheme for 26 of SEPTA's General Electric-built Silverliner IV MU cars, which were transferred into a new 400-series as they were cleaned of PCB contamination. That work has now been resumed, and cars are being grouped into the 400-415 series (singles) and the 417-442 series (married pairs), as they are equipped with silicone-filled transformers. All but a few cars in the following list have been renumbered as of mid-January:

NEW #	INTERIM #	OLD #	NEW #	INTERIM #	OLD #	NEW #	INTERIM #	OLD #
400		9019	414		283	429		323
401		270	415		293	430		322
402		271	417		307	431	411	133
403		272	418		306	432	412	134
404		273	419		311	433	413	147
405		274	420		310	434	414	148
406		275	421		329	435		115
407		294	422		328	436		116
408		9029	423		377	437	415	305
409		9030	424		376	438	416	304
410		9031	425		379	439		187
411		299	426		378	440		188
412		301	427		181	441		319
413		282	428		182	442		318

In addition, other Silverliner IV's will be renumbered from the old Reading 9000-series into number slots left vacant by cars previously renumbered. The planned conversions are as follows:

NEW #	OLD #	NEW #	OLD #	NEW #	OLD #
273	9018	282	9025	294	9023
274	9021	283	9026	299	9027
275	9022	293	9024	301	9028

In order to completely eliminate the RDG 9000-series, SEPTA also plans to renumber the 17 Budd-built Silverliner II cars as follows:

NEW #	OLD #	NEW #	OLD #	NEW #	OLD #	NEW #	OLD #	NEW #	OLD #
200	9001	242	9005	246	9009	249	9012	270	9015
210	9002	243	9006	247	9010	250	9013	271	9016
240	9003	244	9007	248	9011	265	9014	272	9017
241	9004	245	9008						

It will be seen that the Budd renumberings fill longstanding vacancies in the roster, or vacancies created by retirements or other renumberings. The five Budd Silverliner I (or Pioneer III) cars are being renumbered into the push-pull series, as follows, though they are not yet converted:

CAB CARS:	2411 (ex-244), 2412 (ex-245)
COACHES:	2526 (ex-246), 2527 (ex-247), 2528 (ex-248)

PHILADELPHIA EXPRESS (Continued from Page 9)

CONRAIL was the subject of the lead article in December's Railway Age, as part of the magazine's "Competitors" series. Chairman James Hagen is quoted as saying "We don't do big flashy things," but the railroad is "making the switch in some markets to being the baseload carrier from being the standby carrier." In 1994 Conrail enjoyed strong traffic growth of 8.3 percent over 1993.....Contrary to some erroneous reports last fall, CONRAIL did not reopen the westbound hump at Enola yard near Harrisburg, in spite of congested conditions at some other yards. But Harrisburg Chapter reports now that a yard crew has been added at Enola to perform flat switching. There is a single yardmaster to handle pickup, setoff and classification activity.....After the beating it took in the brutal winter of 1994, CONRAIL swung into action to prevent a recurrence this year. The Inquirer ran an article on January 26 detailing the planning which has taken place over the past several months. "We have to keep the railroad open," declared Senior VP-Operations Ron Conway. "We have to move the customers' freight, even if it costs us more." Thus far, the winter of 1995 has been a mild one--but there are still two months to go.

The CHESAPEAKE RAILROAD is now officially in the freight business, having executed an interchange agreement with CONRAIL last month. CHRR's operations extend over 44 miles of a former Pennsy branch from the Conrail connection at Clayton, DE to Easton, MD.....Former Reading 4-8-4 #2100, now stored at Brewster, OH, is up for sale and Andrew Muller, owner of the BLUE MOUNTAIN & READING, is reportedly bidding on it. This could eventually result in doubleheading of 2100 and Muller's 2102--a throwback to the Reading's Iron Horse Rambles!Ex-NORFOLK & PORTSMOUTH BELT SW1200 #108 is stored on the TYBURN RAILROAD in Morrisville, along with ex-U.S. Steel units.....Governor Whitman is proposing to renew the New Jersey Transportation Trust Fund. Among projects the fund would finance are proposed PATCO extensions into Burlington and Gloucester Counties.....Whitman's budget message of last month would hold NJ TRANSIT fares constant for another year.....DELAWARE VALLEY RAILWAY has negotiated a haulage agreement under which CSX will move DV traffic to the CP RAIL SYSTEM connection at Park Junction, Philadelphia (Railway Age).....Former SEPTA Official John F. Tucker resigned last month as general manager of the Dayton (OH) Miami Valley Regional Transit Authority (DRHS Ties & Tracks)....Trains Magazine will devote part of its April issue to towers remaining in the U.S. SEPTA's "A" tower on the Airport Line is believed to be the nation's newest.....The Interstate Commerce Commission, after 108 years of existence, is likely to be eliminated this year, its remaining functions transferred to the DOT.

100 YEARS HAVE PASSED SINCE OBSCURE RAILROAD ABANDONED

Perhaps the least-known of all the common-carrier railroads that have operated in the Delaware Valley region was a 12-mile shortline running between Phoenixville and St. Peters in northern Chester County. Abandoned a century ago, the Delaware River & Lancaster Railroad never reached either of the points named in its corporate title, but instead connected with the Reading's Pickering Valley branch just east of Kimberton and followed the French Creek Valley to the falls at the Village of St. Peters.

DELAWARE RIVER AND LANCASTER RAILROAD.											
, President, Philadelphia, Pa.						GEORGE POTTS, Gen. Manager.					
AUSTIN GALLAGHER, Vice-Prest., 15 Wall St., New York.						H. S. BREITMAN, Superintendent.					
ROBERT CRANE, Secretary.						JOHN O. KEIM, Traffic Agent, Philadelphia, Pa.					
GEO. A. SEARLE, Treas., New York.						General Offices—Pughtown, Pa.					
133	127	37	25	27	Mis	November 13, 1892.	30	6	8	130	134
P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	lve. Philadelphia	P. M.	A. M.	P. M.	A. M.	P. M.
8 15	7 40	...	...	...	...	Broad & Callowhill	3 00	5 15	...	...	6 00
9 05	14 00	...	...	...	...	Ninth & Green	8 21	...	5 42	8 30	...
10 02	5 35	...	...	...	...	Phoenixville	7 27	1 45	4 22	7 27	4 53
10 07	5 40	...	...	...	...	Main Street	6 52	1 10	4 16	6 52	4 33
10 10	5 43	P. M.	...	...	...	Ironsides	6 46	1 03	4 11	6 46	4 29
10 17	5 50	1 15	...	...	...	French Creek Junc.	6 39	12 58	4 07	6 39	4 23
10 20	5 53	1 18	...	...	...	Heistand	6 31	12 53	4 00	6 31	4 15
10 30	6 03	1 25	...	...	...	Wilson	6 21	12 43	3 50	6 21	4 05
10 33	6 06	1 33	...	...	...	Vincent	6 15	12 35	3 44	6 15	3 57
10 36	6 09	1 36	...	...	...	Sheeder	6 13	12 30	3 42	6 13	3 54
10 39	6 12	1 39	...	...	...	Borsel	6 09	12 06	3 38	6 09	3 51
10 44	6 16	1 44	...	...	...	Roberts	6 03	11 59	3 33	6 03	3 46
10 50	6 20	1 50	...	...	...	Pughtown	5 59	11 55	3 29	5 59	3 42
10 55	6 25	1 55	...	...	...	Coventryville	5 52	11 47	3 22	5 52	3 36
10 59	6 30	2 00	...	...	...	Kauertown	5 45	11 35	3 15	5 45	3 31
11 02	6 36	2 05	...	...	...	French Creek Falls	5 40	11 30	3 10	5 40	3 27
						St. Peters					
P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	ARRIVE	LEAVE	A. M.	A. M.	P. M.	P. M.

† Daily, except Sunday; § Sunday only. STANDARD—Eastern time.
CONNECTION.—With Phila. & Read. R.R., Pickering Val. Branch.

As may be seen in this schedule from the Travelers' Official Guide, the DR&L in 1892 operated three daily trains and two Sunday trains in each direction, meeting the Reading's mainline service at Phoenixville station. The small carrier held trackage rights over 3.2 miles of the Pickering Valley branch to French Creek Junction, where it took off on its own rails through Pughtown (its headquarters), Coventryville and Kauertown to St. Peters. Evidently, it did not connect with the Reading's (originally Wilmington & Northern) branch into St. Peters.

Little is known of the origins of DR&L—it does not appear in contemporary issues of the authoritative Poor's Manual of Railroads—but its promoters must have envisioned a westward extension into Lancaster County. The virtual absence of on-line freight business in this decidedly rural area put an end to those plans, and abandonment came well before the road's failure could be blamed on the automobile. At an average speed of 15 mph, DR&L trains no doubt were hard put to compete with the horse-and-buggy transportation of the day.

The DR&L was, if not the first, certainly one of the earliest railroad abandonments in southeastern Pennsylvania, preceding even the deaths of the weakest rural trolley lines. Today, it could stand as a monument to poor business planning and unwarranted optimism in what at the time was a major growth industry.

If readers know of any remaining artifacts of this long-gone railroad, the Editor would like to know about them.

Note: The Reading's Pickering Valley branch, which extended for 11.1 miles from Phoenixville to Byers, was chartered as the Pickering Valley Railroad in 1869 and abandoned west of Kimberton in 1948. Today, only a short segment of track may still be seen in Phoenixville.

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