

CINDERS

MARCH 1997



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Volume 58

Newsletter of the

Number 3

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

OUR MEETING:

FRIDAY EVENING, MARCH 21, 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 March 21, 1997 program will feature Reading Railroad Conductor Emeritus Robert J. Linden, who will regale members with tales of his long career as a conductor on the Reading's Crusader and Wall Street, plus other unusual anecdotes from the colorful years he spent on the Reading.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, MARCH 18, 1997 to National Director Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

Join your fellow members on Friday, March 21 and relive the glory days of Reading passenger service.

IS IT SPLITSVILLE FOR CONRAIL?

CSX will increase its offer for Conrail stock to \$115 per share, in cash, and after taking control it will sell about half of the railroad to Norfolk Southern. As Cinders went to press, CSX and NS reportedly had agreed to that deal, ending the stalemate over who would win Conrail's valuable franchise in the northeastern U.S. The Conrail board appeared likely to approve the compromise in early March.

The new CSX offer is worth \$10.3 billion, the same as NS already had on the table but substantially more than CSX's prior offer of about \$9 billion in cash and stock. CSX had purchased 19.9 percent of Conrail's 90 million common shares in attempting to carry out its friendly merger with Conrail, while NS has bought 9.9 percent, the maximum without invoking the poison-pill provision of the CSX-Conrail agreement.

The reported compromise would end an expensive bidding war for Conrail, allowing NS to terminate its offer and join with CSX in seeking approval from the Surface Transportation Board, which had urged just such a negotiated settlement. It would also end the heated battle between NS and the CSX/Conrail camps, which most recently had seen NS nominating its own slate of candidates for the Conrail board. And NS could make good on its pledge not to be a party to any merger agreement that paid CR stockholders less than \$115 per share.

It is believed that CSX would sell to NS the Pennsy route from St. Louis to Harrisburg, plus the Reading-Lehigh Valley line from Harrisburg to North Jersey and Philadelphia. The branch to Hagerstown, MD which is already a major link to the NS system would be sold, while CSX would retain the former New York Central route from Chicago to Buffalo, Boston and North Jersey. Philadelphia would continue to be served by three railroads: CSX, NS and Canadian Pacific.

While it now seems certain that black locomotives adorned with thoroughbred logos will appear in this area, it is less certain whether any vestige of Conrail's headquarters will remain in Philadelphia. And it is not known what role, if any, Conrail Chairman David M. LeVan will play in either surviving company. By engineering the so-called "lockout" provision in the merger agreement with CSX, which barred it from negotiating with any other road for two years, LeVan assured that CSX and NS could not unilaterally agree to buy Conrail at a bargain price, and then split it up.

Though many Conrail employees undoubtedly are less than pleased with the turn of events, none of them could have imagined that Conrail stock that sold for \$28 in 1987 would be worth eight times as much just ten years later! As the "odd man out" railroad in the East is eliminated, the two remaining behemoths would appear to be competitively balanced.

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

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Trip (temporary).....Frank G. Tatnall, Jr. (610) 828-0706

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

READING FP7'S TO HEAD MAY 26 EXCURSION

Chapter-sponsored train leaves from Northbrook

Handsome ex-Reading FP7 locomotives 902 and 903 will again strut on a Philadelphia and Lancaster Chapter-sponsored excursion scheduled for Memorial Day, Monday, May 26. Operated as a Brandywine Scenic Railway special train, the FP7 excursion will leave Northbrook station, six miles west of West Chester, at 11 AM, returning about 5:30 PM.



The trip will cover sections of the former Reading Wilmington & Northern branch and the PRR Octoraro branch now operated by the Delaware Valley Railway. The special will run as far as West Grove on the Octoraro, and to Cossart and Modena on the W&N, with several photo stops and runbys scheduled.

Only three Brandywine coaches will be available for the special, limiting the available seats to about 200. The fare is \$32 per person (children under five free), and a box lunch may be ordered in advance for \$6 each. Tickets and lunches should be reserved by sending a check to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing a stamped, self-addressed envelope. Anyone wishing to ride this unusual excursion is urged to act quickly, because space is extremely limited. A trip flyer will be found elsewhere in this issue of Cinders.

Northbrook station is located just off State Route 842, six miles west of West Chester at Northbrook Road. Ample free parking is available at the station. The sponsoring chapters appreciate the cooperation of Brandywine Scenic and Delaware Valley Railways in helping to arrange this special excursion.

WINNERS SELECTED IN CHAPTER SLIDE CONTEST

All six members who entered Philadelphia Chapter's annual Ray Muller Slide Contest held at the February 21 meeting came away as winners. Film prizes will be awarded in the following categories:

STEAM - (1) John Burke, (2) Rob Mandeville, (3) Al Alecknavage
DIESEL - (1) John Burke, (2) Doug Watts, (3) Rob Mandeville
HEAVY ELECTRIC - (1) Doug Watts, (2) Al Alecknavage, (3) Roy Soukup
LIGHT ELECTRIC - (1) Dave Kopena, (2) Al Alecknavage, (3) Roy Soukup
GENERAL - (1) Rob Mandeville, (2) Doug Watts, Al Alecknavage (tie)
OLDIES - (1) Doug Watts, (2) Roy Soukup, Rob Mandeville (tie)

As in past years, Phil Mulligan organized and supervised the contest. He, Andy Hart, Frank Tatnall and Doug Volk served as judges.

CHAPTER SALES CREW BUSY AT TRAIN SHOWS

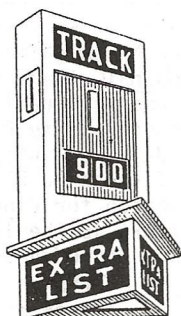
Philadelphia Chapter's Sales Committee, headed by Dave Kopena, staffed a table at both Greenberg Train Shows last month. These were held at Fort Washington Expo Center on the weekends of February 8-9 and at the South Jersey Expo Center February 22-23. Helping staff the table at these events were Sheila Dorr, Larry and Marie Eastwood, Bill Faltermayer and Bill Shakely. Sales were good at both shows and numerous membership applications as well as copies of Cinders were distributed.

The next event for this committee will be the Delaware Transportation Festival in Wilmington on May 17. Dave is seeking additional volunteers to help represent the Chapter in Wilmington. His telephone number is 215-441-8092.

HELP NEEDED IN NRHS HEADQUARTERS

The NRHS headquarters office in Philadelphia has some opportunities for volunteers with various clerical skills to assist Office Manager Lynn Burshtin in various duties. The hours of work are quite flexible, as are the duties, and plenty of satisfaction comes from helping maintain many different services to your fellow NRHS members around the United States, Canada and Great Britain.

These duties offer an excellent opportunity for a retiree, housewife or other person interested in the Society and its activities to become involved. NRHS headquarters is located on the 12th floor of the Robert Morris Building, 100 N. 17th Street (northwest corner 17th & Arch). For further information, please contact Office Manager Lynn Burshtin at 215-557-6740 Monday through Friday.



MARCH 15, 1997: Train Meet at St. Albans Church, Chapel Road, Newtown Square, PA, starting at 10 AM, sponsored by Philadelphia Division NMRA. Clinics, vendor tables, layout tours featured. Admission: \$3 per person. For information, telephone John Nawn at 610-451-8644.

MARCH 15: Spring TRAINING Show at Hillendale Elementary School, 1850 Hillendale Rd., Chadds Ford, PA, 9 AM-2 PM, sponsored by Hillendale PTO. Model trains and accessories, operating layouts, door prizes, food available. Admission: \$3 per person (children under 12 free with adult). For information, telephone Tom Marinelli at 610-388-1439 weekdays 8 AM-4 PM.

MARCH 15-16: B&O Railroad Museum celebrates Women's History Month with presentations on notable railroad women. Included will be a railroad art show by Margaret Mailly, contemporary railroad artist, at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, 11 AM-4 PM both days. Regular admission charges apply. For information, telephone 410-752-2490.

MARCH 20: "If Things Could Talk," an evening of transportation films by the late Roy Creveling, hosted by Historian Lance E. Metz at the National Canal Museum, 30 Centre Square, Easton, PA. Program begins at 7:30 PM and admission is free. For information, telephone 610-559-6613.

MARCH 22: Annual Canal History & Technology Symposium at Lafayette College, Easton, PA, sponsored by National Canal Museum and Lafayette College. Morning session begins at 9 AM. Presentations include "Vanished Industries of New Jersey's Pinelands," "The 1941 Strike at Bethlehem Plant of Bethlehem Steel," "Export of American Locomotives and Railroad Technology," and "The National Railroad in West Virginia." Registration (after March 10): \$50 per person (spouse \$30), which includes lunch, reception and copy of the proceedings. To register, send check payable to "National Canal Museum," 30 Centre Square, Easton, PA 18042-7743. For information, telephone 610-559-6613.

MARCH 22: "Sugartime Special" excursion from Boston, MA to White River Junction, VT and return via Conrail and New England Central, sponsored by Mystic Valley Railway Society. Special Amtrak train leaves Boston South Station 8:15 AM, returns 8:45 PM. Fares: \$60 adults, \$50 children (5-12). Order tickets from: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486 (telephone 617-361-4445).

MARCH 24: "Testing & Developing the Metroliners," slide program with commentary by Robert Watson of LTK Engineering, who oversaw the program for the Pennsylvania Railroad and Penn Central, at West Jersey Chapter NRHS meeting, 7:30 PM in the Borough Hall, Haddonfield, NJ. (This program will be similar to that presented by Mr. Watson at Philadelphia Chapter's October 1996 meeting.)

APRIL 5: 7th annual symposium sponsored by Friends of the New Jersey Railroad & Transportation Museum and United Railroad Historical Society at Drew University, Hall of Science auditorium, Madison, NJ. Under the theme of "Getting Ready for the Heritage Center," the event will feature 20 illustrated presentations on the statewide effort to create a transportation museum in New Jersey and to preserve the State's historic transportation equipment, structures, sites and artifacts. Two of the presentations will be entitled "Public Service Experimental Streetcars" and "Getting Steam Locomotive 614 Ready." The day will conclude with an auction of artifacts and memorabilia. The conference will extend from 9 AM to 5 PM, and admission price includes lunch and refreshments. Public admission of \$35 per person includes one-year membership in the Friends organization. For registration form and further information, contact: Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922 (telephone 908-464-9335).

APRIL 12: 4th annual St. Lawrence & Atlantic excursion from Portland, ME to Berlin, NJ 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 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 27: "Spring Steam Special" on Wilmington & Western Railroad headed by 4-4-0 #98, featuring numerous photo stops and runbys between Greenbank and Hockessin, DE. Train leaves Greenbank station at 1:30 PM, returning about 5 PM. Fares: \$25 adults, \$10 children, \$20 seniors. 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.

(Continued on Page 5)



EDITOR'S NOTE: El Simon has again taken up writing an Amtrak column for the monthly Railpace Newsmagazine. With the demise of Passenger Train Journal, there is a lesser coverage of Amtrak and other passenger rail information in RailNews, the combined successor to PTJ and Pacific Rail News. Because such detailed information may not be available elsewhere, I've asked El to provide detailed Amtrak roster information for Cinders on a periodic basis, and the first effort is the 1700-series baggage car roster which we have included in this issue. Hope you find it useful. RLEjr

Amtrak's future has once again been dealt a possible setback as President Clinton's Fiscal Year 1998 budget not only provided no additional funding but was actually some 40% less than Amtrak had requested. Especially disheartening was the Administration's failure to provide badly needed additional capital support.

The \$200 million in non-Corridor capital support may seem like a lot, but most of it is already committed to paying interest on existing loans and for items such as car modification to meet accessibility laws and the addition of retention toilets on some equipment. This leaves precious little to, say, replace the Heritage fleet dining cars and dormitories or to replace the remaining F40's, unless more debt is assumed.

As for operating support, the Intercity SBU will be especially affected by Congress's actions of last fall when it required the continued operation of several trains through May 10, 1997, without actually fully funding the additional costs incurred in continuing them. Amtrak's mission is to provide an excellent national passenger rail system, one which is safe, on-time, technologically advanced and attractive to passengers.

Amtrak must now strive to convince Congress that additional funding is necessary while still avoiding a repetition of the confusion and ill will which resulted from last fall's standoff. Stay tuned.

The three Amtrak SBU's are perceived as having different opportunities. For instance, the Northeast Corridor needs to take advantage of its valuable real estate assets while completing the high-speed rail program which will see electrification completed to Boston at the end of this century.

Intercity, meanwhile, needs to seek the travel and leisure market, develop additional sources of revenue (i.e., more mail contracts), develop service to worthy potential markets and bring about additional short to medium corridors. Amtrak West will find itself cooperating with the states it serves on corridor projects, while developing the land-cruise concept.

Amtrak's first "transcontinental" train (or what it calls a "run-through") is the Southwest Chief/Capitol Limited. There are eight sets of equipment required, all based at Los Angeles, a location shared with Amtrak West's Coast Starlight for maintenance. A five minute videotape is shown in the lounge cars as the train approaches Chicago, describing Union Station's features. Through passengers may detrain for 15 minutes, but then must wait another hour for servicing. Only one coach door remains open during the layover, and two attendants and an Amtrak police officer are on duty, with self-service coffee available in the lounge and both sleepers. Coach passengers may find themselves having to change cars at Chicago if they arrive in a car which is not destined for their final arrival point (Pittsburgh passengers may only be accommodated in car 1 but you may have arrived in car 2 and must change).

Delivery of new General Electric P42 locomotives was temporarily suspended after 35 units to permit a running modification to the brake control system. Modified units may now lead locomotive lash-ups. Deliveries resumed in mid-February, with units 42, 46 and 49 coming on-line. Six units (18, 33, 35, 36, 38 and 39) remain undelivered from the 1-40 series, however.

Continuing progress on rebuilding programs saw the completion of the 40-car program to rebuilt leg-rest coaches into baggage cars 1701-1740 (see roster elsewhere this issue). These cars retain their vestibules but mail and baggage is loaded through a single roll-up door slightly off-center on the car. While most of these Budd-built veterans have standard stainless steel fluting, some have the modified sides that Budd delivered cars to Northern Pacific, Pennsy and Union Pacific with.

The RoadRailers were temporarily taken out-of-service about February 7 for an evaluation of the various components after some three months' intensive service.

Amtrak business car 10000, once leased from William Kratville, has been moved from storage in Omaha to Beech Grove, and arrived there on February 11.

The ABB Flexliner (IC3) is scheduled to operate on the schedule of Trains 301 and 306 between St. Louis and Kansas City during April. The Siemens RegioSprinter was tested on this route, too. The Commonwealth of Pennsylvania has proposed replacing the equipment on the Keystone Service with diesel railcars, which would seem to mean the end of through service to New York City, and might preclude through service to downtown Philadelphia through the Center City tunnel.

Amtrak hopes to order a new generation of cars for the San Diegan service in May. Up to nine trainsets will provide up to 450 coach and 80 first-class passengers each. Food service will be cafe style. Since the cars will likely be bi-levels, my guess is there will be six-car trainsets. The California Car order is now virtually complete, with two diners left. One undelivered car is the 8801, damaged by fire at the builder's plant.

(Continued on Page 5)

ON THE SCENE (Continued from Page 4)

Amtrak has announced that the National Operations Center and certain facilities in Baltimore and Washington will be combined into a new Consolidated National Operations Center to be located in Wilmington, DE. Approximately 190 employees now located at 30th Street will be relocated to what Amtrak has nicknamed "Sea Knock", phonetically.

Engineering work preparing Washington's Ivy City facility to become a high-speed rail maintenance facility is scheduled for completion on October 1997. Then, Bombardier will begin actual construction.

As SEPTA begins to receive the new ADtranz cars for the Market-Frankford Line, it's a good time to take a look at the 1960 Budd-built 270-car fleet. A number of these cars vanished fairly early, and while my records are not perhaps as thorough, here's what I can tell you. The cars re-gauged and used on the Norristown High Speed Line were the 601, 602, 605, 609 and 619, with the 631 being used as a parts supply.

Other cars noted missing from the fleet are the 640 (retired 1973-heavy fire damage); 644 (trash collection-converted 1982 or 1983); 737-738 (wrecked York-Dauphin curve accident December 26, 1961); 748 (side collision damage-scrapped 1989); 831 and 834 (retired 1978?); 840 and 843 (retired 1984?); 850 (side collision at Bridge Street May 15, 1962); and 861 (retired 1982?). The 845-846, meanwhile, have long been used in revenue collection service. The notes above were garnered about 1985, and changes have taken place since then.

The Baltimore & Ohio was a pioneer in the use of road passenger diesels, as it acquired an 1,800-hp box cab unit from Electro-Motive Corp. in 1935 to pull the new streamlined Royal Blue. Alas, number 50 and its train were soon packed off to the subsidiary Alton to do battle with the Illinois Central's Green Diamond between Chicago and St. Louis.

B&O may have been conservative with passenger cars (opting to rebuild standard cars in Mount Clare shops), but it went on to embrace EMD's E unit ("E"-1800 horsepower). Not for nothing were B&O's units Model EA while the Santa Fe followed soon after with E1's. The first B&O units of 1937 went on the Capitol Limited from Washington west, but some EA's (and EB's) were back in our area by 1938.

B&O skipped the E3 (only a few were built in 1939) but purchased the E6's in 1940-41. The EA's, with their Winton 201-A engines, were traded in on "E8M" units in 1953 (as were all of the other Winton-powered E units). The result was basically a 2,000-hp E8. The E6's were upgraded with side panels resembling those on an E8 but retained their graceful slanted noses.

B&O was early off the mark with the postwar E7, which actually entered production in early 1945. They had the "bulldog" nose of the F unit plus a vertical grill behind the cab door as spotting features. These units almost certainly marked the end of B&O passenger steam power east of Philadelphia. (Reading steam had yielded to B&O's "President" Pacifics in 1927 as the B&O adjusted to its removal from Penn Station, New York back to the Central of New Jersey's Jersey City Terminal.)

B&O received additional E8's in 1950 and 1953 and even four E9's in 1955. All wore the stunning grey and blue livery with gold trim pioneered by the EA's. The latter simplified blue scheme didn't compare!

Each of us, I am sure, has our own favorite diesel paint scheme from this colorful era, and mine were the original Florida East Coast and Seaboard Air Line passenger schemes.

EXTRA LIST (Continued from Page 3)

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

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.

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.

AMTRAK HERITAGE FLEET COACHES CONVERTED TO 1700-SERIES BAGGAGE CARS

(1996 - 1997)

CAR #	SECOND AMTRAK #	FIRST AMTRAK #	YEAR BUILT	BUILT AS
1701	4645	4448	1961	Union Pacific 5516
1702	4727	4820	1953	Atchison, Topeka & Santa Fe 2827
1703	4722	4867	1953	AT&SF 2855
1704	4732	4815	1953	AT&SF 2821
1705	4728	4863	1953	AT&SF 2851
1706	4701	4854	1953	AT&SF 2842
1707	4702	4858	1953	AT&SF 2846
1708	4703	4871	1953	AT&SF 2859
1709	4016	4413	1950	Southern Pacific 2365 [1st], to T&NO 438, later to SP 2226
1710	4715	4828	1953	AT&SF 2836
1711	4718	4813	1953	AT&SF 2819
1712	4720	4859	1953	AT&SF 2847
1713	4723	4855	1953	AT&SF 2843
1714	4724	4862	1953	AT&SF 2850
1715	4726	4865	1953	AT&SF 2853
1716	4730	4869	1953	AT&SF 2857
1717	4735	4851	1953	AT&SF 2838
1718	4736	4866	1953	AT&SF 2854
1719	4737	4872	1953	AT&SF 2860
1720	4738	4864	1953	AT&SF 2852
1721	4002	4434	1954	SP 2371 [2nd]
1722	4003	4437	1954	SP 2374 [2nd]
1723	4004	4435	1954	SP 2372 [2nd]
1724	4006	4439	1954	SP 2376 [2nd]
1725	4008	4424	1950	SP 2376 [1st], to T&NO 449, later to SP 2237
1726	4015	4426	1954	SP 2363
1727	4020	4429	1954	SP 2366 [2nd]
1728	4627	4441	1961	UP 5509
1729	4628	4454	1961	UP 5522
1730	4629	4440	1961	UP 5508
1731	4630	4450	1961	UP 5518
1732	4631	4451	1961	UP 5519
1733	4632	4457	1961	UP 5525
1734	4634	4446	1961	UP 5514
1735	4635	4453	1961	UP 5521
1736	4636	4459	1961	UP 5527
1737	4638	4449	1961	UP 5517
1738	4641	4447	1961	UP 5515
1739	4643	4452	1961	UP 5520
1740	4648	4420	1950	SP 2372 [1st], to T&NO 445, later to SP 2233

NOTES: All cars built by the Budd Company, Red Lion Plant, Philadelphia, PA
 Budd Company, under Order #9613-040, built 44-seat coaches 2364-2378 for Southern Pacific in 1950.
 Cars 2364-2376 became Texas & New Orleans 437-449 in 1951, then were renumbered back to SP 2225-2237 in 1961. Meanwhile, SP ordered a second lot of 15 44-seat coaches under Order #9613-140, numbered 2362-2376, which were delivered in 1954.
 Car 1709 was originally scheduled to be rebuilt from Heritage Coach 4704.

SOURCES

Passenger Train Annual 1988, compiled by Mike Schafer, Interurban Press
 Streamliner Cars, Volume 2-The Budd Company, by W. David Randall, 1981
 Elbert W. Simon, Jr.
 R. L. Eastwood, Jr.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

Overwhelmingly, the 181 members of the Brotherhood of Locomotive Engineers on SEPTA's Railroad Division last month ratified a new three-year contract, ending the threat of a strike. The SEPTA board also approved the contract at its February 27 monthly meeting. The engineers had been working without a contract since July 1994, but any job action was delayed by the lengthy procedures of the Railway Labor Act. During this process, the dispute was submitted to two Presidential Emergency Boards, although a negotiated settlement was reached before the second panel's recommendations were announced.

The union had sought parity with higher-paid engineers on NJ TRANSIT and METRO-NORTH, but SEPTA insisted all along that it would grant only "pattern" increases based on settlements already reached with 16 other unions. The new pact gives the engineers a seven percent pay boost effective January 26, followed by a 3.5-percent raise in June and annual three-percent increases in each of the next three years. Members will also receive a \$4-per-day certification allowance for their federally-required engineer licenses. The latter provision was a key demand by the union. The package will raise the engineers' hourly pay from \$17.29 to \$21.41 over three years, the Daily News reported.

A Maryland-based organization called the Caramon Group has initiated a proposal it calls the "DelRail Project" for the private-sector operation of rail commuter service between Philadelphia, Wilmington and Newark, DE. Phase I would replace SEPTA's existing service between 30th Street Station, Claymont and Wilmington, with no stops at intermediate stations. Phase II would begin a "Route 40 loop service" from Newark to Bear, Porter, New Castle and Wilmington over CONRAIL branches. Phase III envisions the extension of commuter trains as far south as Delmar, DE via Conrail's Delmarva secondary track. Surplus RDC cars would be employed. There has been no public reaction as yet from SEPTA or DelDOT, which sponsors the existing service.

SEPTA will reissue all of its Regional Rail timetables effective May 11, concurrent with AMTRAK's timetable change. At present, SEPTA has not decided whether to reduce half-hourly off-peak service on the R8 Chestnut Hill West Line to hourly, as approved last fall. But there is a plan to operate a new R5 train leaving Doylestown at 5:35 PM, filling a two-and-a-half-hour gap in the present schedule.....SEPTA tried out a push-pull train the week of February 10 on R5 trains 511/6576 North Penn Limited. SEPTA is looking to adjust the consist on its seven push-pull trainsets and a locomotive-hauled train could become a permanent addition to the Lansdale-Doylestown service. During the week of the Philadelphia Flower Show in early March, SEPTA was to return a push-pull set to Doylestown expresses 511 and 6576.....On Saturday, March 8 SEPTA and AMTRAK will cooperate to run a "Flower Show Special" from New York's Penn Station directly to Market East station, using a SEPTA push-pull set with an Amtrak crew. This year the New York flower show was cancelled, giving the Quaker City a chance to show off its own world-class extravaganza at the Convention Center.

SEPTA suffered three overhead wire problems last month. Downed wires on the R6 Norristown Line at Shawmont on the 7th and at Ivy Rock on the 12th disrupted service, and a problem the 21st at Colmar on the R5 Doylestown Line forced substitute busing until mid-afternoon. Perhaps coincidentally, SEPTA has equipped Budd MU #266 with a roof-mounted video camera, which toured the system last month examining the condition of the catenary (A1 Gaus).....The specially-equipped "yellowbird" Airport cars are frequently seen on other than the R1 Airport service. But on February 18 three of the distinctive St. Louis cars were spotted on Train 0132.Since last summer SEPTA and Doylestown Borough have been seeking a suitable tenant to restore and occupy the former Reading freight house adjacent to Doylestown passenger station. A new prospect is in negotiations.....Refurbished Silverliner IV's #374-375 should be released from Wayne shop this month.

A second proposal has been issued for bids to restore the historic Overbrook passenger station, dating from 1858. It is the oldest surviving rail station in the Philadelphia region (DVARP).....SEPTA plans to move the small Cornwells Heights station about 800 feet west of its current site, to better position it for the new 1,600-space parking lot to be completed by PennDOT this summer (Bill Gardiner). SEPTA will lease 1.2 acres of property from AMTRAK adjacent to Cornwells Heights station to provide 95 additional parking spaces for local commuters. The large PennDOT lot will be accessible only from I-95 and Woodhaven Road.....SEPTA has more than tripled the number of parking spaces at the R5 Colmar station with the completion of a \$1-million improvement project. The total number of spaces is now 294.....SEPTA has worked out an agreement with its advertising contractor, TDI, to place a large blue newspaper recycling bin in Suburban Station. This is the first in a possible series of such bins.....The winter issue of The New Electric Railway Journal contains an eight-page article on SEPTA's Regional Rail system. It contains a few errors such as misstating the number of Silverliner IV cars and declaring that during the RailWorks project rail commuters had to be bused to center city. (Fern Rock station is not mentioned).....New gray station signs with white lettering and colored route numbers have appeared at Chestnut Hill West, Queen Lane and Bethayres.

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)



SEPTA has begun testing the first two M4 Market-Frankford cars, which arrived on January 28. Cars 1002 and 1003 made an initial run from 69th Street to 15th Street and return on the night of February 8, with no serious problems encountered. The next pair of cars should arrive this month, with a full eight-car train due to begin six months of intensive testing in May. The new ADtranz-built cars contain such amenities as air conditioning, soft seats, wider doorways, in-car communications and soundproofing. They are designed for one-man operation with a closed-circuit door surveillance system. SEPTA has issued a folder entitled "Welcome to the new el" touting the new cars, or as the folder states "these 220 new trains." (Actually the order is based on 222 cars, including two non-revenue units.)

In a meeting with citizen advisers last month, new SEPTA General Manager John K. Leary, Jr., said that he does not anticipate any fare increases or significant service cuts during upcoming Fiscal Year 1998. In response to a question regarding the possible restoration of North Philadelphia trolley service, Leary said that an effective "Transit First" policy would be necessary for the feasible use of trolleys on Routes 15, 23 and 56. He also said that he would try to correct the frequent delay of northbound Broad Street subway trains entering Fern Rock station.....SEPTA will soon begin a six-month test for the handling of bicycles on rail-cars without requiring the riders to obtain permits. Leary is known to be an advocate of encouraging bike riders to use transit, which was the policy on the St. Louis system where he was executive director before coming to SEPTA.

The Market Street el opened for service 90 years ago this month. Service began on March 4, 1907 between 69th Street Terminal and 15th & Market Streets in center city. Now SEPTA has hired an engineering consulting firm for rebuilding a two-mile segment of the el structure west of 46th Street, as well as five stations.The Phoenix audit of SEPTA management practices is now due this month.....SEPTA has a contract with the advertising firm Outdoor Systems, Inc. for a minimum of 235 transit shelters to be installed throughout the City at no cost to SEPTA.....Video surveillance cameras have been installed in certain buses assigned to Route 23, as a pilot project to reduce the high level of fraudulent claims filed on that line.....The Inquirer reports that SEPTA has put on its smiley face, and will remove offensive signs such as "No Spitting" from its vehicles as well as those ubiquitous "no-no" placards. Instead, new signs using the word "please" will get across the message in a nicer way.....CHICAGO TRANSIT AUTHORITY has reached a tentative agreement with 15 of its unions, providing a three-percent pay increase in each of the next three years. It also allows CTA to hire part-time drivers to work weekends and holidays for 65 percent of union scale, something that the Transport Workers Union on SEPTA has always rejected (Fast Mail).

SEPTA Chairman Thomas Hayward and General Manager Leary journeyed to Washington last month to testify before Congress on the upcoming reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA). They expressed SEPTA's support for continuation of the present transit-friendly provisions of ISTEA, and objected to the Clinton Administration's proposal to end all transit operating subsidies. (Former Presidents Reagan and Bush had made the same proposal, and did manage to substantially reduce the level of Federal operating support.) SEPTA this year received \$12.5 million from Uncle Sam in operating subsidies. Overall, the proposed FY 1998 budget for the Department of Transportation is \$38.4 billion, down half a billion from the current DOT budget, but officials claim that much of the funding devoted to transit operations will be shifted to capital projects instead. The big ISTEA fight in Congress however, will concern the possible reallocation of fuel tax revenues among the states, as well as diversion into the Highway Trust Fund of the 4.3 cents per gallon now used for deficit reduction. It is from this segment of the tax that AMTRAK is attempting to capture one-half cent for its own capital projects.

Meanwhile, on the Harrisburg front, Governor Ridge has decided to make another run at increasing the State gasoline tax by 3.5 cents per gallon. But to win support from urban legislators he is said to be willing to commit up to \$160 million a year for mass transit. The Governor's proposed gas tax increase failed last year when his promised \$75 million in capital funds for transit was considered too little by key lawmakers (and by SEPTA officials). Current statewide funding for transit operations is \$255 million annually, of which SEPTA receives about 70 percent or \$176.5 million, a figure which has held steady for the past two fiscal years.The City of Philadelphia has said that it will increase SEPTA's operating subsidy for FY 1988 to \$57.6 million, up from \$55.1 million this year.....As part of its FY 1998 budget, the Clinton Administration is proposing to spend \$100 million to help ease the transition from welfare with "flexible, innovative transportation alternatives to get people where the jobs are." SEPTA could help to move former inner-city welfare clients to suburban employment centers.

New SEPTA GM Leary last month wrote an open letter to all employees, stressing that "a key to rebuilding ridership is dedicating ourselves to excellence in customer service.".....The Inquirer reported last month that SEPTA could lose up to \$12.3 million in State capital funding in the next fiscal year because of a projected decline in revenue from the tax on utility real estate.....The Broad Street subway was shut down for two hours on Sunday, February 16, because of a transformer fire in the tunnel near City Hall.....The Daily News published a photo on February 17 of 74-year-old trolley sweeper M57, which SEPTA obtained in a swap with the Arden museum near Pittsburgh. In one of its less foresighted actions, SEPTA over the years had disposed of all of its sweepers and plows--a decision it regretted during the snowy winter of 1995-96.....The Daily News reported last month that a SEPTA police officer was suspended because he gave a Philadelphia policeman a ride to pick up coffee. SEPTA said the officer was guilty of carrying an "unauthorized person"....SEPTA GM Leary recently said that he would arrange a meeting between SEPTA and City police to resolve differences over who should investigate car thefts from SEPTA parking lots.

PHILADELPHIA EXPRESS (Continued from Page 8)



More information has surfaced on PennDOT's proposed purchase of 12 diesel multiple-unit cars for Philadelphia-Harrisburg service (see February Cinders). To begin with, none of the \$23 million in State and Federal funding will go toward physical plant improvements because that is considered to be AMTRAK's responsibility. But it is unlikely that Amtrak will commit to upgrade the 100-mile Harrisburg mainline from its mostly 60 and 70 (and some 90)-mph speeds to the 110-mph top speed of the cars. To scotch any reports that Amtrak wants to turn over the Harrisburg line to PennDOT, SEPTA or some other entity, the railroad has made it clear that it intends to retain ownership, if for no other reason than it is seen as a potentially valuable corridor for electric transmission and fiber-optic lines. PennDOT does not believe that the DMU project will result in the elimination of the electric catenary west of SEPTA's present terminus at Thorndale, to which Amtrak is required to maintain the electrification.

SEPTA, however, has informed PennDOT that it does not intend to permit internal-combustion equipment to operate into Suburban Station or Market East. This would result in the Harrisburg DMU's terminating as trains now do, at the less-convenient 30th Street Station. PennDOT, which expects to award a contract this fall for delivery of the 12 cars in 1999, is also considering a Phase II of the project which could possibly include some new electric MU's for through service to New York. PennDOT hopes to begin an "interim" service next year using off-the-shelf equipment, most likely the ADtranz diesel-powered Flexliners, though it is doubtful that the Federal Railroad Administration will grant AMTRAK a waiver from its tough new standards on collision protection. (The Flexliners are to operate on Amtrak's St. Louis-Kansas City trains for a three-week demonstration period next month.) Among the requirements for the new cars will likely be an acceleration rate of at least 1.8 mph per second, and PennDOT is talking about using some of the equipment in express service on a one-hour and 30-minute schedule between Harrisburg and 30th Street, with stops only at Lancaster and Paoli. The cars will probably be delivered in two-car sets and maintained by Amtrak in Philadelphia.

President Clinton's budget proposal for FY 1998 reduces AMTRAK funding by \$75 million (nine percent) below the current year. Operations would get \$202 million versus \$222 million this year (Amtrak requested \$245 million), while capital funding would drop from \$478 million to \$423 million. With Congress in a budget-cutting mood, it is uncertain how the final numbers will come out, or whether Amtrak will receive its coveted half-cent of the fuel tax for capital improvements. The government still expects Amtrak to operate subsidy-free by the year 2002.....NARP reports that AMTRAK's mail and express revenues in FY 1996 were \$66 million versus \$61 million in 1995 and \$15 million in 1982.

AMTRAK has decided to relocate its National Operations Center from Philadelphia to Wilmington, DE, bringing 230 new jobs to that city. Of that number, 190 jobs will be transferred from Philadelphia and the rest from Baltimore and Washington. The \$11-million State-assisted project involves renovating the Wilco Building near Wilmington's Amtrak station, to be completed in November. The center dispatches trains and crews outside the Northeast Corridor and coordinates operations with Amtrak's host freight railroads (Roy Soukup).....AMTRAK will run a seven-car special train from Washington to Harrisburg March 7 via CONRAIL's scenic Port Road branch, carrying up to 300 Congressmen and their families to a weekend retreat at Hershey Lodge & Convention Center (Howard Bender).

NORFOLK SOUTHERN reportedly has approached AMTRAK about the possibility of operating RoadRailer inter-modal trains over the Northeast Corridor between Washington and North Jersey. One problem is that CONRAIL has exclusive freight rights on the Corridor in Pennsylvania and New Jersey.....AMTRAK has published a "Winter Weather Travel Guide" showing Northeast Corridor train schedules in the event of "severe" or "extreme" weather. It has not been needed thus far in 1997, but was probably inspired by Amtrak's experiences last season..... Here's an example of quick-changing AMTRAK policy. In December 1996 Amtrak issued a bulletin order providing in Special Instruction 35-S1 that "Conrail freight trains must not exceed 30 mph when operating over any portion of the Northeast Corridor during any time period. This includes the Main Line-Philadelphia to Harrisburg." (The previous restriction applied only between 6 AM and 10 PM.) New operating timetable #3 effective February 17, 1997 restored the original 6 AM-10 PM rule, which did not apply on the Harrisburg line. But immediately a new bulletin order amended the rule once again to exempt "solid trail van trains," no doubt at the behest of Conrail whose piggyback trains had operated at 50 mph.

CONRAIL



CONRAIL plans to complete the sale of most of its South Jersey lines by April 1 (see February Cinders). The buyer is Railroad Development Corp. (RDC) of Pittsburgh, which will name its new operation the "Camden & Amboy." The sale includes 185 miles of track and trackage rights and parts of Pavonia yard in Camden, but does not include the busy Penns Grove secondary track to Deepwater. The new company will hire a number of Conrail employees and acquire locomotives from Conrail and other sources.....NARP reports that RegioSprinter, the Siemens-built diesel light-rail car, will make demonstration runs over the Camden-Trenton branch May 9-18.....CONRAIL is also proceeding with the previously-announced sale of its 14 Flexi-Flo bulk transloading terminals to Matlack Systems of Wilmington, DE and Savage Industries of Salt Lake City, UT. Savage will acquire the two terminals in Philadelphia.

The Inquirer reported last month that deregulation of the electric power business over the next few years could cost railroads up to \$290 million in coal-hauling revenues each year to 2000 and even more after that, as competitive pressures force utilities to demand lower freight rates. In this area, Pennsylvania Power & Light moved eight million tons of coal by rail in 1995, and Peco Energy received 1.1 million tons. In the short term, the investment banking firm of Salomon Bros. estimates that CONRAIL will lose \$10 million in coal revenues each year, CSX \$24 million and NORFOLK SOUTHERN \$37 million.....The railroad industry is opposing

(Continued on Page 10)

Conrail Locomotive Roster

(Corrected to February 1, 1997)

ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	UNITS	NOTE
740-759	C40-8W	GE	1994	4000	C-C	20	1, 2
1003-1018	MT4	Alco	1957		B-B	4	3
1100-1128	MT6	Alco	1958		C-C	29	3
1600-1699	GP15-1	EMD	1979	1500	B-B	100	
1900-2023	B23-7	GE	1978-79	2250	B-B	109	
2030-2040	B30-7R	GE	1972	3000	B-B	11	4
2800-2816	B23-7	GE	1977	2250	B-B	17	
3275-3403	GP40-2	EMD	1973-80	3000	B-B	126	
4020-4022	E8A	EMD	1951-52	2400	A1A-A1A	3	5
4100-4127	SD8OMAC	EMD	1995-96	5000	C-C	28	2, 6
5000-5059	B36-7	GE	1983	3600	B-B	56	
5060-5089	B40-8	GE	1988	4000	B-B	30	
5500-5574	SD60M	EMD	1993	3800	C-C	75	2
5575-5654	SD60I	EMD	1994-95	3800	C-C	80	2, 7
6000-6021	C39-8	GE	1986	3900	C-C	22	
6025-6049	C40-8	GE	1989	4000	C-C	25	
6050-6265	C40-8W	GE	1990-94	4000	C-C	216	2
6358-6524	SD40-2	EMD	1977-79	3000	C-C	165	
6550-6599	C30-7A	GE	1984	3000	C-C	50	
6610-6619	C32-8	GE	1984	3150	C-C	10	
6620-6644	C36-7	GE	1985	3750	C-C	25	
6654-6666	SD45-2	EMD	1972	3600	C-C	13	
6700-6834	SD50	EMD	1983-86	3500/3600	C-C	135	
6840-6867	SD60	EMD	1984-89	3800	C-C	28	
6925-6959	SD38	EMD	1970	2000	C-C	35	
6960-6999	SD40-2	EMD	1966-71	3000	C-C	40	8
7600, 7604	GP38	EMD	1967	2000	B-B	2	9
7635	GP38	EMD	1965	2000	B-B	1	10
7656-7939	GP38	EMD	1969-71	2000	B-B	140	
8040-8281	GP38-2	EMD	1972-79	2000	B-B	235	
9400-9424	SW1001	EMD	1973	1000	B-B	25	
9500-9620	SW1500	EMD	1966-73	1500	B-B	103	

NOTES

Certain number blocks are not complete

- 1 - Built for lease fleet
- 2 - Widenose units
- 3 - Slug units converted by CR, GE 1978-79
- 4 - Rebuilt by GE from U23B's 1989, upgraded by CR 1993 (Acquired from Monongahela Ry.)
- 5 - Assigned to office car specials
- 6 - AC-drive units
- 7 - Certain units assembled at CR Juniata shop
- 8 - Rebuilt by CR from SD40's 1993
- 9 - Overhauled by CR 1993 (Acquired from CSX)
- 10 - Rebuilt by CR from GP35 1984

TOTAL CONRAIL UNITS - 1958

BUILDER ABBREVIATIONS

Alco - American Locomotive Company/Alco Products, Inc.
 CR - Consolidated Rail Corp.
 EMD - Electro-Motive Division/General Motors Diesel, Ltd.
 GE - General Electric Company

SOURCES

Conrail
 Extra 2200 South Magazine
 J. B. Kirk
 Cinders Staff

PHILADELPHIA EXPRESS (Continued from Page 9)

President Clinton's budget plan to reimpose rail safety user fees for FRA inspection services, estimated to cost the railroads \$57.1 million annually (Traffic World).....American Trucking Associations President Thomas Donohue last month threatened to lobby Congress for more stringent rail regulations if the railroad industry continues to bash the truckers over trailer length and highway safety issues (Traffic World).....NJ TRANSIT has gone to court over the rejection by Falls Township of NJT's plan to buy 30 acres of CONRAIL's Morrisville yard for a car storage facility.

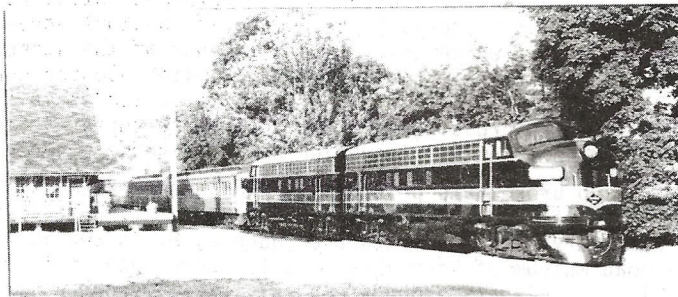
The railroads issued the 6th edition of their standardized NORAC operating rules effective January 1. Full participating members are AMTRAK, CONRAIL, NJ TRANSIT, READING, BLUE MOUNTAIN & NORTHERN, ST. LAWRENCE & HUDSON, SUSQUEHANNA and SEPTA, with several shortlines as associate members.....The new West Chester Railroad received two more locomotives on February 25, as SEPTA delivered Alco S2 #3 and GE 44-tonner #9 to Glen Mills station, joining GP9 #99. The latest two units had been stored on the DELAWARE VALLEY RAILWAY. WCRR hopes to begin tourist service this fall over the unused SEPTA branch between West Chester and Glen Mills.....RailAmerica, operators of the DELAWARE VALLEY based in Kennett Square, has purchased the Gettysburg Railroad and renamed it GETTYSBURG RAILWAY. There are plans to move two F7 units from an affiliated line for passenger service out of Gettysburg.

In late January members of Buckingham Valley Trolley Association trucked their last trolleys, #46 and 401, out of Pier 9 and into SEPTA's Germantown depot for storage (Joe Mannix).....Those remaining SPV-

(Continued on Page 12)

BRANDYWINE SPRING RAIL TOUR

Historic Reading Locomotives to Power Train



MONDAY, MAY 26, 1997
(Memorial Day)

LEAVE NORTHBROOK, PA 11:00 AM, EDT, RETURN ABOUT 5:30 PM

Ample Free Parking at Northbrook Station

FARE: \$32.00 per person

PHILADELPHIA and LANCASTER CHAPTERS, NATIONAL RAILWAY HISTORICAL SOCIETY, in cooperation with BRANDYWINE SCENIC RAILWAY and DELAWARE VALLEY RAILWAY, invite you to participate in a Spring Rail Tour in scenic, rural Chester County, Pennsylvania. We will travel over historic former Reading and Pennsylvania Railroad routes on a special train of open-window coaches powered by former Reading Company FP7A diesel locomotives #902 and 903, owned by the Lancaster and Philadelphia Chapters, and built for the Reading in 1950 by the Electro-Motive Division of General Motors Corporation. These two beautiful locomotives have been restored to as-delivered appearance by volunteers of the two chapters.

Operating conditions permitting, we will travel south from Northbrook to Chadds Ford Junction, turning onto the former Octoraro Branch of the Pennsylvania Railroad. It is planned to continue as far as Avondale and even possibly to West Grove, a bit further than last year's trip. Returning to Chadds Ford Junction, we will back down the former Reading Wilmington & Northern to Cossart. We will then proceed north to South Modena, where the power will run around our train and return us to Northbrook. A number of quality photo stops and runbys have been planned for the day.

A box lunch is available at a cost of \$6.00 and must be ordered in advance using the coupon below. Smoking or alcoholic beverages are not permitted aboard this special passenger train.

Capacity on this trip is extremely limited and we anticipate an early sell-out. Information and credit card orders should be telephoned to 610-352-7063. Mail orders should be directed to Philadelphia Chapter, NRHS at the address on the coupon below. Join us on Monday, May 26, 1997 for an outing with these heritage diesels.

To reach Northbrook, follow Pennsylvania State Route 842 from West Chester (off Route 100, proceeding west for six miles to right turn onto Northbrook Road to railroad parking lot. Coming from the west, enter Route 842 at Unionville and drive three miles to Northbrook Road.

----- (PLEASE CLIP AND MAIL) -----

PHILADELPHIA CHAPTER, NRHS
P. O. BOX 7302
PHILADELPHIA, PA 19101-7302

Please send me the following for the Brandywine Spring Rail Tour on Monday, May 26, 1997:

_____ rail tickets at \$32.00 each _____ box lunches at \$6.00 each TOTAL ENCLOSED - \$ _____

Name _____ Telephone Number: Area Code _____ - _____

Address _____

City _____ State _____ ZIP Code _____ - _____

VISA/MASTERCARD/DISCOVER CARD ACCOUNT NUMBER _____ EXPIRATION DATE: _____

CARD HOLDER'S SIGNATURE (Required for Credit Card Orders) _____

PHILADELPHIA EXPRESS (Continued from Page 10)

2000 shells long stored behind Transit America's Red Lion plant in Northeast Philadelphia have been scrapped (Vince Jakubowski).....The Smithsonian Institution and Bethlehem Steel Corp. have announced plans for a \$60-million National Museum of Industrial History, to be opened in about three years in South Bethlehem. The State will also cooperate in the venture, which will utilize some of the steel company's now-vacant land and buildings, as well as railroad and industrial exhibits that the Smithsonian does not have space for in its Washington museums.....The FRA still has not placed in effect its controversial rule which would require trains to sound their horns at all public grade crossings, except those with sophisticated protection systems. The rule has come under heavy criticism from some communities which now have whistle bans.

Chapter Member Roy Soukup broke into print in the Chesapeake & Ohio Historical Magazine with an article and photos on last fall's steam excursions with C&O 614.....The 614 is scheduled to run encore excursions from Hoboken, NJ to Port Jervis, NY and return on June 7, 8, 14 and 15 via NJ TRANSIT.....Robert L. Emerson is leaving the Railroad Museum of Pennsylvania after more than 13 productive years as director, to become executive director of Old Fort Niagara, Youngstown, NY.....Congressman Jon Fox of Montgomery County has been named to the House Transportation & Infrastructure Committee, putting him in a strong position to press for more transit and highway funding for this area. The Committee is chaired by Bud Shuster of Altoona.The STRASBURG RAIL ROAD has been awarded a contract to build from scratch an operating replica of the 1869 Lyon, Virginia & Truckee's first locomotive. A private individual will pay for the replica and donate it to the Nevada State Railroad Museum in Carson City (Railfan & Railroad).

VIGRASS CONTRIBUTES TO CLEVELAND TRANSIT BOOKS

Chapter Member J. William Vigrass is a major contributor to two hardcover books on the history of public transit in Cleveland, OH. The first, Horse Trails to Regional Rails by James A. Toman and Blaine S. Hays, was published last fall by Kent State University Press, Kent, OH, and retails at \$49 per copy. Bill Vigrass contributed a total of 18 photos to that book.

The second volume, entitled Cleveland Transit Vehicles, contains an 18-page chapter written by Bill on transit technology. This book sells for \$45. He had spent time in Cleveland working for the Erie Railroad, before moving to Columbus and eventually to South Jersey prior to the startup of PATCO in 1969, where he rose to the position of assistant general manager before entering the field of transportation consulting.

The books are available from Kent State University Press, P. O. Box 5190, Kent, OH 44242 (telephone 800-247-6553).

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