

# CINDERS

AUGUST 1997



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Volume 58

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PHILADELPHIA CHAPTER

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## Uncle Sam Mulls Conrail Split

It finally happened. On June 23 CSX and Norfolk Southern filed their \$10.2-billion plan to divide up Conrail with the Surface Transportation Board, the Federal agency charged with ruling on the wisdom of railroad mergers and acquisitions. Earlier, the STB had denied the applicants' request for 255-day expedited consideration, instead declaring that it will adopt a 350-day schedule. This means that a decision will be handed down on or before June 8, 1998.

The delay was not merely an inconvenience, because CSX and NS are paying as much as \$2 million per day in interest charges on the money borrowed to finance the purchase. On May 23 the twin colossi completed their tender offer for Conrail stock at \$115 per share, and now own more than 94 percent of Conrail's 90 million shares. Conrail thus was eliminated from trading on the New York Stock Exchange, with US Freightways, a trucking company, replacing it in the Dow Jones Transportation Average. (In an unrelated item, Norfolk Southern announced a 3-for-1 stock split in the *Inquirer* on July 23. The stock split would be effective September 10, 1997 to shareholders of record August 1.)

The 14,810-page application itself was of the heavy-lifting variety, weighing in at 74 pounds per copy. There were, however, few surprises buried in the avalanche of descriptions, predictions, projections and statistics, with annual net benefits to the two carriers approaching \$1 billion. As a direct result of the takeover, CSX and NS will spend a combined \$1.2 billion for capital improvements. CSX said it would gain \$414 million in revenues each year and NS is looking for its revenues to rise by \$494 million.

Locally, the joint takeover will be a mixed blessing. Conrail's center-city Philadelphia headquarters will be closed as will the technology center in the Northeast at a cost of more than 1,800 jobs eliminated or transferred out, but both railroads promised intense efforts to bring more rail business to the port and the region. CSX will establish a new Philadelphia Service Lane (division) to be based here, though NS will close the Conrail Philadelphia Division offices at Mount Laurel, NJ, moving that facility back to Harrisburg which Conrail abandoned as a division headquarters in 1996. As earlier explained, NS essentially will operate the old Pennsylvania Railroad mainline through Pennsylvania as well as most of the former Reading and Lehigh Valley routes, while CSX will inherit the Trenton Line between Philadelphia and North Jersey and gain rights over the ex-Bethlehem Branch.

A jointly-owned switching railroad, most likely to be known as Conrail, will serve the Port of Philadelphia and all customers between Morrisville and Marcus Hook, as well as industries in South Jersey. The switching carrier will also access shippers along Amtrak's mainline. Both the Juniata locomotive shop in Altoona and Hollidaysburg car shop will remain open under NS ownership but with a promised increase in business, requiring the addition of more than 160 employees transferred from other NS shops. Not surprisingly, influential Congressman Bud Shuster of Altoona has announced his support for the CSX-NS proposal.

The two railroads have prepared a powerful case, and have made great efforts to reassure everyone concerned of their good intentions. CSX has even hired former Amtrak President Paul Reistrup as its vice president-passenger integration, to help alleviate fears that the Conrail breakup will make passenger operations more difficult. The next few months will indeed prove interesting as hearings are held before the STB and testimony heard both pro and con.

## DICK BARBEN ON THE MEND

Chapter Member Dick Barben sustained serious injuries as the result of a fall in Colorado, while he was enroute to the June national convention in Salt Lake City. After two rounds of surgery he is recuperating at his sister's home in Northeast Philadelphia. He would like to hear from his Chapter friends at the following address:

Richard Barben  
6427 Shelbourne Street  
Philadelphia, PA 19111-5226  
Telephone: 215-342-6619



# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR.

"Trent" tower at West Trenton, CONRAIL's last active interlocking tower in the Philadelphia area, was closed on July 19. The ex-Reading tower, which controlled access to SEPTA's West Trenton yard, had been targeted for closure since 1994 when the interlocking was wired into SEPTA's "Wind" tower at Wayne Junction. Until now, however, labor agreements prevented removal of the operators at "Trent." SEPTA itself retains six active towers, but plans eventually to manage its entire commuter rail system from a new control center at the 1234 Market Street headquarters.



SEPTA will soon advertise for bids on ten to 12 new push-pull coaches, supplementing its present fleet of 25 Bombardier coaches, ten cab cars and eight locomotives. Expected to cost \$15 million, the new cars will allow the creation of seven longer trainsets, which likely will be needed for the startup of the I-95 rebuilding project in about three years. Earlier, it was proposed that SEPTA purchase a group of NJ TRANSIT Arrow II MU's, which are up for sale, but they were deemed too costly for 22-year-old cars. The award should be made by this October, with the new cars to be paid for largely out of Federal highway funds.

SEPTA likely will seek a waiver from the Federal Railroad Administration to delay the installation of ditch lights on all locomotives and MU cars, which was to be completed by January 1, 1998. To date, only a few SEPTA cars and locomotives have been equipped, and those lights are not yet in service.....To assuage Delaware County, SEPTA's \$15-million plan to extend R3 rail service from Elwyn to Wawa has been placed in the six-year capital program.....The massive \$46-million project to rebuild six bridges and the catenary system between Suburban and 30th Street Stations is now in the engineering phase. Construction is scheduled to begin in 1999, which will cause some difficult operating conditions because these 68-year-old structures are located at the throat of SEPTA's Regional Rail system.

W. B. Dwinell has been named chief railroad operations officer in charge of SEPTA's Railroad Division, a job that formerly carried an assistant general manager title. Replacing Lisa Mancini as chief district officer of the SEPTA Region (former Reading lines) is Kevin O'Brien, transferred in from transit, while Richard Hanratty remains as chief district officer for the Northeast Corridor Region (former Pennsy side). Mancini now heads SEPTA's new Subway/Trolley Operations Division.....Joseph Brattelli has been named chief of Control Center Operations for both rail and transit.

EAST PENN RAILWAYS is planning to take over freight service on SEPTA's ex-Reading Bethlehem industrial track between Souderton and Quakertown. CONRAIL, the present operator, received permission to discontinue the service because of low traffic levels, but East Penn believes that it can rebuild part of the traffic base. The contract was approved by SEPTA, with East Penn to move its SW9 #99 (ex-Conrail 8990) from East Greenville to Quakertown this month.....SEPTA issued a temporary R3 timetable effective July 14 to reflect midday schedule changes on the West Trenton line while brush cutting work is underway.....In June SEPTA began accepting bicycles on its Regional Rail trains during off-peak hours and on weekends, without requiring the usual \$5 permits.....On METRA, the Chicago-area commuter rail system, conductors have begun making safety announcements similar to those on airplanes, pointing out to passengers the location of emergency exits (Fast Mail).

SEPTA will extend its weekday R2 Wilmington service to Newark, DE, effective September 2, under a contract with DelDOT. In the morning four present Wilmington trains will originate at Newark, and three afternoon trains will be extended to Newark, all serving a newly-constructed station near the University of Delaware (Roy Soukup).....With the May timetable change, SEPTA eliminated two off-peak round-trips to Wilmington, as the result of reduced funding from DelDOT (DVARP).....The Inquirer reported last month that ridership on the beleaguered R6 Cynwyd line has increased by 67 percent--from 244 to 408 daily riders--since SEPTA added service and stepped up its marketing efforts last winter. One problem: Considering that there are now ten instead of six weekday round-trips on the short branchline, the average ridership per train has not increased.....According to recent industry figures, SEPTA is third among North American commuter rail systems in number of weekday trains operated (664). LONG ISLAND is first (724), METRA second (665), METRO-NORTH fourth (545), NJ TRANSIT fifth (520) and Boston's MBTA sixth (378).

SEPTA has selected MetroMarket, an affiliate of Chicago-based U. S. Equities Realty, to manage the renovation and operation of 45,000 feet of retail space in the Suburban Station concourse. U.S. Equities currently manages the commercial space inside AMTRAK's 30th Street Station. New MetroMarket signs were going up in Suburban Station last month.....Malvern station, which has seen a major increase in its R5 train service, is slated to gain another 150 parking spaces by this fall. Commuters enjoy a new coffee shop in the 1893 station building.....The 1876-vintage Strafford station next year will receive a \$2-million restoration, paid for largely with a Federal grant.....Some \$260,000 in platform improvements have been completed at the turreted ex-Reading station in Elkins Park.....SEPTA has spruced up the dilapidated Manayunk station with new paint and lighting. The station is close to the booming Main Street commercial district.



## PHILADELPHIA EXPRESS (Continued from Page 2)



SEPTA's board in June handily approved the agency's \$716.9-million operating budget for Fiscal Year 1998 beginning July 1, but the \$436.9-million capital budget hit a large pothole and approval was deferred. Philadelphia Mayor Edward Rendell in mid-June had taken the unusual step of threatening to veto the budget unless more money was allocated to City projects such as the long-delayed restoration of trolley service in North Philadelphia; the upgrading of Suburban Station and improvements to Broad Street subway stations. The Mayor angrily accused SEPTA of devoting too many capital dollars to suburban projects such as the Cross County Metro, and charged that the City was not getting its fair share of SEPTA's \$92.6 million in annual funding from the State's 3.5-cent-per-gallon gas tax increase enacted earlier this year.

In response, SEPTA diverted \$22 million in funding for FY 1998 to such City projects as the Route 15 light rail program (\$10 million), improvements to City Hall station (\$5 million), and engineering work on the Airport Line's Eastwick station (\$1 million). Revisions in the 12-year capital program were made in the City's favor. The revised \$436.9-million budget will be taken up by the board at its September meeting. (Note: The largest single item in the FY 1998 budget is \$78 million for infrastructure improvements to the Market-Frankford subway-elevated system in connection with the new M4 cars currently on order from ADtranz.)

As reported in June Cinders, Robert Bickhart is SEPTA's new assistant general manager for public & government affairs at an annual salary of \$130,000. He had been director of the Philadelphia office for U. S. Senator Rick Santorum. Also appointed were Raymond Jurkowski as assistant general manager for organizational development & management change strategies, with responsibility for labor relations, human resources, purchasing and real estate (\$130,000); and Ralph Manzano as director of management information services (\$115,000). Jurkowski comes from the Bi-State Development Agency of St. Louis which Leary formerly headed, and Manzano had been director of technology at Chase Manhattan Bank.

In spite of repeated reassurances, as of mid-July ADtranz had failed to make any further deliveries of M4 cars for the Market-Frankford Line, beyond the one married pair delivered in January. But the builder is still promising that 32 married pairs will be on site by the end of 1997.....SEPTA will very likely ask ADtranz for four light rail cars to partly satisfy the liquidated damages claim due to late delivery of the M4 cars.....The \$300-million reconstruction of the Market Street structure has been moved forward into the 1998-2003 capital program.....Philadelphia City Councilwoman Happy Fernandez has scheduled a hearing before Council's Transportation Committee to question SEPTA on its plans to restore the North Philadelphia light rail lines. The hearing is to be held in Room 400, City Hall at 9 AM Tuesday, September 23 (Joe Mannix).

The Inquirer on June 14 published a lengthy editorial headed "Let's get rolling--Wake up, Philly! Business is booming and we need the City's historic trolleys to link it all together." The editorial included a map of SEPTA's proposed rail loop on Chestnut and Arch Streets between Front and 12th, and the Riverfront loop on Columbus Blvd., Front and 4th between Spring Garden and Dock Streets.....The press has been carrying reports that top officials of the Phillies met with SEPTA concerning the proposal to build a new baseball-only stadium at Broad & Spring Garden Streets. SEPTA is said to agree that a station on the proposed Schuylkill Valley Metro light rail line could be built at the site.....Starting on June 7, Route 13 trolleys are detouring via 58th Street, Woodland Avenue and 49th Street to bypass a track renewal project on Chester Avenue. The detour will continue through November 22.

SEPTA's new Statagic Business & Ridership Development Department is busy preparing a strategic plan for FY 1999 through FY 2003, highlighting such goals as increased service quality, customer satisfaction, employee productivity, ridership and revenue.....Chapter Member Ron DeGraw, retired last year as a senior SEPTA manager, presided as examiner during the June hearings on City Transit's annual service plan.....A study released by the Clean Air Council last month estimates that American taxpayers earn \$62 billion per year in economic benefits from their \$15-billion investment in public transportation. For the Philadelphia area, the report found that without SEPTA and other transit agencies 1,256 miles of new freeways would be needed to handle an added 237,000 autos each day.....In June the Environmental Protection Agency proposed strict new rules for improving the nation's air quality. Strongly opposed by industry groups and conservative legislators, the rules if implemented would lead to substantially increased use of public transit, observers said.

SEPTA in June completed restoration work on Peter Witt trolley #8534, rolling it out in time for at least two fantrips in July. Repainting has produced a more authentic shade of green on the 1926-vintage car. ....SEPTA operated trolleys on the center-city Welcome Line June 18 to mark the debut of the scale model of PCC #2733 on sale at the Transit Museum Store.....A four-year-old boy riding a bicycle was killed on May 29 when he was struck by a westbound Route 13 trolley on Kingessing Avenue near 62nd.....SEPTA renamed the Pattison Avenue station on the Broad Street subway "Stanley Cup Finals" station, during the Flyers' championship hockey games at the CoreStates Center. The Stanley Cup trophy itself was displayed at 30th Street Station May 30-June 2.

PennDOT and United Parcel Service are subsidizing regular SEPTA bus runs between Chester and the UPS package center at International Airport, to get workers to and from their jobs.....With the success of the "Horsham Breeze" minibus service, SEPTA is proposing a new "Breeze" service in the West Chester area to replace the underused Route 202.....SEPTA held up well during the prolonged heat spells in June and July, partly because it stepped up a program of daily inspection and repair of cooling and air conditioning systems on its trains, trolleys and buses.....SEPTA last month introduced its first three-man team of transit police on bicycles, whose job will be to patrol major transit hubs such as the Frankford Terminal.....The Inquirer reported last month that SEPTA had pulled exterior bus ads for the For Eyes chain of eyeglass stores. Two of the ads had double meanings, and another mocked transit riders: "If the people on this bus spent less on their glasses, they'd be sitting in a cab right now."

(Continued on Page 4)



## PHILADELPHIA EXPRESS (Continued from Page 3)


 Amtrak

PennDOT is still struggling with its intended purchase of seven sets of diesel multiple-unit cars for AMTRAK's Harrisburg-Philadelphia service (see June Cinders). The pre-proposal conference with prospective vendors was held in Harrisburg June 13, with proposals due in August. This deadline was later set back to September, with delivery of the "DMU 110" cars required within 30 months. But the requirement to furnish "interim" trainsets next year has been dropped. Because of SEPTA's high volume of service on the eastern end of the Harrisburg line, PennDOT has invited SEPTA officials to participate in the DMU planning sessions (Bill Polk).

AMTRAK's long-running quest for a half-cent of the Federal fuel tax received a big boost on June 27, when the Senate voted 77-21 to retain the half-cent language in this year's tax-cut bill. Finance Committee Chairman William V. Roth of Delaware is a prime mover behind the effort to set aside the funds in what would be known as the Intercity Passenger Rail Capital Account, to provide about \$2.3 billion for Amtrak capital projects over the next three years. There is no similar wording in the House-passed tax bill, though Amtrak supporters hope that the Senate's version will survive during a House-Senate conference that will produce the final bill. In the House, influential Transportation Committee Chairman Bud Shuster of Pennsylvania has indicated his support for the Amtrak half-cent—but only if the balance of the 4.3 cents of gas tax now earmarked for deficit reduction is diverted into the Highway Trust Fund (NARP).

Meanwhile, an independent panel appointed by Shuster to consider AMTRAK's future recommended that Amtrak's railroad infrastructure be spun off to a new government corporation dubbed "Amrail." This entity would own and maintain the Northeast Corridor property and other Amtrak rail lines, making them available to Amtrak (and other carriers) for a fee. An Amtrak spokesman reacted by saying, "We're not sure how this would change anything other than adding another layer of bureaucracy. It basically asks for the same thing Amtrak has been advocating, but removes Amtrak mostly from the formula, for what purpose we don't know." Former New Jersey Governor James Florio and one other member of the 13-person panel dissented from the report (Traffic World).

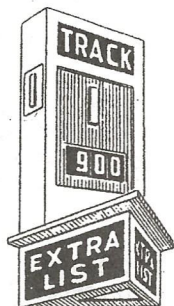
On the day before the half-cent vote, the Senate Commerce Committee approved the AMTRAK Reform and Accountability Act of 1997, championed by Senator Kay Bailey Hutchison of Texas. This measure would relieve Amtrak of certain burdensome labor and liability requirements which the railroad insists must be lifted if it is to wean itself from Federal operating support by the year 2002. The reform bill is also a prerequisite to implementing the capital funding legislation. But while reform and half-cent are moving forward, Amtrak is still in desperate straits on the operations front, with the railroad expecting to borrow up to \$70 million this fiscal year just to meet its payroll. For Fiscal 1998 both houses of Congress are proposing \$201 million for operations, less than this year's \$223 million appropriation, again causing the dreaded word "bankruptcy" to be heard around Capitol Hill.

Lending comic relief to the events in Washington was a late-May letter from GUILFORD President David A. Fink to Transportation Secretary Rodney Slater, in which he proposed that his Class II New England railroad buy or lease the Northeast Corridor. Amtrak responded that the NEC was "not for sale," and a heated exchange of letters soon appeared in Traffic World Magazine. Fink charged that Amtrak engages in "creative accounting" in reporting its financial results for the Corridor, while NEC Business Unit President George D. Warrington retorted that "ever quixotic, Guilford plods deeper into territory where clearly it is lost." Warrington speculated that Guilford's privatization offer was simply a ploy to divert attention from its foot-dragging on the start-up of passenger service between Boston and Portland, ME.

AMTRAK has decided to retain its reservations sales center in the Philadelphia area, but by next year will move from the present obsolete building in Fort Washington into larger quarters in Northeast Philadelphia. Amtrak also decided to keep a reservations center in Chicago, rather than moving either of the two facilities to Jacksonville, FL as had been considered. Amtrak said that its decision was made because the "two cities and their respective states provided significant economic incentives to retain Amtrak jobs," and the Transportation Communications Union representing the workers agreed to certain work-rule changes (NARP).....AMTRAK ridership during the January-March quarter of 1997 was up by 4.1 percent over the first quarter of 1996, from 4.3 million to 4.5 million, and passenger revenues rose 13 percent, from \$181 million to \$206 million (Railway Age). .....AMTRAK has expanded its popular Air/Rail program to include Amtrak Adventures packages, which allow a customer to fly via United Airlines, transfer to Amtrak for a scenic ride to another destination, then fly home on United (Fast Mail).

AMTRAK has awarded a \$3.5 million contract to design and build a 35,000-square-foot locomotive maintenance facility at Penn Coach yard, near 30th Street Station, the Daily Local News reported. Completion is expected by next winter.....AMTRAK reissued its Northeast timetable effective July 10 to reflect the addition of the Twilight Shoreliner and other trains.....AMTRAK's new express/mail boxcars are to be painted green and numbered in the 70000 series.....The Siemens lightweight RegioSprinter train was demonstrated on a short section of AMTRAK from Harrisburg station during the Fourth of July weekend. Free rides were offered by sponsor Capital Area Transit (Harrisburg Chapter).....AMTRAK's Great American Station Foundation train was displayed at Harrisburg station during Keystone Rail Days on June 21-22. The foundation is promoting the restoration and reuse of railroad stations throughout the country (Harrisburg Chapter).....As part of a \$2.5-million award to Pennsylvania, AMTRAK's Police Department has received a \$562,000 Federal grant to fund the addition of ten full-time community police jobs for three years. The Justice Department grant is part of the President's announced effort to put 100,000 more police on the nation's streets by the year 2000.





AUGUST 9-10, 1997: Railroad Heritage Days at Northern Central Railroad, New Freedom, PA, 9 AM-6 PM Saturday, 9 AM-3 PM Sunday. Events include a railroadiana show and sale at the New Freedom Community Center 11 AM-5 PM Saturday, sponsored by the Friends of the Northern Central Railway. Prototype equipment will be on display and track car rides offered. Admission: \$3 per person (children under 5 free). For information, telephone 800-94TRAIN.

AUGUST 13-16: 49th annual Rough & Tumble Engineers Threshermen's Reunion at the R&T Museum, Route 30, Kinzers, PA. Historic steam traction engines, miniature steam railroads, antique tractors, machinery and autos will be in action. Ample free parking. For information, telephone 717-442-4249.

AUGUST 16: Philadelphia Chapter's annual summer dinner on board the Strasburg Rail Road's dining car Lee Brenner, leaving Strasburg at 7 PM. THIS EVENT SOLD OUT.

AUGUST 16: Group excursion on NJ Transit train #4611 from Philadelphia and Cherry Hill, NJ to Atlantic City, sponsored by Delaware Valley Association of Railroad Passengers. DVARP will hold press conference and rally at Atlantic City station and tour of new convention center. Train leaves 30th Street Station at 9:30 AM, Cherry Hill 9:57 AM. Participants should purchase their own tickets. For information, telephone 215-673-6445.

AUGUST 16-17: Annual Railroad Days at Black River & Western Railroad, Ringoes, NJ, with railroadiana flea market 10 AM-4:30 PM both days. Regular excursion train will also be in operation. For information, telephone 908-782-9600.

AUGUST 16-17: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center, Haddonfield Road, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12).

AUGUST 22: Conrail will operate Operation Lifesaver special train from Philadelphia to Harrisburg via Reading, using E8 locomotives and office car equipment. Invited guests, including public safety and police officials, will be on board, with stops in several communities to publicize the nationwide campaign for grade crossing safety. See item elsewhere in this issue.

AUGUST 24: Public run day at Pennsylvania Live Steamers, Route 29, Rahns, PA. Steam and diesel-powered trains in three scales will offer rides around PLS grounds during the afternoon. Admission free. For information, telephone 610-454-0477 (weekends only).

AUGUST 30-31: Special operations weekend at the B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, with vintage B&O passenger equipment in operation. Regular admission charges apply, 10 AM-5 PM daily. For information, telephone 410-752-2490.

SEPTEMBER 28: Railroadiana & Model Railroad Show & Sale sponsored by Lehigh Valley Chapter NRHS at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, 10 AM-4 PM. Admission: \$3 per person (\$5 maximum per family). For information, telephone 610-261-0133.

OCTOBER 4: "Berkshire Foliage Flyer" excursion from Boston, MA to Albany-Rensselaer, NY and return, sponsored by Mass Bay Division RRE. Diesel-powered Amtrak train leaves Boston (South Station) at 7:50 AM and will follow Conrail's ex-Boston & Albany route through the Berkshire Hills. Optional two-hour Hudson River cruise during layover. Train-only fares: \$60 adults, \$33 children (12 and under); boat cruise \$9, buffet lunch \$16. For tickets, write: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810, enclosing stamped, self-addressed envelope. For information, telephone 617-489-5277.

OCTOBER 4, 5, 11, 12, 18, 19: "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. 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 NJT trains. Order tickets from: Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833. For information and credit card orders, telephone 908-236-2200.

OCTOBER 18: Hudson River Valley fall foliage excursion from Harrisburg, Lancaster, Parkesburg, Paoli and Philadelphia to Albany-Rensselaer, NY and return, sponsored by Lancaster Chapter NRHS. Special Amtrak train leaves Lancaster 7 AM, Parkesburg 7:20, Paoli 7:45, North Philadelphia 8:40. Fares: \$84 per person, optional Rhinecliff-Rondout ferry and tour \$6. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566. For information, telephone 717-786-4932.

OCTOBER 18: Rare-mileage excursion on Northern Vermont Railroad (ex-Canadian Pacific) from Wells River, VT to the Canadian border and return, sponsored by Mass Bay Division RRE. Equipment will include ex-VIA Daynighter coaches, lounge car and former Bangor & Aroostook office car Schoodic. Fare: \$58 per person (including box lunch). Order tickets from: Mass Bay RRE, P. O. Box 467, Lincoln, MA 01773. For further information, telephone 617-489-5277.

NOVEMBER 7-9: "Brandywine Junction '97" convention of Mid-Eastern Region, National Model Railroad Association, at Chadds Ford Ramada Inn, U.S. Highways 1 and 202, Chadds Ford, PA. Various events scheduled. For information, write: Brandywine Junction '97, P. O. Box 741, Paoli, PA 19301-0741.

THROUGH DECEMBER: "Treasures of the B&O Railroad: 170 Years of History at the Birthplace of American Railroading," exhibit at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. This exhibit celebrates the Baltimore Bicentennial with displays of rare documents and artifacts related to America's pioneer railroad. Regular admission charges apply, 10 AM-5 PM daily. For further information, telephone 410-752-2490.





Amtrak's new Twilight Shoreliner (actually, the Night Owl's replacement) entered service between Boston and Newport News on July 10. The first trips were marred by delays caused by CSX freight interference. The Viewliner sleepers and Twilight Lounge cars assigned to the train have received unique train logos, which also appear on menus and other train literature. Sleepers 62047-62049 are the assigned cars, and prototype Viewliner sleeper 2301 has been reactivated as a spare car. To provide three lounge cars for the train, Amfleet grill cars 28300, 28301 and 28304 received minor modifications and an overhaul. They have been renumbered to 28390, 28391 and 28394. Their place in Metroliner Service has been taken by three Amcafes converted to full table dinettes and renumbered as follows: 43035 to 43357, 43028 to 43358, and 43025 to 43359.

At the same time, the Northeast Corridor Business Unit sponsored the conversion of three 84-seat Amcoaches into Custom Class cars to permit the assignment of a second Custom Class coach to each Twilight Shoreliner. However, the three cars converted received a small baggage section and are assigned to Trains 171 and 172, which now offer the only checked baggage service on the Corridor. For the record, these conversions were: 21061 to 21926, 44064 to 44789 and 44073 to 44790.

Sixteen NEC F40's have "Cab 80" nine-aspect cab signal equipment for use on the Corridor. These are presumably to be used on the head-end of trains between New Haven and Boston, and are the 207, 228, 241, 243, 244, 245, 258, 260, 265, 271, 280, 287, 291, 411, 413 and 414.

Elsewhere, Amtrak has been obtaining high utilization of the Viewliner sleepers. Each trainset of the Crescent, Lake Shore Limited and the three Florida trains is assigned two cars. There is also a Boston-Chicago Viewliner on the Lake Shore Limited, based at Chicago, and now the car assigned to the Twilight Shoreliner, based in Boston. These are the only "low-level" sleepers in service.

The 10-6's are not completely gone, however. Prototype smoker-dorm (Amtrak's official moniker is "Crew Smoker Lounge") 2500 has been out testing two possible locations on long-distance trains. One possibility is to place the car on the front end of the train, between the head-end cars and the coaches, which would mean a long walk to a smoking area for sleeper passengers. Alternately, the car has been placed between the Viewliners and the dining car. This would require coach passengers seeking a smoke to troop through the dining car, and sleeper passengers would be required to pass through the crew dorm area. At least six additional cars are in the conversion process at Beech Grove.

Incidentally, 10-6 sleepers 2431-Pacific Forum and 2463-Silver Dale closed out the assigned use of these classic Heritage cars on June 23. This was virtually the 60th anniversary of the introduction of the roomette in 1937.

Most Amfleet I cars are assigned to the Northeast Corridor, of course, but Chicago does roster seven dinettes, eight cafes (as well as the eight "Michigan Metros" -- converted Metroliner cars). On the West Coast, 23 cars are based at Los Angeles for San Diego service, serving along with Horizon fleet equipment and two sets of California cars. The fleet at L. A. includes four cafes, four ADA (handicapped-accessible) and seven standard Amcoaches. Finally, eight Custom Class cars provide this service on every San Diegan. Superliner equipment is used to provide Custom Class service on those trains with California cars.

Still out West, virtually all of the Capitols and San Joaquins are formed from California cars based at Emeryville and the three Pacific Northwest trains are operated by two Talgo and one Superliner trainsets. This Pacific Northwest Superliner train, as well as the International between Chicago and Toronto, are assigned coach-snack cars instead of Superliner diners.

The California Car fleet consists of 66 cars in four number series: 32 coaches (8001-8032), six baggage-coaches (8201-8206), 14 cab-coaches (8301-8314) and 14 diners (8801-8814). Delivery of these cars was completed in March, and all but three of them are actually in service.

I returned on July 5 from a trip to Chicago behind two Genesis P42 units making their first revenue trips. The two had been released from General Electric's Erie plant on July 2, and were the 98 (last of the initial order) and 99 (first of the follow-on order of 22 more units). The Intercity Business Unit received the first two units of the add-on order (99 and 100). Units 101-111 are assigned to the Northeast Corridor Business Unit and have a paint scheme similar to that applied to the repainted AEM-7 electrics. The 101 was seen July 17 on Train 647 to Harrisburg. Units 112-120 will be assigned to the West Coast for use on the Coast Starlight. The add-on order to GE totaled 30 units, and, in addition to the 22 P42's detailed above, there will be eight more P32DM's for Empire Service (presumably to be numbered 710-717).

Only 82 F40's remained on the active roster as of July 1. Thirty-four are Northeast Corridor units, 25 are Intercity units (mostly operating in the Northeast) and 23 are West Coast units. Amtrak offered three old General Electric "goats" for sale in June -- 45-tonner #7, 70-tonner #9 and 80-tonner #12.

The Flexliner motor train is now testing on the MBTA in the Boston area. The train consists of two three-unit carsets. The equipment moved on the rear of the Lake Shore Limited I rode east from Chicago behind baggage car 1167.

(Continued on Page 7)



## ON THE SCENE (Continued from Page 6)

Former Auto Train table car 8601 has been rebuilt into an "automat" car, and is assigned to the Pere Marquette between Chicago and Grand Rapids, MI. This is an experiment to offer limited food service on a short run which at present has no snacks or beverages available.

The RoadRailers were still out of service for modifications at mid-July. However, the 50 "green" cars -- ex-Southern Pacific/Cotton Belt boxcars 70000-70049, were all expected in service by the end of August. Instead of acquiring another 200 railroad-owned cars, Amtrak has agreed to lease 200 newly-built cars (reports suggest they may be built at Trenton, Nova Scotia, Canada). Meanwhile, the first refrigerator car has been tested at Pueblo, and is a former Fruit Growers Express "Real Cold" car.

Inspection car 10001-Beech Grove has received the new exterior striping.

For a Disney introduction of its new George of the Jungle film, Amtrak operated a 17-car special from Los Angeles to Oceanside, CA on July 9, pulled by three F40's. It was made up of nine Horizon, seven Amfleet and a Superliner transition sleeper. Buses met the train and returned passengers that night to L.A.

The touring Great American Station Foundation train was also in Chicago when I was there. It consisted of baggage car 1708, Amfleet I 21044 (display car), dinette 43352, coach 44695 and Superliner transition sleeper 39044.

When numbers were originally assigned to Amcoaches reconfigured to meet ADA rules (handicapped passengers), push-pull and "standard" cars were combined into one number series. They reached 44696 but then have gone back to "fill in the gaps". For instance, the first 18 cars converted back in 1995 were numbered 21600-21617. Now, four push-pull cars have been converted to 44600-44603. The first push-pull conversion was 44618 (for California use). Recently, a conventional car was rebuilt as 21618. A total of 102 ADA coaches have been completed to date, including four at Los Angeles.

A study group formed by Congress has basically recommended that Amtrak be divided into two entities: track maintenance and train operations. Federal aid would be available for track and infrastructure maintenance. States would be free to subsidize train operations, but would receive no Federal assistance (and you can see just how long Amtrak would survive!).

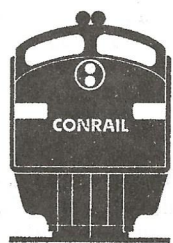
On my above-mentioned visit to Chicago early in July, I stayed at Hammond, IN and commuted downtown on the South Shore Line. This made for early mornings and late evenings, but paying about one third of the price of a hotel room downtown was worth it. The South Shore's Hammond station was replaced last year and plans are in the works to install high-level platforms.

METRA's oldest revenue locomotives are the 15 F40C's on former Milwaukee Road suburban routes, and are numbered 600-614. They share duties with some F40's, with the latter almost anywhere on the system. The 30 "Winnebago" F40PHM-2's (185-214) with their "pug" noses are found mostly on the former Burlington Northern route to Aurora, with a limited number on the former Rock Island and one on the new Wisconsin Central route.

New York City Transit Authority has ordered 1,080 new R142 class subway cars to replace a large chunk of the "red" fleet on the IRT lines. Bombardier will build 680 cars and Kawasaki 400. Over 300 "reds" will remain, however. The oldest cars still in service were built by ACF near the end of its passenger car production.

## CONRAIL TO RUN OPERATION LIFESAVER SPECIAL AUGUST 22

Conrail has announced that it will run a special train for the Operation Lifesaver safety campaign from Philadelphia to Harrisburg and return on Friday, August 22.



Using Conrail's impressive office car train pulled by E8A's #4020 and 4021, the special is scheduled to leave 30th Street Station at 8:30 AM, stopping at Phoenixville at 9:50, Pottstown at 10:15, Reading at 10:50, Lebanon at 11:40 and Harrisburg at 12:25 PM. It will return via the same route, leaving Harrisburg at 1:15 PM and arriving at 30th Street about 4:45 after traveling over the West Philadelphia High Line.

Operation Lifesaver is a nationwide campaign by the rail industry to call attention to the dangers posed to motorists at grade crossings and to trespassers on railroad property. Considerable progress has been made in recent years to cut the number of crossing accidents, but much more needs to be done. Invited guests on the August 22 train will include police and public safety officials, giving them a better appreciation of the problems faced by railroaders on a daily basis. Short presentations are made at each stop, aimed primarily at the local press and television media, but the public is also invited to attend.

Present or former passenger stations in each city will host the OL special, except in Reading where Valley Junction is listed as the location.

## NEW SHORTLINE TO START IN MORRISVILLE

This month a new shortline railroad is expected to begin operations in the Penn Warner Industrial Park near Morrisville, PA. Penn Jersey Rail Lines will take over the service for several customers in the park formerly switched by Conrail from its nearby Morrisville yard. The park is owned by WMI Properties, a subsidiary of Waste Management, Inc.

Penn Jersey Rail, which is affiliated with South Jersey shortline SMS Rail Service, had originally intended to contract with USX Corp. for switching service at the USX Fairless Works and its marine terminal. That arrangement, however, has been put on hold.

Sole power for the new shortline will be DS44-1000 switcher #302 (former SMS #1494, New Hope & Ivyland 302, Penn Central 8019, 8281), built by Baldwin in April 1949 as Pennsylvania 9069.



## CMSL REOPENS; HOPES TO REACH CAPE MAY

Cape May Seashore Lines began its second season of operations in mid-May, and is running daily service between the County Park and Zoo just north of Cape May Court House and Cold Spring Village, a distance of 10.1 miles. Former Pennsylvania-Reading Seashore Lines RDC's are used, and CMSL is gathering a sizeable fleet of Budd cars for an anticipated expansion of service.



This expansion will come when the long-delayed repairs to the bridge over the Cape May Canal are completed, allowing resumption of operations into the historic City of Cape May. All of this ex-PRSL line, including the bridge, is owned by New Jersey DOT and much of the funding for the repair work will come from NJ Transit. A contract for the bridge project has been signed and work should be underway this summer. CMSL will also rebuild the long-unused track south of the bridge. Chapter Member Tom Moran is a regular conductor on CMSL trains.

Information on CMSL operations and schedules may be obtained by telephoning 609-884-CMSL.

## NEW WEST CHESTER RAIL ROAD BEGINS OPERATION

In early June the newly-formed West Chester Rail Road operated a passenger train over the 7.2 miles between West Chester and Glen Mills. Reportedly, the trip also was the first passenger run over this segment of SEPTA's West Chester Line since Philadelphia Chapter operated an excursion to West Chester using ex-Reading Blue-liner cars on October 26, 1986. SEPTA earlier that year had eliminated regular service between Elwyn and West Chester.

The June trip was for West Chester borough and county officials to introduce them to what is hoped will become a major tourist attraction for the area. Locomotives used were GP9 #99 and Alco S2 #3. Though the railroad is planning its "grand opening" for sometime in the spring of 1998, several public excursions will be operated this fall during special events. These include the West Chester Restaurant Festival on September 21 and the Glen Mills Fall Festival November 6-8. WCRR has performed considerable track upgrading this spring.

The original West Chester Railroad began service in 1832 over a nine-mile route between West Chester and a connection with the Philadelphia & Columbia near Malvern. It later became a part of the Pennsylvania Railroad. The present route to West Chester, over which the new carrier will operate, was completed by the West Chester & Philadelphia Railroad in 1858, later becoming another branch in the vast PRR system. It is now owned by SEPTA. The track from Glen Mills to West Chester was leased to the Borough of West Chester last year and subsequently subleased to Four States Railway Service of Yorklyn, DE, which formed the new West Chester Rail Road.

The WCRR may be reached by telephone 610-430-2233.

## PHILADELPHIA EXPRESS (Continued from Page 4)

### CONRAIL

While its impending split into CSX and NORFOLK SOUTHERN over-shadows all other CONRAIL news, the railroad's operations on the surface appear to be normal. But CR reportedly will acquire no more new locomotives on its own while in this holding pattern. A pending order for 28 more SD80MAC locomotives from EMD has been cancelled, but the owners-in-waiting have agreed to fill the gap by committing to 15 SD70MAC's for CSX and 20 or more SD70 DC units for NS, all to be assembled at Juniata shop in Altoona.

CONRAIL is renumbering C40-8W's 740-759, originally built for the lease fleet, to 6266-6285, making a solid block of 236 General Electric wideness units.....CONRAIL has painted all ten of its GE C32-8 units (6610-6619) in the gray "Ballast Express" scheme (see April Cinders). C36-7's 6620 and 6621 have retained their blue paint but are lettered for Ballast Express service (Jersey Central Chapter).....Retired GP35 #2255 has been painted in the full CONRAIL Operation Lifesaver blue scheme, for use as the lead unit in staged grade crossing accidents for the OL safety campaign. It is repaired after each "accident" (P&R Chapter).

The FRA has awarded a \$500,000 grant to CONRAIL, together with CSX and NS, for the first phase of a "positive train control" project on the busy line between Harrisburg, Hagerstown, MD and Manassas, VA. The first phase will develop on-board locomotive equipment for the PTC system, which through the use of satellite technology virtually assures that trains so equipped will not collide. In later phases, the three railroads will outfit a group of locomotives for testing and use in this corridor. A similar test is currently underway in the State of Washington (AAR Train-It).....CONRAIL has donated 250-ton crane 45214 to the Reading Company Technical & Historical Society. Built by Industrial Brownhoist in 1956, the diesel-powered "big hook" was formerly Reading 90901 (P&R Chapter).....The Ringling Bros. Red Unit circus train arrived in South Philadelphia from Hershey at 6:10 AM on May 27 via CONRAIL, and departed June 9 for Nashville, TN via Cincinnati.....The Strates carnival train has been making its annual rounds on CONRAIL, including a stay at Harrington, DE during the State Fair in mid-July.

Philadelphia Chapter's long-missing drumhead, used for years on Chapter excursions, has turned up at an antique shop in Mullica Hill, NJ. The owners are asking \$450 for it (Ted Xaras).....The historic Philadelphia & Columbia station in Paoli, built about 1832 and most recently used as a real estate office, was demolished last spring. It had never been given the status of an historic building.....JUNIATA TERMINAL has leased its freshly-repainted SW1500 #9275 to the LONGHORN RAILWAY, Austin, TX. Color photos of the spiffy red-and-gold unit (ex-CONRAIL 9608), taken by this correspondent, were published in the April issue of Railfan & Railroad and the July issue of Trains.....NJ TRANSIT is proceeding with its plan to build a light-rail line between the centers of Camden and Trenton, most of it along CONRAIL's Bordentown secondary track. NJT last month awarded a \$22-million contract for final design and engineering, but decided to hold the controversial extension to Glassboro in abeyance (Bill Vigrass).....Member Bill Volkmer has a new book out entitled Pennsylvania Trolleys in Color, the first of three volumes to be published by Morning Sun Books.





# CSX Transportation Locomotive Roster

(Corrected to June 1, 1997)

ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	UNITS	NOTES
1- 280	CW44AC	GE	1994-96	4400	C-C	252	1,2,3
417	FP7B	EMD	1950	1500	B-B	1	4
418	FP7A	EMD	1952	1500	B-B	1	5
600- 602	CW60AC	GE	1996	6000	C-C	3	1, 6
1019-1062	SWMT	EMD			B-B	33	7
1100-1119	SW1500	EMD	1970-72	1500	B-B	20	
1130-1139	MP15AC	EMD	1978	1500	B-B	10	
1140-1149	MP15	EMD	1975	1500	B-B	10	
1150-1194	MP15AC	EMD	1977-78	1500	B-B	45	
1200-1241	MP15T	EMD	1984-85	1500	B-B	42	
1500-1524	GP15T	EMD	1982	1500	B-B	25	
2001-2179	GP38	EMD	1966-71	2000	B-B	50	
2200-2330	RD SLUG	EMD			B-B	129	8
2400-2404	SD20-2	EMD	1964	2000	C-C	4	9
2411-2424	SD40-2	EMD	1972-74	3000	C-C	12	10
2450-2454	SD38-2	EMD	1975	2000	C-C	5	
2500-2716	GP38-2	EMD	1972-80	2000	B-B	186	
3001-3007	BQ23-7	GE	1978	2250	B-B	4	11
3100-3143	B23-7	GE	1978	2250	B-B	40	
3292-3305	U23B	GE	1974-75	2250	B-B	3	
4218	GP30M	EMD	1963	2000	B-B	1	
4280-4299	GP39	EMD	1969	2300	B-B	16	
4300-4319	GP39-2	EMD	1974	2300	B-B	20	12
4600-4621	SD40	EMD	1966-71	3000	C-C	16	
5500-5580	B30-7	GE	1978-81	3000	B-B	80	
5806-5925	B36-7	GE	1985	3600	B-B	119	13
5930-5949	B40-8	GE	1989	4000	B-B	20	
6000-6499	GP40-2	EMD	1971-81	3000	B-B	343	14,15
6506-6857	GP40	EMD	1966-71	3000	B-B	63	
6900-6947	GP40-2	EMD	1979-80	3000	B-B	45	
7000-7094	C30-7	GE	1979-81	3000	C-C	94	
7500-7646	C40-8	GE	1989-90	4000	C-C	146	
7650-7917	CW40-8	GE	1991-93	4000	C-C	267	2
8000-8261	SD40-2	EMD	1974-81	3000	C-C	251	
8302-8488	SD40-2	EMD	1966-71	3000	C-C	124	16
8500-8643	SD50	EMD	1983-85	3500/3600	C-C	143	
8700-8709	SD60	EMD	1989	3800	C-C	10	
8952-8972	SD45-2	EMD	1974	3600	C-C	3	
9000-9052	CW44-9	GE	1993-94	4400	C-C	53	2, 17
9500-9508	U18B	GE	1973-74	1800	B-B	9	18
9550-9555	U23B	GE	1973-75	2250	B-B	6	19
9650-9664	GP38	EMD	1966-71	2000	B-B	14	20
9700-9728	GP40	EMD	1966-71	3000	B-B	28	21

TOTAL CSX UNITS = 2746

## NOTES

Certain number blocks are not complete

- 1 - Alternating current drive units
- 2 - Widenose units
- 3 - Units 1-14 originally numbered 9100-9113
- 4 - Builder's model F7B, renumbered from 117
- 5 - Renumbered from 118
- 6 - Unit 602 named Spirit of Maryland
- 7 - Yard slugs converted by Chessie, PNC from GP7, GP9 units
- 8 - Road slugs converted by MK, PNC from GP30, GP35, GP40 units, retaining carbodies and fuel tanks
- 9 - Rebuilt by CSX from SD35 units
- 10 - Renumbered from 8100, 8200 series
- 11 - Converted by CSX to cableless "B" units
- 12 - Former Delaware & Hudson units
- 13 - Units 5830-5839 equipped with cab signals for use on former RF&P
- 14 - Unit 6000 rebuilt by CSX from GP40
- 15 - Units 6149-6159, 6201, 6203-6207, 6209-6249, 6280, 6295, 6341 equipped with cab signals for use on former RF&P
- 16 - Rebuilt by CSX, MK from SD40, SD45, SD45-2 units
- 17 - Units 9000-9002 built as CW44-8
- 18 - Units painted orange, assigned to maintenance-of-way service (renumbered from 1900 series)
- 19 - Units painted orange (renumbered from 3200, 3300 series)
- 20 - Units painted orange (renumbered from 2000, 2100 series)
- 21 - Units painted orange (renumbered from 6500, 6600, 6700, 6800 series)

## ABBREVIATIONS

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

B-B refers to four-axle units  
C-C refers to six-axle units

## SOURCES

Bull Sheet, Allen Brougham, Editor  
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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!

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## CHAPTER MEMBERS ENJOY SALT LAKE CONVENTION

At least 26 Philadelphia Chapter members participated in the very successful national convention headquartered in Salt Lake City, UT June 24-28.



The convention, sponsored by the Promontory Chapter, featured two Union Pacific excursions, one powered by 4-8-4 steam locomotive #844 and the other by UP's historic A-B-A set of E9 passenger diesels. Numerous other events were on the program, among them steam excursions on the Nevada Northern and Heber Valley Railroads, a diesel trip on the Salt Lake, Garfield & Western, a variety of seminars, tours of local attractions and the annual banquet at which UP's renowned steam manager, Steve Lee, delighted the large audience with his humorous after-dinner talk.

In addition, several members rode a special "once-in-a-lifetime" UP train from Denver to the Salt Lake convention via the Royal Gorge and Tennessee Pass, over a former Rio Grande line currently slated for abandonment. Central Coast chartered the 17-car train June 21-23, which was powered by the 844 and E9 diesels. The huge 844 has the distinction of remaining on UP's active roster since it was built by Alco in 1942--a continuous service life of 55 years!

Philadelphia Chapter members spotted at the convention were: Dave Ackerman, Jerry Angier, Dick Avey, Howard Bender, Wayne Blattner, Bob Brewster, Lynn Burshtin, Al Butler, Robert Caccese, Rich Copeland, Sheila Dorr, Larry and Marie Eastwood, Ed Feathers, Harold Geissenheimer, Ed Graham, John Harmon, Don Kehl, Paul Locke, Rob Mandeville, Phil Mulligan, John Murphy, Pat Purcell, Pete Senin, Frank Tatnall and Roy Zeiher.

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