



CINDERS

APRIL 1997



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Volume 58

Newsletter of the

Number 4

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

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: \$31.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

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

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302.

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

OUR MEETING:

FRIDAY EVENING, APRIL 18, 1997

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 April 18, 1997 program will take on an international flavor as we see and hear about rail operations in Egypt and Taiwan. Scott R. Spencer, of Wilmington, Delaware, Senior Technical Specialist with PB Transit & Rail Systems, will present a slide lecture that will include the Cairo Metro, trolleys of Alexandria as well as operations on the Egyptian National Railway. Included in Scott's program will be a look as well at the narrow gauge electric and rail dieselcar operations in Taiwan, a system with a great deal of American influence.

Our usual sit-down dinner will be served 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 MUST BE MADE BY TUESDAY EVENING, APRIL 15, 1997 to National Director Frank Tatnall at 610-828-0706. This is a strict deadline, and we request that you please specify when ordering if you desire a fish dinner.

Plan to be on hand on Friday, April 18, as we travel to Egypt and Taiwan in a most interesting program. Our May 16, 1997 meeting will feature Cynthia Brey, AIA, Senior Project Manager, SEPTA's Frankford Terminal project, as she describes the modernization planned for this vital Northeast Philadelphia facility.

NOTICE OF ANNUAL MEETING AND ELECTION

Notice is given of election of Chapter officers to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday, April 18, 1997, beginning at 7:30 PM. The Chairman of the 1997-98 Nominating Committee is:

Mr. Charles E. Van Reed
P. O. Box 367
Spring House, PA 19477-0367
215-646-2247

Any member in good standing who is interested in running for election to office for the position of President, Senior Vice President, Vice President and Treasurer, Secretary or National Director should contact the Chairman of the Nominating Committee prior to the April 18 meeting.

MARIE K. EASTWOOD
Secretary

ORDER TICKETS NOW FOR MAY 26 FP7 SPECIAL!

Ticket orders are coming in for the Reading FP7 excursion scheduled for Monday, May 26 (Memorial Day), sponsored by the Philadelphia and Lancaster Chapters NRHS. This special Brandywine Scenic train will leave Northbrook station, just off State Route 842 six miles west of West Chester, at 11 AM, returning about 5:30 PM. The train will operate over both the ex-Reading and ex-Pennsy lines now used for freight service by the Delaware Valley Railway. It will consist of restored FP7's #902 and 903, owned by the Lancaster and Philadelphia Chapters respectively, and three of Brandywine Scenic's ex-Erie Lackawanna open-window coaches. Free parking is available at Northbrook station.



Only 200 seats will be available, so anyone wishing to be on board should act promptly. Tickets may be ordered for \$32 each (children under 5 free) from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing a stamped, self-addressed envelope. Box lunches may also be ordered in advance for \$6 each. Tickets will also be available at the April 18 Chapter meeting.

READING FP7'S TO STAR AT WILMINGTON MAY 17

Former Reading FP7 diesel locomotives 902 and 903, owned respectively by the Lancaster and Philadelphia Chapters NRHS, will again be a featured display at the 9th annual Delaware Transportation Festival on Saturday, May 17. The event, sponsored by DeIDOT and Delaware Transit Corp., will be held at the Amtrak station in Wilmington from 10 AM to 4 PM, and admission is free.

All of the displayed rail equipment, including Wilmington & Western 4-4-0 #98, an Amtrak locomotive and cars and possibly a Conrail locomotive, will be placed on station track #1. The FP7 cabs will be open for public inspection if Delaware Transit is able to furnish portable stairs and interior lighting. Members of both chapters will be on hand as escorts to answer visitors' questions. Philadelphia Chapter's Sales Committee, headed by Dave Kopena, will again staff a table for the sale of books and videos and distribution of membership information. Several non-profit groups have been invited to maintain tables and other displays, such as a model railroad layout. An array of modern and historic buses and antique autos will be available for inspection outside the station.

SEPTA will once again provide hourly train rides from Wilmington station to Marcus Hook and return.

As was done last year, the FP7's will travel in a Delaware Valley freight train from Pocopson to CSX's Wilmers yard near Wilmington, then travel to the Amtrak site in a special train with the W&W equipment. The FP7's will be accompanied by Members Frank Lancaster and Bill Oates, both qualified engineers.

Any member wishing to assist Dave Kopena at the sales table should contact him at 215-441-8092.

Genuardi's Tape Program Provides Needed Chapter Funds

Chapter members are reminded to continue to save cash register tapes from Genuardi's Family Markets, which provide the Chapter with added revenue when redeemed. The program continues through 1997, and our members are urged to shop Genuardi's and save the tapes for Philadelphia Chapter.

Members may give their tapes to Secretary Marie Eastwood at a Chapter meeting, or they may be mailed to her at: P. O. Box 353, Huntingdon Valley, PA 19006-0353.

Genuardi's Family Markets are located in Bensalem, Chalfont, Doylestown and Newtown in Bucks County, Chesterbrook, East Goshen and Kimberton in Chester County, Chadds Ford, Edgement, Springfield and St. Davids in Delaware County, Audubon, Eagleville, East Norriton, Flourtown, Huntingdon Valley, Jeffersonville, King of Prussia, Maple Glen, Pottstown, Royersford, Sandy Hill, Towamencin and West Point in Montgomery County. The firm also operates two markets in Bear and Glasgow in the State of Delaware. Genuardi's has recently opened a new store at the intersection of the Route 1 Bypass and Route 213 in Langhorne in Bucks County.

We thank the loyal members of Philadelphia Chapter who have strongly supported this program.

"GETTING THERE" OFFER STILL OPEN

Stephen B. Goddard, author of the acclaimed book Getting There, is continuing his offer to donate \$10 to Philadelphia Chapter for each copy purchased by a Chapter member. The book, which explores how the American motor vehicle industry tried to put the railroads out of business, is published by Basic Books, a division of HarperCollins. Now in its fourth printing, the book sells for \$28 per copy (\$14 for a second copy to the same purchaser).

The Chapter has already received a donation from the author, confirming that this is a legitimate offer intended to benefit non-profit groups such as NRHS. Getting There may be ordered from: Stephen B. Goddard, 10 Columbus Blvd., Hartford, CT 06106-1944, and "Philadelphia Chapter NRHS" should be indicated on the order to assure that the Chapter receives its commission.



APRIL 6, 1997: Trolley excursion over SEPTA routes in West Philadelphia, using Peter Witt #8534 if available and restored PCC as second car. Trip leaves Elmwood depot 10 AM, sponsored by Railways to Yesterday, Inc. Fare: \$27.50 per person. For information and availability, telephone Gerhard Salomon at 610-965-9028.

APRIL 12: 4th annual St. Lawrence & Atlantic excursion from Portland, ME to Berlin, NH and return, including Lewiston branch, sponsored by Mass Bay RRE. Belfast & Moosehead Lake Swedish trainset will be used. Train leaves East Portland at 7:30 AM, returning about 7 PM. Fares: coach \$35 per person, first class \$43, parlor \$48. Order tickets from: Mass Bay RRE, Maine Rail Excursion, P. O. Box 467, Lincoln, MA 01773, enclosing stamped, self-addressed envelope. For information, telephone 617-489-5277.

APRIL 13: Four-hour motor coach tour of Conrail's Oak Island yard, Newark, NJ, sponsored by Conrail Historical Society. Bus leaves NJ Transit Hoboken Terminal at 9:30 AM, stopping at Newark Penn Station. Special motive power display at Oak Island engine terminal. Fare: \$12 per person. Order tickets from: Conrail Historical Society, P. O. Box 38, Walnuptport, PA 18088-0038, enclosing stamped, self-addressed envelope. For information, telephone 610-767-3782 evenings.

APRIL 26: "Maple Sugar Special" Amtrak excursion from Washington, DC to Meyersdale, PA and return, sponsored by Washington, DC Chapter NRHS. Train leaves Washington Union Station at 7:30 AM, returning at 8:45 PM, with five-hour layover in Meyersdale for the 50th anniversary Maple Sugar Festival. Fares: \$69 adult coach, \$49 children (2-15), first class \$189. Order tickets from: Washington, DC Chapter NRHS, P. O. Box 151, Alexandria, VA 22313, enclosing stamped, self-addressed envelope.

APRIL 26: Mass Bay RRE will sponsor with Railroad Museum of New England special excursion from Waterbury to Torrington, CT and return, covering RMNE's entire Naugatuck Railroad line. Classic 1950's-era passenger train powered by Alco RS3 #529 and ex-CN six-wheel-truck open-window heavyweight coaches. Fare: \$40. For information and tickets, write: Mass Bay RRE, P. O. Box 192, Hollis, NH 03049, or telephone 617-489-5277.

APRIL 26-27: "All Aboard Days" steam weekend at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. Steam locomotive exhibits, films and rides behind Tom Thumb replica or Lafayette will be featured. Regular admission charges apply. For information, telephone 410-752-2388.

APRIL 27: "Spring Steam Special" on Wilmington & Western Railroad, headed by 1909 4-4-0 #98. Station stops and photo runbys will be made. Train leaves Greenbank station, Marshallton, DE, at 1:30 PM enroute to Hockessin, returning about 5:30 PM. Fares: \$25 adults, \$20 seniors, \$10 children. For reservations, telephone 302-998-1930.

MAY 1-4: 6th annual Conrail Technical Society convention at Marriott Hotel, 110 Davidson Avenue, Somerset, NJ. Events include tours of Conrail and industrial facilities, displays, slide presentations and banquet. All events open to the public. Advance registration \$10 per person. Send check to: Conrail Technical Society, P. O. Box 7140, Garden City, NY 11530-7140.

MAY 2-4: 13th National Model Trolley Meet sponsored by East Penn Traction Club at South Jersey Expo Center, Haddonfield Road, Pennsauken, NJ. Friday hours 11 AM-6 PM, Saturday hours 9 AM-10 PM, Sunday PATCO fan trip and shop tour. There will be over 28,000 square feet of operating layouts, dealer tables and clinics. For registration form contact: George VanDeventer, 1470 Kingsley Drive, Warminster, PA 18974-3722 (telephone 215-672-4682).

MAY 11: Special excursion on SEPTA Route 23 to commemorate 50th anniversary of the introduction of all-electric PCC cars in Philadelphia, sponsored by SEPTA Light Rail. Green PCC's #2732, 2750 will be used. Details to be announced.

MAY 17: 9th annual Delaware Transportation Festival at Amtrak station, Wilmington, DE, 10 AM-4 PM, sponsored by DelDOT and Delaware Transit Corp. Admission is free. A varied collection of transportation equipment will be on display, including Amtrak's latest cars and locomotives, Wilmington & Western steam locomotive and NRHS-owned FP7 diesel passenger units. Buses, antique autos, model railroad layouts and numerous vendors will be on site. Philadelphia Chapter will have sales and membership table. SEPTA will again offer hourly train rides to Marcus Hook and return. For information, telephone Delaware Transit at 302-577-3278 (ext. 3405).

MAY 17: 16th annual Hoboken Festival at Lackawanna Terminal, Hoboken, NJ, 11 AM-5 PM, sponsored by NJ Transit. Rail equipment displays, train and ferry rides, railroadiana and food sales will be featured. Admission free.

MAY 22: "Inclined Planes of New Jersey's Morris Canal," slide lecture by Canal Historian James Lee at National Canal Museum, 30 Centre Square, Easton, PA. Program begins at 7:30 PM and admission is free.

MAY 25-26: "Memorial Weekend Specials" on the Wilmington & Western Railroad. On Sunday, May 25, steam trains to the Mt. Cuba picnic grove depart Greenbank Station (Route 41 just north of Route 2) at 12:30, 2:00 and 3:30 PM. On Monday, May 26, steam trains to Hockessin, DE depart Greenbank station at 12:30 and 3:15 PM. Regular fares apply, with discounts for all active, reserve and retired military personnel. Group rates and the 1997 timetable are available. Contact: Wilmington & Western Railroad, P. O. Box 5787, Wilmington, DE 19808, or telephone 302-998-1930.

MAY 26: Brandywine Scenic Railway excursion using NRHS-owned FP7's #902 and 903, from Northbrook to West Grove, Cossart and Modena, PA via Delaware Valley Railway, sponsored by Philadelphia Chapter NRHS. Trackage to be covered is ex-Reading Wilmington & Northern branch and ex-PRR Octoraro branch. Train leaves Northbrook 11 AM. Ample free parking is available. Fare: \$32 per person (children under 5 free), box lunch \$6. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope. Telephone orders may be placed to Bruce Irvin at 610-352-7063, and Visa, MasterCard and Discover cards are accepted for payment.

EXTRA LIST (Continued from Page 3)

MAY 27: Ringling Bros. and Barnum & Bailey Blue Unit circus train arrives in South Philadelphia from Hershey, PA via Conrail. Circus will perform at CoreStates Spectrum May 28-June 8.

MAY 31: Rare mileage excursion on ex-Pennsylvania Railroad Bald Eagle branch, now operated by Nittany & Bald Eagle Railroad, sponsored by Jersey Central Chapter NRHS. RDC special will leave Bellefonte, PA at 11 AM, returning about 7 PM. Fare: \$35 per person (box lunch \$6.50). Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope.

JUNE 7-8, 14-15: "Iron Horse Rambles" powered by ex-Chesapeake & Ohio 4-8-4 #614 via NJ Transit from Hoboken, NJ to Port Jervis, NY and return, sponsored by New Jersey Railroad & Transportation Commission and United Railroad Historical Society. These trips are in response to overwhelming demand for similar excursions last October, and proceeds will be used for URHS equipment restoration. Trains leave Hoboken Terminal 9:15 AM, return 6:15 PM, with three-hour layover for activities in Port Jervis. Fares: \$68 adults, \$40 children (3-12), \$225 parlor car, with tickets honored on connecting NJ Transit trains. Order tickets from: Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833, also furnishing home phone number. For information and credit card reservations, telephone 908-236-2200.

JUNE 22: Public run day at Pennsylvania Live Steamers railroad, Route 29, Rahns, PA. Steam and diesel-powered trains in three different scales offer public rides around PLS grounds during afternoon.

JUNE 24-28: Annual NRHS national convention at Salt Lake City, UT, sponsored by Promontory Chapter. Events include Union Pacific diesel and steam-powered excursions, steam specials on Nevada Northern and Heber Valley Railroads, visit to Golden Spike National Historic Site and Ogden Union Station Museum, seminars, railroadiana show and banquet. Convention brochure and order form has been mailed to all pre-registered members. To register, send check for \$20 per person to: Promontory Chapter NRHS, 1965 West Lindsay Drive, Taylorsville, UT 84119-5401.

JULY 19: 6th annual "Rail to the Fair" excursion from Philadelphia to Harrington and Laurel, DE and return, sponsored by DelDOT and Delaware Transit Corp. Special Amtrak train leaves 30th Street Station at 9 AM, Claymont, DE 9:16, Wilmington 9:38 and Newark 10:16, proceeding south on Conrail's Delmarva secondary track and arriving Harrington at 12:35 PM. After stopping at Harrington to discharge passengers attending the Delaware State Fair, train will continue south to Laurel and return. Various fares apply. Philadelphia-Laurel ticket is \$67.50 round-trip. For information, telephone Doug Andrews or Christie Hoffman at Delaware Transit, 302-577-3278 (extension 3412 or 3451).

OGDEN NASH RAIL POEM COMES TO LIGHT

For many years Ogden Nash (1902-1971) was one of America's best-known poets and humorists. He became famous for his whimsy and for rhyming that which is not normally rhymed, such as:

A little talcum
Is always walcum.

Many of his unique poems were collected in a volume entitled The Golden Trashery of Ogden Nashery. But Nash also had a little-known railroad connection. As a summer-resort neighbor of Henry W. Large, vice president traffic for the Pennsylvania Railroad, the airplane-hating Nash was able to call upon his friend for help in arranging first-class rail trips from his home in Baltimore to Florida, California and elsewhere.

One day in October 1968, eight months after Large had been named executive vice president of Penn Central, Nash composed the following paean to his railroad friend:

From a hill above the ocean's marge,
I said my thanks to Henry Large.
When chips were down he did not dodge
Like diplomatic Cabot Lodge.
He followed through, did Henry Large,
Whose heart is bigger than a barge.
Though loyal to his precious freight,
He spared this passenger and his mate
The ordeal of soaring rocket-wise
Into United's friendly skies.
I still prefer, I must confess,
A porter to a stewardess.
I owe a debt I can't discharge
To kindly, helpful Henry Large.
I find it difficult to express
My gratitude for his largesse.
But I feel in head and heart and entrail
That the Penn is mightier than the Central.

(With thanks to John W. Graham)

Note: Mr. Large this year celebrates his 92nd birthday.



EDITOR'S NOTE: After El Simon's column was written and typed, late-breaking developments occurred in the Amtrak situation, all covered by news items in the Philadelphia Inquirer on Friday, March 21 and Saturday, March 22. In the March 21 item, Amtrak announced that the Desert Wind and Pioneer will be discontinued on May 10, and it has given the states of Texas and Massachusetts until March 31 to come up with financial packages to save the Eagle and the Boston section of the Lake Shore Limited. On Saturday, March 22, another article confirmed what some have suspected for a number of months: Amtrak's financial situation is so desperate that it could be bankrupt by the end of this Fiscal Year, and that a shutdown could be forthcoming in Fiscal Year 1998, as Amtrak could potentially exhaust all its available lines of credit by the middle of the next Fiscal Year. RLEjr

As this column was written, the clock was ticking down (and had actually passed) the March 15 date by which Amtrak would have taken action to grant a reprieve to any of the four trains (Desert Wind, Eagle, Pioneer and the Boston section of the Lake Shore Limited) originally advertised and scheduled to come off last November. Congressional intervention at that time only postponed the inevitable as Amtrak made clear all along that the original decision was simply postponed, not cancelled. As a result, no new notices of discontinuance were required this spring as we approach the May 10 deadline on these four trains.

While no concrete decision was reached, it was understood that some negotiating was going on past the March 15 date, with many rumors and possible scenarios being advanced, but without much concrete funding. Amtrak has pointedly refused to accept reservations on the four trains beyond May 10, and has, in fact, been accepting reservations on daily trains 5 and 6 (California Zephyr) and 7 and 8 (Empire Builder) after May 10. The worst thing that could happen would be a second Congressional sortie into Amtrak's decision-making process. Many travelers (and travel agents) were "bummed out" by the events of last fall, when the advertised changes did not take place, resulting in expensive reaccommodations to customers as well as lost revenues caused by cancellation of people's plans. However, we well know that Amtrak is a political animal and anything is possible in that arena.

The new Consolidated National Operations Center will be located in an existing building next to the Wilmington Amtrak station and near the Wilmington River Walk along the Christina River. Due to open in November 1997, the 50,000-square-foot facility will incorporate the National Operations Center, Train and Engine Crew Management, On-Board Service Crew Management (from Baltimore), Engineering & Mechanical Service Center, Systems Support (from Washington), and Rules & Standards. Some 190 jobs are being transferred from Philadelphia alone.

Amtrak has reportedly ordered 30 more Genesis locomotives from General Electric. There will be eight additional dual-mode P32's to replace the FL9's and 22 more P42's to continue replacement of F40's. Deliveries on the current order of P42's have resumed, with units 18, 35, 38, 42, 44, 46 and 49 coming in February. When deliveries were halted early this year, 34 units had been delivered (1-40, except 18, 33, 35, 36, 38 and 39). As of March 1, the 33, 36 and 39 were not on the property.

It is understood that negotiations are in progress to acquire 21 EMD F59's for Amtrak West. They may well not have the streamlined carbodies, though, that their California cousins possess. This changing of the guard means a declining number of F40's, and in fact, Amtrak issued a sales order on March 14 offering for sale F40's 201, 204, 205, 212, 240, 248, 257, 279, 303, 306, 321, 325, 331, 337, 361 and 371. Closing date on this sale is April 14, 1997.

Two AEM-7's are undergoing overhauls at Wilmington (901 and 910) and these will likely emerge in the new livery. The 947 has been the only AEM-7 out of service long-term, suffering from fire damage.

The cars involved in the recent derailment of the Pioneer near Speer, Wyoming were moved to Beech Grove for attention. For the record, the cars were 1422, 1548, 31016, 32029, 32033, 34094, 35007, 38060 and 39015.

From the collision of the Silver Meteor with a semi near Jacksonville, FL, Amfleet II coaches 25028 and 25046 were dispatched to Wilmington, and baggage car 1270 has apparently been written off.

There is no confirmation on car numbers for the crew sleeper-smoker cars being converted from 10-6 Heritage sleepers at Beech Grove, although five cars are currently in the shop being worked on.

A total of 19 "Super Smoker" Superliner cars have been completed and five more are at Beech Grove now.

Metroliner full Club 48970 has been renumbered to 48986 after refurbishing with new ADA toilets. It's the second rehabbed Metro Club (following the 48985) and two dinettes are completed (43352 and 43356). Five coaches are at Bear for refurbishing to current Metroliner standards.

Beyond the Talgo and high-speed American Flyer trainsets currently on order, planning is under way to acquire new or rebuilt equipment on several fronts. The State of New York continues to push for the restoration of some Turbo sets, with new propulsion systems, upgraded interiors and cabs and updated heating and air conditioning. The State is offering funding, so there may yet be life in these 21-year-old trains.

(Continued on Page 6)

ON THE SCENE (Continued from Page 5)

The Commonwealth of Pennsylvania seems to be leaning toward an IC3 type diesel multi-unit train for the Harrisburg-Philadelphia Keystone Service. This State initiative, however, would seem to signal an end to through service to New York and these sets would not be able to operate into center city and Suburban Station.

California is seeking replacements for the San Diego equipment, and planning assumes seven to nine consists, with additional options. Each trainset would seat 350-450 coach passengers and 60-80 custom class. Food service would remain cafe style and trains would be push-pull capable.

The San Diegans have added tray meal service on the express trains and those operating to points north of Los Angeles. A rotating menu of three choices (one at a time) will be available for breakfast, lunch or dinner. A sandwich item is also available. To cater to local tastes, the breakfast choices are mushroom omelet, Belgian waffles and a spicy breakfast burrito.

Amtrak's current editions of the Reno Fun Train and snow trains use 13 Horizon cars (11 coaches and dinettes 53506 and 53507). These are augmented by private cars Plaza Santa Fe and Royal Gorge. Power is a pair of F40's. Full-length (ex-Great Northern) dome 9301 was reactivated, joining the consist on March 4.

Amtrak has handled some express shipments (cranberry juice, among other things) in MHC's on several trains, including the Three Rivers. Amtrak has stated that it is planning for a major increase in mail and express traffic.

Several deadhead moves are programmed in the Northeast on Amtrak to maximize use of equipment. In the Empire Corridor, the Turbo set deadheads from Albany to Schenectady (as #945) to begin its scheduled run to New York -- at night, the return move is symbolled as #960. (On Fridays, the Turbo runs through to Syracuse as #289, returning to Albany as #990.) On Sunday evenings, the equipment off Train 292 deadheads back to Albany as Train 993, leaving New York at 9:47 PM and arriving at 11:59 PM.

In our area, the equipment off clocker 627 Friday nights deadheads (as Train 981), leaving Philadelphia at Noon Saturdays and arriving Washington 1:50 PM. The set makes a round-trip to Springfield as #148 Saturday and #143 Sunday, returning (as #980), leaving Washington at 8:30 PM, arriving Philadelphia 10:20 PM, where the equipment stands ready for clocker 628 Monday morning.

In Chicago, METRA's North Central (Wisconsin Central) line added a fourth rush-hour round-trip on February 3. To improve the convenience to commuters, all trains now stop at Western Avenue to permit bus connections to the North Michigan Avenue area.

What may have been the last all-sleeping car train to operate over Pennsylvania-Reading Seashore Lines operated from Cape May in January, 1965 to carry Coast Guardsmen to the inauguration of President Lyndon Johnson in Washington, DC (round-trip). The train was headed by Baldwin AS16's #6009 and 6012, which turned the train over to GG1 #4886 at Philadelphia. Included were sleepers Poplar Heights, Lake Emma, Lake Peak, Oak Lane, Georgetown University, Fir Park, Ash Fork, Radcliffe College, Poplar Creek, Cascade Bower, Morrow Brook, Cascade Peak, Cascade Bay and PRR baggage car 9229. The GG1 which handled the return train from Washington is unknown, by PRRSL Baldwins DRS44-15 #6003 and AS16 #6024 handled the return move to Cape May.

The six push-pull coaches which survived the Reading Company into the SEPTA era (1547, 2001, 2002, 2012, 2014, 2015) were repainted into the SEPTA paint scheme in June 1978 (the 1547 was done in December of that year). In time, SEPTA eliminated service beyond the electrified zone and the cars were leased to what is now Metro-North for service out of Grand Central Station in New York. Completion of the electrification on the Harlem Line to Brewster rendered them surplus (the 1547 made the last trip on Train 944 on July 23, 1984). In November, 1984, the cars went to the Housatonic Railroad (Canaan, CT) where they still reside.

The five-car Crusader consist (built by the Budd Company at its Philadelphia plant in 1937 at a cost of \$435,553.54 for the five-car trainset) was retired by the Reading in November, 1962, and was sold to the Canadian National Railways in November, 1963 for service on the Montreal-Quebec Champlain. Crusader observations 1 and 5 became CN 304 and 302, respectively, while coaches 2 and 4 became CN 303 and 301, and diner 3 became CN 300. In time, the train consist was broken up and spent its later years in southwestern Ontario. In April 1976, four cars were running on Trains 74 and 79, while coach 302 was on Trains 72 and 75, all operating between Toronto and Windsor, Ontario. VIA retired the two observation cars on November 11, 1982, the two coaches on December 13, 1982, and the dining car on September 21, 1983. The two observation cars survive today, one at the Railroad Museum of Pennsylvania at Strasburg and the other on a dinner train in Washington State.

HANDY LIST OF RAILROAD POLICE NUMBERS

The following list of telephone numbers may be used to alert railroad police to emergencies or other conditions involving rail operations, such as vandalism, fires, defective cars, trespassers and signal or grade crossing malfunctions. These may be called 24 hours a day from either land line or cellular phones. The 800 numbers are toll-free and may be used systemwide, but a "1" must first be pressed. Anyone who is a frequent observer of railroad operations may want to clip this list for future reference.

| | | |
|-----------------------|-------|----------------------------|
| AMTRAK..... | (800) | 331-0008 |
| CSX..... | (800) | 232-0144 |
| CONRAIL..... | (800) | 272-0911 |
| NJ TRANSIT..... | (800) | 242-0236 (New Jersey only) |
| NORFOLK SOUTHERN..... | (800) | 453-2530 |
| SEPTA..... | (215) | 580-5749 |

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA reports that it handled 27,000 visitors to the giant Philadelphia Flower Show, which overflowed the Convention Center from March 2 to 9. This was about ten percent of the total show attendance.....SEPTA and AMTRAK cooperated to run a Flower Show special on Saturday, March 8 from New York's Penn Station direct to Market East Station, with stops at Newark and Princeton Junction. More than 400 passengers took advantage of SEPTA's \$60 round-trip fare, which included admission to the show. The six-car train, powered by AEM-7 #2303, was operated by an Amtrak crew between New York and Trenton and a SEPTA crew between Trenton and Philadelphia. The train arrived at Market East about 10:45 AM, its passengers greeted personally by Mayor Rendell. The New York Times ran an article about the special in its March 6 editions, helping to generate interest. The operation was put together by SEPTA on short notice after New York cancelled its own show, and will likely be repeated next year.



Delaware Governor Thomas Carper announced last month that the State will construct a commuter station in Newark, near the University of Delaware. The State is planning to extend SEPTA's existing R2 Wilmington service the additional 12 miles to Newark... SEPTA plans to close the lightly-used R2 station at Eddystone when a new station is opened at Baldwin, less than one mile to the north. The developer of the office center at the old Baldwin Locomotive Works headquarters building will contribute to the cost of the new station (actually the site of a former Pennsylvania Railroad passenger stop), and has agreed to provide van service between Baldwin and Eddystone for six months.

Construction began last month on the expanded parking lot at Lansdale station, which will add 390 new spaces. Most of the tract is taken from a little-used section of the adjacent CONRAIL freight yard.....Exton's often-jammed parking lot now has 120 more free parking spaces, thanks to a PennDOT-sponsored project using \$260,000 in Federal funds.....With no money available for a full-blown rebuilding of the Route 309 Expressway in Montgomery County, PennDOT plans only about \$500,000 in basic improvements to the battered highway. Some expansion of SEPTA parking lots has already been done on the paralleling R5 Lansdale-Doylestown route.....SEPTA may consider upgrading the electric power system on the Doylestown Line, which limits operations on the ten-mile branch to a maximum of six MU cars.

One of the major concessions SEPTA received in its recently-approved contract with the Brotherhood of Locomotive Engineers was elimination of the so-called "pay for performance" provision of the former contract. This was difficult to administer and cost SEPTA upwards of 25 cents per hour per employee in addition to the base pay. Railroad Division engineers were making \$17.23 per hour, compared to the \$15.90 currently paid to subway/elevated operators, but by the end of the current contract in the year 2000 the engineers' pay will rise to more than \$21 per hour.

The Daily News reports that SEPTA and NJ TRANSIT are again discussing the possibility of operating through service between Philadelphia and New York, eliminating the troublesome change at Trenton. But it is unlikely that anything will be done in the near future.....High winds of up to 60 mph on the morning of March 6 dropped tree branches on SEPTA catenary in several locations, causing 15-30 minute delays on lines north of the City.....A 44-year-old Norristown man crossing the Mainline tracks in Ambler on February 21 was struck and killed by R5 train #539 (Joe Boscoe).....Chapter Member John Pawson has done an extensive study of the proposed westward relocation of Paoli station to a site in the area of the former rail yard. He concludes that the estimated \$34-million cost of the new Paoli Transportation Center is far in excess of any benefits, and is recommending to the Citizens Committee of the Delaware Valley Regional Planning Commission that the committee place conditions on its previous endorsement.....The platform canopy on the north end of the northbound platform at Wayne Junction has still not been replaced, after it collapsed under a heavy snowfall a few years ago.

SEPTA's new General Manager, Jack Leary, last month shook up top management, reducing the number of officials reporting directly to him from 20 to eight. Under this "interim" reorganization plan, only the following department heads will report directly to Leary:

- Michael T. Burns - Operations
- G. Roger Bowers - General Counsel
- Bernard Cohen - Strategic Business & Ridership Development
- Faye M. Moore - Treasurer
- Robert B. Birnbrauer - Administration
- Cecil W. Bond - Safety & Security
- Leon G. Wigrizier - Inspector General/Internal Audit
- Still-to-be-named head of Public & Government Affairs



Burns, a former colleague of Leary at Boston's MBTA, was elevated from assistant general manager for the Railroad Division. He will now have all rail and transit groups reporting to him. Cohen was brought in from the Metropolitan Transportation Authority in New York where he served as director of policy & planning. His appointment reflects Leary's oft-stated intention to concentrate on rebuilding SEPTA's ridership base. The former hierarchy under retired GM Louis Gambaccini included a deputy general manager, chief of staff, general

(Continued on Page 8)

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counsel, treasurer and 13 assistant general managers. The number of AGM's had been even higher before several departments were consolidated during the massive force reduction program last summer. Under the current realignment, several of the former AGM's have received the title of director instead.

A six-alarm fire in a vacant warehouse at Front Street & Girard Avenue on March 17 forced the shutdown of a section of the Frankford el for three days. After the fire was brought under control, officials feared that the towering brick building might collapse on the el before demolition could be completed. Despite the heat of the arson-caused blaze, there was no apparent damage to the el structure itself. SEPTA used a fleet of buses to shuttle passengers between the Berks and Spring Garden stations during the shutdown.....A day earlier, on Sunday the 16th, a deliberately-set trash fire in the subway tunnel near 24th Street halted Market-Frankford trains for about an hour, with shuttle buses pressed into service.

Reports have surfaced of widespread problems with SEPTA's new Ikarus buses. The problems were serious enough to produce a conference with the manufacturer at which SEPTA indicated that contract penalties would be invoked if corrections were not made quickly.....The American Public Transit Association is looking for someone to draw up a "strategic plan that will provide...recommendations for funding, developing and conducting an ongoing national public relations and image campaign for public transit" (Railway Age).....We were incorrect in stating here last month that SEPTA had a contract with Outdoor Systems Advertising to install and maintain a minimum of 235 transit shelters in Philadelphia. Actually, the contract is between the City and the advertising firm, which has already installed 255 of the sturdy metal-and-glass shelters, with the City receiving a percentage of the ad revenue. Outdoor Systems has also put in 34 shelters along Chestnut, Walnut and South Broad Streets in center city, on which commercial ads are not permitted.

There are still some 6.6 track miles of jointed rail on SEPTA's Norristown High Speed Line, all of it south of Radnor. The line has about 26 miles of main track, much of which received welded rail during the \$160-million improvement program carried out over the last decade. The longest remaining segment of "stick" rail is just under four miles, on the northbound track from West Overbrook to Bryn Mawr.....Montgomery County Commissioners voted last month to appropriate \$30,000 to continue Route L bus service to Erdenheim for another year, in addition to the \$5.2 million the County has already committed to SEPTA. The City has dropped its financial support for the extensions of certain bus routes into adjacent counties, and it appeared that the short Route L extension would end. But a loud protest by riders at a public hearing convinced Montco that the line's 240 daily riders should retain their service.

An historical note: On March 19, 1892, the "Union Committee Opposing the Traction Company's Ordinances for the Introduction of Overhead Trolley Wires" issued an appeal for funds "to protect the homes and property of the citizens on the streets threatened by a grasping corporation" (presumably the Philadelphia Traction Company, et al). A mass meeting was scheduled in the Academy of Music to protest the "evil" which would become a "source of serious inconvenience and danger to the whole community." The chairman of the committee was Dillwyn Wistar and its secretary was William H. Haines, both members of prominent local families.



President Clinton last month submitted his proposal to extend the Intermodal Surface Transportation Efficiency Act (ISTEA) into the next century. Dubbed "NEXTEA" for the National Economic Crossroads Transportation Efficiency Act, the bill would authorize \$175 billion in highway, transit and related spending over the next six years, an 11-percent increase from the \$157 billion authorized under ISTEA, which expires on September 30. Among the many controversial provisions of NEXTEA, which ran into immediate opposition on Capitol Hill, are the reallocation of fuel tax revenues among the states and the diversion to AMTRAK of over \$4 billion from the Highway Trust Fund. The proposal would also place increased emphasis, the President said, on "protecting and enhancing our natural environment." It would "create tens of millions of jobs for our people and help move people from welfare to work." The Administration's blueprint would authorize \$600 million for transportation alternatives to help welfare recipients get to jobs in the suburbs and elsewhere, including support services such as day-care centers at rail stations.

William Fay, the head of the American Highway Users Alliance, a powerful lobbying group, responded by calling the proposal the "highway robbery announcement," because it would divert motor fuel taxes to non-highway purposes. He urged Congress to declare it "dead on arrival." Two powerful Congressional Republicans instead want to drastically raise highway spending. Senator John Warner of Virginia proposes a \$26-million appropriation in Fiscal Year 1998 and Congressman Bud Shuster of Pennsylvania demands that \$30 billion be spent. By contrast, Clinton's plan would hold next year's funding for highways close to the current level of \$20 billion. Earlier, Senator John McCain of Arizona blasted AMTRAK, saying that he would like to eliminate all funding for the passenger railroad. "I'm out of patience," he said, "but I am aware of the political clout Amtrak has. All I can do is nibble around the edges" (Traffic World).

At the same time, AMTRAK President Thomas Downs was complaining that the President's budget for FY 1998 (see March Cinders) failed to provide enough funding for the railroad's capital projects and will "seriously threaten Amtrak's turnaround, stall the Northeast Corridor high-speed rail program and create potentially contentious competition between the transportation modes for limited funds." Amtrak is urgently requesting that Congress dedicate one-half cent of the fuel tax for use in meeting the railroad's capital needs, but Shuster and many others in Congress are strenuously opposed. They still insist, however, that Amtrak become self-supporting by the year 2002 (Railway Age).

But, more to the point, AMTRAK today appears perilously close to extinction. The press reported last month that the railroad could be bankrupt by the end of this year, unless Congress moves swiftly to prevent it. "Without decisive action very soon, the country will have no intercity rail (passenger) service within a few months," said Congressman Shuster, who is chairman of the House Transportation & Infrastructure Committee.

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"Amtrak, even under optimistic assumptions, cannot survive the next fiscal year. The company is already borrowing to meet payroll costs, and even Amtrak's own business plan will require exhausting all available lines of credit by the middle of Fiscal Year 1998." Thus, Congress seems to be faced with a dilemma: should it appropriate substantially more money to preserve Amtrak's national system, set up a smaller agency just to run the heavily-traveled corridors, hand the responsibility to the states or simply let the trains stop running. Given the lawmakers' top priority of balancing the Federal budget, this crisis could not come at a worse time.

In February, AMTRAK withdrew its 13 RoadRailer units from service because of structural problems detected after several thousand miles in passenger-train service. Following repairs by the manufacturer, Wabash National, the mail-carrying vehicles were due to return to service late last month. Amtrak has placed on hold its order for additional RoadRailers.....AMTRAK yet again has changed Special Instruction 35-SI governing freight train speeds on the Corridor (see March Cinders). A new exception has been added to the general 30-mph restriction, allowing multiple light engines as well as intermodal trains to exceed 30 mph.....AMTRAK's New York center now controls all interlocking plants on the Corridor between "Morris" at Morrisville, PA (milepost 57.7) and "Iselin" in North Jersey (milepost 22.8). The "CETC-7" dispatcher controls the Trenton area while "CETC-8" handles "Midway" (Monmouth Junction) to "Iselin". Only four manned towers remain on the Corridor in New Jersey, and these will soon be remoted from New York.

The Washington Post ran an article last month about AMTRAK's efforts to increase mail and express traffic on its trains, carried both in railcars and in RoadRailers. Some host railroads, including UNION PACIFIC, are opposed to the idea of Amtrak running more high-priority trains on their rails, competing for track space with the heavy volume of freight traffic. Meanwhile, NORFOLK SOUTHERN is still discussing the idea of operating RoadRailer trains over Amtrak's Northeast Corridor between North Jersey and Washington..... Columnist Frank Wilner, writing in the March issue of Railway Age, wonders aloud why many freight railroad executives are openly hostile to AMTRAK, while they ignore the \$140 million that they could collect each year in incentives to run passenger trains on time. "Sadly," he says, "the freight railroads' antagonism toward rail passengers already is angering the Congressional leadership, which has preserved for freight railroads so many exceptional treats." He goes on to list such goodies as antitrust exemptions, protection against discriminatory state taxes, eminent domain authority, strike-ending legislation and the Federal cap on truck lengths and weights--all of which could be taken away.

Last month, AMTRAK said it will introduce a voice response system on its toll-free telephone number (800-USA-RAIL), allowing callers to ask for fare and schedule information and to make reservations without talking to an agent. Self-serve ticket machines, now operating in seven stations including 30th Street, will be installed in 28 more locations by yearend (Working on the Railroad).....AMTRAK last month offered ten-percent discounts on its Northeast Corridor trains for passengers traveling to and from the Philadelphia Flower Show.....AMTRAK has put up for sale 17 retired F40PH locomotives, with bids due by April 14. The units are: 201, 204, 205, 209, 212, 240, 248, 257, 279, 303, 306, 321, 325, 331, 337, 361 and 371, all built in 1976-1978 (Amtrak).....Miami's Tri-Rail has acquired two ex-AMTRAK F40's for its roster. Tri-Rail #810 is ex-Amtrak 363 and #811 is ex-379. The two units were outshopped by Beech Grove in February.....A Philadelphia man; it was struck and killed by AMTRAK Train 43 at Coatesville station on March 14.

CONRAIL



CONRAIL is in the process of painting its ten General Electric C32-8 locomotives (#6610-6619) in "ballast-car gray." Like CSX's orange "pumpkin" units, the C32's will be assigned to work-train service. The first ones showed up in the local area in mid-March, fresh out of Juniata shop, with the "Conrail Quality" logo in black on the hoods and "Ballast Express" lettered under the cab windows. The units were built in 1984

(John Petko).....GP15-1 #1637 has joined the ranks of GP38's painted in the Operation Lifesaver scheme..... Juniata shop is rebuilding NJ TRANSIT GP40PH-2 #4148, which was wrecked in the fatal head-on collision at Bergen Junction, NJ on February 9, 1996. The unit will emerge upgraded and renumbered to 4219.

CONRAIL placed its line sale program on hold because of the ongoing study by CSX and NS to determine which Conrail lines will go to each of the surviving roads.....The 54-car Ringling Bros. Blue Unit circus train will travel via CONRAIL from Hartford, CT to Hershey, PA on May 18, then make the short trip to South Philadelphia yard on the morning of May 27. After 12 days of performances at the Spectrum, the circus will depart for Nashville, TN on June 9.....The Federal Surface Transportation Board last month approved Conrail's petition to abandon freight service over SEPTA's ex-Reading Bethlehem branch between Telford and Quakertown. Conrail said the small amount of traffic handled made the ill-maintained line a loser.

CONRAIL in 1996 failed to achieve its goal of a 78.5 operating ratio, but did improve to 79.7 from 79.9 the previous year. The OR is the ratio of a railroad's operating expenses to operating revenues. In 1996 CSX posted a 77.0 and NS a 71.6.....Next year CONRAIL will convert its existing traffic control system, now handled from five division offices including Mount Laurel, NJ, to the state-of-the-art Digital Traffic Control/3 system. The five divisional centers are to be retained, with their 45 dispatcher positions, but all will be linked directly to CR's Philadelphia data center. Numerous new computer-guided aids such as automatic routing will be available to the dispatchers (Railway Age).....That ugly graffiti on CONRAIL's High Line in West Philadelphia, so visible from AMTRAK trains and the Schuylkill Expressway, will soon be gone. Or at least the City promises that it will be blasted off or painted over, with the work paid for by Conrail's \$55,000 grant to the City's anti-graffiti task force.

The railroad industry received good news last month when the Federal Communications Commission ruled that the railroads can keep their segment of the radio spectrum (between 160 and 162 MHz and 450 and 470 MHz). Certain commercial interests had coveted these bands for use in personal communications systems (AAR Train-It).U. S. railroads have endorsed an emission reduction plan for railroad locomotives developed by the

DECISION CONRAIL: THE END IS NEAR

by Frank Tatnall

Conrail's board of directors on March 3 bowed to the inevitable. Its members reluctantly concluded that the "merger of equals" between Conrail and CSX, first announced last October, was an impossible dream. They decided to renegotiate their agreement with CSX after its chairman, John W. Snow, conceded that the two partners could not overcome the determined opposition of hostile suitor Norfolk Southern, Conrail's own shareholders and powerful forces demanding greater rail competition in the Northeast. (A revealing interview with Snow appeared in the Inquirer on March 16.)





CSX and NS, having fought each other to a stalemate in the four-month battle for control of Conrail, agreed in late February to carve up the big northeastern railroad between them. Under the new plan, CSX will purchase each Conrail share for \$115 in cash, the same as previously offered by NS, and then guarantee competitive access by selling between one-third and one-half of the Conrail system to NS. Several weeks or months of dickering are expected concerning the lines to be acquired by NS and their price, before an application can be filed with the Surface Transportation Board to gain Uncle Sam's approval of the \$10.3-billion scheme. Conrail is currently estimating September 30, 1998 as a target date for implementing the breakup of the railroad.

Press reports indicate that NS will take over most of Conrail's former Pennsylvania Railroad trackage, including the mainline west from Harrisburg, the old Reading route from Harrisburg to Allentown and Philadelphia, the ex-Lehigh Valley line into North Jersey and the former Erie Lackawanna Southern Tier east of Buffalo. (NS is also thought to be eyeing Canadian Pacific's former Delaware & Hudson operations.) For its part, CSX would acquire the ex-New York Central Water Level Route from Chicago to Buffalo, Albany and North Jersey, the Boston Line, the ex-Reading from Philadelphia to North Jersey and joint access to the ports, as well as retaining the old Baltimore & Ohio main west from Philadelphia.

Conrail Chairman & CEO David M. LeVan, who had scripted the stillborn CSX merger deal, was said to be extremely upset over this turn of events. In an emotional March 5 meeting with over 1,000 headquarters employees at the Wyndham Hotel in Philadelphia, which was beamed around the system by closed-circuit TV, LeVan said that he felt betrayed by CSX's reversal, and lamented that Conrail will be "broken into pieces." But he promised that non-union employees would be provided for as generously as possible. Later disclosures revealed that workers who are not hired by CSX or NS will receive a severance of up to two years salary, enhanced pension benefits and the prospect of sharing in some \$500 million of unallocated cash and shares held in Conrail's Employee Stock Ownership Plan. Those who remain on the job during the interim will be eligible for "stay" bonuses. LeVan, who would have become CEO of CSX/CR under the original merger plan, will not be left destitute. He has said that he will leave the railroad industry once the dismemberment of Conrail is completed, but press reports indicate that he will take home about \$22 million in cash and benefits in a buyout of his five-year contract.

One major factor in the proposed partitioning of Conrail is the possible loss of employment in Philadelphia and elsewhere on the system. Though CSX had promised to relocate its headquarters to the City if the original plan had been approved, neither CSX nor NS are now making any such promises. Both CSX's Snow and NS Chairman David R. Goode were summoned to Harrisburg on March 17 for a meeting with Governor Ridge and Philadelphia Mayor Edward Rendell. After the meeting, Ridge said the merger "has the potential to be great news for the State," which now has some 9,000 Conrail employees, while Rendell added that "we are very resolute Pennsylvania is not going to come out of this the loser." In declaring that the State and City "can be tough adversaries," the Mayor apparently referred to a section of Federal law that permits the STB to take into account community concerns in railroad mergers. The prospects for Juniata locomotive shop in Altoona and Samuel Rea carshop in Hollidaysburg appear brighter than Philadelphia's, with both the CSX and NS chiefs saying that they plan to keep the shops open. Influential Congressman Bud Shuster of Altoona also has demanded that they be retained, and intends to hold a hearing on the fate of Conrail. The two shops employ about 1,200 while Conrail has 2,000 workers in Philadelphia, most of them at the 20th & Market Streets headquarters.

While many financial analysts believe that the CSX-NS battle drove up the price of Conrail stock to an unrealistic level, its shareholders are reveling in their windfall. LeVan at least can take much of the credit for inflating the value of his company far above any reasonable expectation, even though Conrail may die prematurely at the age of 22.

Conrail Owned Historic Telegraph Company

The Philadelphia, Reading & Pottsville Telegraph Company was incorporated in Pennsylvania on March 15, 1847. It became a wholly-owned subsidiary of the Reading Company, which also controlled the Philadelphia & Reading Railway and the Philadelphia & Reading Coal & Iron Company.

The newborn company began stringing wires along railroad rights-of-way, one of the first enterprises in the U.S. to take advantage of Samuel F. B. Morse's landmark invention. Its commercial telegraph business was turned over to Western Union in 1879, but PR&P continued to maintain a communications network for railroad business. Among its most important remaining functions was the transmission of train orders.

Over the years the telegraph disappeared but the company did not. In fact, it was still in existence at the time the Reading Company's property was conveyed to Conrail in 1976. In 1980, PR&P's balance sheet showed assets of \$458,637, but income for that year (for rentals) of just \$210. Taxes paid totaled \$444 and the

(Continued on Page 11)

UPDATE OF SHORTLINE/REGIONAL RAILROAD ROSTERS

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

| | | | | | | |
|---|-----------|-----|----------|--|-----|--|
| <u>BELVIDERE & DELAWARE RIVER RAILWAY (BDRV), Milford, NJ</u> | | | | | | |
| Add | 424 | B-B | F7A | D/E | EMD | 1949 Former NJ Transit 424 (Note) |
| Add | 752 | B-B | GP9 | D/E | EMD | 1956 Former Black River & Western 752 |
| Delete | 780 | GP7 | | (transferred to Black River & Western) | | |
| <u>Note:</u> Owned by United Railroad Historical Society | | | | | | |
| <u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ</u> | | | | | | |
| Delete | 752 | GP9 | | (transferred to Belvidere & Delaware River) | | |
| Add | 780 | B-B | GP7 | D/E | EMD | 1950 Former Belvidere & Delaware River 780 |
| <u>BRISTOL INDUSTRIAL TERMINAL RAILWAY (BITY), Bristol, PA</u> | | | | | | |
| Add | 8203 | B-B | NW2 | D/E | EMD | 1948 Former Chester Valley 8203 |
| <u>CHESTER VALLEY RAILWAY (CHTS), Bridgeport, PA</u> | | | | | | |
| Delete | 8203 | NW2 | | (transferred to Bristol Industrial Terminal) | | |
| <u>GETTYSBURG RAILWAY (GBRY), Gettysburg, PA</u> | | | | | | |
| Has taken over operation of former Gettysburg Railroad (GETY) | | | | | | |
| <u>LANCASTER NORTHERN RAILWAY (LANO), Denver, PA</u> | | | | | | |
| Add | 7557 | B-B | GP10 | D/E | EMD | 1956 Former Conrail 7557 |
| <u>MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ</u> | | | | | | |
| Add | 436 | B-B | SW9 | D/E | EMD | 1952 Former NJ Transit 436 (Note 2) |
| Add | 438 | B-B | SW9 | D/E | EMD | 1952 Former NJT 438 (Note 2) |
| Add | 3372 | C-C | U34CH | D/E | GE | 1971 Former NJT 4172 (Note 2) |
| <u>Note 2:</u> Owned by United Railroad Historical Society | | | | | | |
| <u>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ</u> | | | | | | |
| Add | 4425-4428 | B-B | ALP-44** | Elec | ADT | 1996 |
| ** - Equipped with head-end power | | | | | | |
| <u>SOUTHERN RAILROAD OF NEW JERSEY (SRNJ), Winslow, NJ</u> | | | | | | |
| Delete | 101 | GP9 | | (returned to rebuilder) | | |
| <u>WANAMAKER, KEMPTON & SOUTHERN RAILROAD, Kempton, PA</u> | | | | | | |
| Add | 7258 | B-B | 45-ton | D/E | GE | Former Birdsboro 7258 |

| | |
|---|--|
| <u>ABBREVIATIONS</u> | <u>SOURCES</u> |
| D/E - Diesel-electric | <u>Harrisburg Rail Review</u> , Harrisburg Chapter |
| ADT - ADtranz (Sweden) | Wayne Laepple |
| EMD - Electro-Motive Division, General Motors Corp. | Carl Perelman |
| GE - General Electric Company | Cinders staff |

ABBREVIATIONS

D/E - Diesel-electric
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SOURCES

Harrisburg Rail Review, Harrisburg Chapter NRHS
 Wayne Laepple
 Carl Perelman
 Cinders staff

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Environmental Protection Agency, as opposed to a patchwork of state requirements. The rules will impose tougher standards for nitrogen oxide and other emissions on both new and remanufactured locomotives (Train-It)..... The average horsepower of U.S. freight locomotives has increased by 15 percent over the past ten years, from 2,531 hp to 2,927 (Train-It).

Two beautifully-repainted diesel units are currently stored on the BLACK RIVER & WESTERN at Ringoes, NJ, but will soon be moved to Whippany for an upcoming event. They are GP7 #1524, restored to its original Jersey Central paint, and ex-U.S. Navy Baldwin V0-1000 #19, repainted as vintage Baltimore & Ohio #412. Both are owned by the United Railroad Historical Society, of which NRHS chapters are members.....READING, BLUE MOUNTAIN & NORTHERN Pacific #425 will spend this season at Steamtown in Scranton, and will see some excursion service. The engine ran from Port Clinton to Scranton under its own power last December (Hostler).....As of October 1, 1996, the nation's freight car fleet stood at 1,232,674, up 1.5 percent from 1995. The Class I locomotive fleet increased from 19,407 to 19,666 in the same period.....U. S. railroads set another all-time freight handling record in 1996, with total volume estimated at 1,320.2 billion ton-miles, up 1.9 percent over 1995. Intermodal volume also set a record with 8,122,067 trailers and containers handled, up 2.3 percent (Train-It).....Grade crossing accidents in Pennsylvania decline from 80 in 1995 to 73 in 1996, and fatalities dropped from 12 to three (Operation Lifesaver).

CONRAIL OWNED TELEGRAPH COMPANY (Continued from Page 10)

loss for the year was reported as \$2,927. There was \$20,000 in outstanding stock, all of it owned by Conrail. As part of a corporate streamlining effort, management recommended that the long-obsolete firm be dissolved.

One of the four officers listed for the Philadelphia, Reading & Pottsville Telegraph Company in 1980 was the comptroller, David M. LeVan. (His main job at the time was as assistant vice president-auditing for the parent organization.) More recently, as chairman, president and CEO of Conrail, LeVan has been thrust into the national spotlight during the high-stakes takeover battle for his company.

Sources for the above information include The Reading Railroad, by James L. Holton, and Conrail corporate records.

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