



CINDERS

APRIL 1999



Volume 60 Newsletter of the Number 4

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

IN THIS ISSUE

Conrail Split Looms in 60 Days.....	2
Extra List.....	3
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4
ON THE SCENE, by El Simon.....	7
Bethlehem Steel buys Wilmington & Northern.....	9
Shortline/Regional Railroad Loco Roster Update....	10

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

CHAPTER OFFICERS

President.....	Douglas W. Watts	(610) 259-4226
Senior Vice President.....	Leslie J. Dean	(610) 586-7294
Vice President & Treasurer.....	Charles E. Van Reed	(215) 646-2247
Secretary.....	Marie K. Eastwood	(215) 947-5769
National Director.....	Frank G. Tatnall, Jr.	(610) 828-0706
Historian.....	Larry A. DeYoung	(908) 788-7895
Editor.....	R. L. Eastwood, Jr.	(215) 947-5769

COMMITTEE CHAIRS

Equipment.....	Robert F. Morris	(610) 543-8010
Membership.....	Sheila A. Dorr	(610) 642-2830
Program.....	Leslie J. Dean	(610) 586-7294
Publicity.....		
Sales.....	David Kopena	(215) 441-8092
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 (\$19.00 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

MEETING NOTICE:

FRIDAY EVENING, APRIL 16, 1999

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

Dinner at 6:15 PM (\$19.00 per person), Meeting at 7:30 PM

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

Our April 16, 1999 meeting will feature Chapter Member Harold H. Geissenheimer with a narrated slide lecture entitled "Light Rail Update, with emphasis on station design". Harold, a long-time, well-respected transit professional, has traveled around the world and is an expert on light rail systems. This presentation will provide an inside look at some station designs for some of the newer (and older) light rail systems.

The evening begins with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$19.00 per person. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, APRIL 13, 1999 to Dinner Chairman Bill Gardiner at 215-632-7016. This is a STRICT deadline, and you MUST specify when ordering if you desire a fish dinner. Please call BILL GARDINER to make this reservation.

By April 16 you'll hopefully have mailed your income tax returns and will be ready to relax, come out and enjoy a Philadelphia Chapter meeting as we look at light rail systems.

Looking ahead, our May 21 meeting will feature Edward E. Sammler, presenting a narrated slide lecture on the Pennsylvania-Reading Seashore Lines. Our June meeting will be on the second Friday, June 11, so as to avoid conflict with the NRHS Convention in Sacramento, CA from June 21-26. Appropriately, our June 11 program will feature a member-participation program entitled "Farewell to Conrail". Members will be invited to screen their favorite slides from the 23 years of Conrail history since 1976. Gather some slides and mark your calendar for June 11, 1999 for "Farewell to Conrail".

NOTICE OF ANNUAL MEETING & ELECTION

Notice is given of election of Chapter officers to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday, April 16, 1999, beginning at 7:30 PM.

Any member in good standing who is interested in running for election to office for the position of President, Senior Vice President, Vice President & Treasurer, Secretary or National Director may be nominated from the floor at the April 16 meeting. All incumbent officers have agreed to stand for re-election to office.

MARIE K. EASTWOOD
Secretary

Conrail Split Date Looms in 60 Days

Amid rumors of further delay, CSX and Norfolk Southern remain committed to June 1 as the date on which they will split Conrail between them. On that milestone day, the two carriers will begin operating their respective Conrail properties, and Conrail will no longer appear in the routing column of freight waybills. However, Conrail will remain a visible entity, operating the three so-called Shared Assets Areas in the Philadelphia area, New Jersey and Detroit, where it will serve as a terminal carrier for its parent roads.



CONRAIL



Columnist Don Phillips, writing in the current issue of *Trains*, emphasized that many Conrail people in the field are proud of what they have accomplished during the short life of their railroad. "Both NS and CSX need to understand the value of the attitude and the pride they are inheriting. I hope both acquiring railroads will respect the Conrail heritage and allow Conrail to be transformed rather than absorbed," Phillips said. "For instance, there is no need to slap an NS or CSX herald onto Conrail blue paint the first week; let Conrail locomotives be Conrail locomotives until they disappear or go through the paint shop." Although Conrail may be a lame-duck railroad with just weeks remaining, the deferment of Day One has given railfans a bonus of time in which to photograph pure lashups of blue locomotives in their native habitat.

Meanwhile, the leaders of both Virginia-based roads were pontificating on the ultimate success of their long and expensive takeover process. "We want to get things right--from the start," asserted NS Chairman David R. Goode. "The shippers are negotiating significantly lower rates" than they had with Conrail, claimed CSX Chairman John W. Snow in a Philadelphia speech last month. He repeated the mantra that the entry of CSX and NS into the Northeast will spur true competition between railroads for the first time since the formation of Conrail, with the Philadelphia region to benefit from an influx of new rail-related businesses and jobs. But he admitted that if the many months of painstaking work to smooth the takeover prove inadequate, it will be a disaster for both his company and the industry. Should there be a meltdown of service similar to that which followed the recent splicing of Union Pacific and Southern Pacific, Snow declared, "the forces for reregulation of the railroads, even nationalization, will become unstoppable."

There have been numerous physical signs of the impending takeover of Conrail, including a number of track improvement projects such as the extension of a controlled siding on the Lehigh Line in New Jersey, just west of Musconetcong tunnel which will be single-tracked to allow passage of NS double-stack trains. Out of NS's \$1.07-billion capital budget for this year, about \$300 million is earmarked for Conrail-related projects. And closer to home, CSX has completed the Grays Ferry connection in Philadelphia, linking its own mainline with Conrail's Harrisburg Line.

Another sign is the restencilling of Conrail freight cars allocated to CSX with "NYC" reporting marks, reflecting the New York Central Lines subsidiary which will lease its 42-percent share of Conrail property to CSX. By early March, more than 13,000 cars had been restencilled, with all Conrail cars not bearing the NYC marks to be directed to NS. On March 12, the renumbering of a large segment of Conrail's 1,984-unit locomotive fleet began at Enola yard near Harrisburg, when SD50 #6715 received new NS number 5409 in a large white patch with black numerals on the cab sides, though it retained its blue livery and CR markings. Also applied was the sublettering "PRR" for Pennsylvania Lines, the Conrail subsidiary that will lease NS its share of the system. CSX presumably will subletter its acquired units with "NYC," while about 110 locomotives will be assigned to the Shared Assets operation.

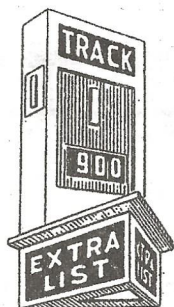
After the closing date, NS will operate about 7,200 miles of Conrail routes, creating a 21,600-mile system serving 22 states, the District of Columbia and one Canadian province, while CSX will take over about 4,000 miles of Conrail lines, resulting in a 22,300-mile system reaching 23 states, DC and two Canadian provinces.

"Farewell to Conrail" Special Planned for May

A "Farewell to Conrail II" special train is scheduled to operate next month out of Philadelphia over a "rare-mileage" circle route, sponsored by the Buy Miles group of private car owners. Running as an Amtrak charter with Amtrak locomotives, the train is advertised to leave Philadelphia's 30th Street Station at 7 AM on Friday, May 7, returning on the night of Monday the 10th. The train would spend two nights at Steamtown in Scranton and one at Rensselaer, NY.

The proposed route on the first day would be: Conrail from Philadelphia to Reading, Reading & Northern from Reading to Jim Thorpe and on to Scranton via R&N's line through the Lehigh Gorge, Pittston to Taylor yard and Delaware-Lackawanna switch to Steamtown. Second day: A seven-car steam-powered special over Steamtown's Pocono Mountain line and return to Scranton. Third day: Canadian Pacific's ex-Delaware & Hudson mainline from Scranton to Binghamton and Schenectady, then Conrail to Amtrak's Rensselaer station. Fourth day: Conrail's Post Road branch, Boston Line and Selkirk branch via the Castleton bridge, River Line to North Jersey and return to Philadelphia via the Lehigh and Trenton Lines through Bound Brook and West Trenton.

The fare is \$1,995 per person (double occupancy), including accommodations on the train Thursday through Sunday nights and all on-board meals. A \$200 supplement is applied for single (roomette) passengers. While preference is given to those on the sponsors' mailing list, the trip is open to the public. Reservations may be made by contacting Clark Johnson, owner of the private car Caritas, through his High Iron Travel Corp., P. O. Box 50116, Minneapolis, MN 55405-0116. E-Mail to: www.highirontravel.com, or telephone to 612-922-7259, Fax: 612-922-8820.



APRIL 10, 1999: 9th annual "Friends" symposium at Drew University, Route 124, Madison, NJ, 9 AM-5 PM, sponsored by Friends of New Jersey Railroad & Transportation Museum and United Railroad Historical Society. Seventeen illustrated presentations will focus on the statewide effort to create a New Jersey transportation heritage center and to preserve historic equipment, sites, structures and artifacts. Admission: \$35 per person, including lunch, morning and afternoon refreshments and a one-year membership in the Friends organization. Order tickets from: Capt. Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922. For information, telephone 908-464-9335.

APRIL 10-11: Excursions on Black River & Western Railroad from Flemington to Three Bridges, NJ and return over normally freight-only ex-Jersey Central trackage. Trains depart every hour. Regular fares apply. For information, telephone 908-782-6622.

APRIL 12: Ringling Bros. and Barnum & Bailey 54-car Blue Unit circus train will move from Long Island, NY to South Philadelphia via New York & Atlantic, Amtrak and Conrail through West Trenton, NJ. Due to operating restrictions through the New York tunnels, train may not reach Philadelphia until late in the day or next morning. Circus will perform at First Union Center April 15-25, departing April 26 for Providence, RI via Conrail.

APRIL 17: Spring outing on Long Island Rail Road's Montauk and Port Jefferson branches, sponsored by Long Island-Sunrise Trail Chapter NRHS. Special train with unusual consist of vintage coaches, parlors, freight equipment and locomotives will be operated, with numerous photo stops. This may be the final excursion with this older equipment. Train leaves Jamaica station 8 AM, returns 6 PM. Fares: adults \$60 coach, \$99 parlor; children under 10 deduct \$10 from these fares. Tickets include continental breakfast and box lunch--please specify ham & cheese or turkey breast sandwich. Order tickets from: Long Island-Sunrise Trail Chapter NRHS, P. O. Box 507, Babylon, NY 11702-0507, making checks payable to "LIST-NRHS" and enclosing stamped, self-addressed envelope.

APRIL 18: "Three-Generation" trolley excursion on SEPTA lines using Peter Witt #8534, PCC #2168 and Kawasaki LRV, for benefit of Rockhill Trolley Museum and Pennsylvania Trolley Museum. Cars leave Elmwood depot at 11 AM for trips through trolley subway and to 11th and 12th Streets in center city, returning about 4 PM. Fare: \$35 per person, including hoagie and soda lunch. Order tickets from: Harry Donahue, 1901-A Stonegate Lane, Stanhope, NJ 07874, making checks payable to "Harry Donahue" and enclosing stamped, self-addressed envelope. For information, telephone Matthew Nawn at 610-789-5624.

APRIL 24: "Tracking the Trolley" tour using a 7300-series LANTA GMC bus to trace a series of former Lehigh Valley Transit trolley routes, sponsored by Lehigh Valley Chapter NRHS. The bus to be used is one of the last three of the 26-year-old coaches still in service. Tour will leave Fairview Garage, 12th & Cumberland Streets in Allentown, at 12:30 PM, returning at 4:30 PM. Portions of the Slatington, Northampton and Emmaus routes will be covered, with photo stops. Limited to 35 persons. Fare: \$13 per person. For reservation, send check payable to "Lehigh Valley Chapter NRHS" to Douglas Peters, 3025 Ithaca Street, Allentown, PA 18103-7319.

APRIL 24-25: "All Aboard Days" at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, featuring rides behind operating steam locomotives to include the Tom Thumb replica, the Lafayette and Mason-built 4-4-0 #25, the latter rebuilt last year for appearance in the upcoming movie "The Wild Wild West." Special tours and children's activities, plus regular diesel-powered "Mt. Clare Express" train rides will also be a part of this open house event. For information, telephone 410-752-2388 (E-mail: info@borail.org).

APRIL 26: Well-known Artist-Historian Ted Xaras will present double-screen slide show on the history and development of Reading Terminal, at regular meeting of West Jersey Chapter NRHS, Haddonfield Borough Hall, Kings Highway & Haddon Avenue, Haddonfield, NJ, beginning at 7:30 PM. The Borough Hall is a four-block walk east from PATCO Haddonfield station.

APRIL 30, MAY 1, 2: 14th annual National Trolley Meet sponsored by East Penn Traction Club, at South Jersey Expo Center, Route 73, Pennsauken, NJ. For information, contact Gary Reighn, 236 Stoughton Circle, Exton, PA 19341-1400.

MAY 1-2: Annual Spring Train Show & Sale in Ocean City, NJ at the historic Music Pier, Boardwalk & Moorlyn Terrace. Running displays, with model trains of all gauges, buy, sell, trade. Parking available. Hours: Saturday 10 AM-5 PM, Sunday 11 AM-4 PM. Admission: \$3 adults, \$1 children. For information, telephone 609-525-9300.

MAY 2: "Over and under" center city trolley tour via SEPTA lines using Peter Witt #8534 and PCC car, sponsored by Buckingham Valley Trolley Association in connection with East Penn Traction Club's National Trolley Meet. Maximum of 120 passengers can be accommodated. Tour will include the trolley subway, trolley diversion route, parts of Route 15-Girard Avenue and two trips on 11th and 12th Streets Welcome Line loop. Fares: \$20 for Meet registrants, \$25 others. Order tickets from: George Metz, 13 Post Run, Newtown Square, PA 19073-3014, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope. For information, telephone 610-353-4982 (E-mail: gwmetz@aol.com).

MAY 9: "Mother's Day Express" on West Chester Railroad from West Chester to Glen Mills, PA and return over former Pennsylvania Railroad West Chester branch. Diesel-powered trains depart Market Street station, West Chester, at 11 AM, 1 and 3 PM. Fares: \$9 adults, \$5 for mothers, \$6 children (2-12). For reservations and information, telephone 610-430-2233.

MAY 16: "Art in the Depot" days on West Chester Railroad with local artists displaying their works at points between West Chester and Glen Mills, PA. Trains depart Market Street station, West Chester, at 12:30 and 2:30 PM. Fares: \$9 adults, \$6 children (2-12). For reservations and information, telephone 610-430-2233.

PHILADELPHIA



FRANK G. TATNALL, JR.

Regional Rail continues to outshine SEPTA's other divisions in ridership gains. In February, the railroad averaged 94,000 weekday passengers, 4.5 percent ahead of February 1998 and 0.6 percent better than budget. City Transit Division's 574,000 daily trips were 1.7 percent below February 1998 and 3.2 percent worse than budget. Obviously, the 40-day transit strike last June and July had some lingering after-effects. For the first eight months of Fiscal Year 1999, SEPTA reports consolidated daily ridership of 667,000, 2.3 percent below the year-ago period, but Regional Rail's ridership figure of 92,000 was up 6.7 percent from FY 1998.

SEPTA is pushing ahead with its program to restore several historically significant ex-Pennsy stations. A \$4-million project is underway at the 1858-vintage Overbrook station (see March Cinders), and in February the SEPTA board approved a \$2.3-million contract to restore the circa-1872 Radnor station, as well as the canopy and platform on the eastbound side. The money will come from the Federal government's Livable Communities Initiative, with work to be completed next year. Radnor has also been designated a "key" station under the Americans with Disabilities Act, meaning that it must be made fully accessible to the handicapped. In addition, SEPTA advertised for bids last month for the full restoration of the unique Strafford station, which dates from 1876. The project should be completed in about a year, including new platforms and canopies and an intertrack fence. Further work is to be done at Allen Lane, on the Chestnut Hill West Line, and SEPTA is seeking additional funding for other station restorations.



SEPTA has announced plans to install new, more visible no trespassing signs at many points along the Regional Rail system. The signs will bear the legend "Crossing here could be deadly" as well as an as-yet-unrevealed drawing to drive home the message in graphic terms. The signs and an accompanying publicity campaign are in response to a number of recent trespasser deaths, including those of two men struck by a train on the Airport Line in January and another killed by an R7 train on February 15 near Tacony station. In December, SEPTA closed its Lenni Training Facility on the Glen Mills running track (West Chester Line), and an "AC Motor Stop" sign has been installed at milepost 16.9 south of Glen Riddle station. Thus far, the experimental color scheme applied to Silverliner IV #299 last year has not been duplicated, and SEPTA is evaluating whether to spread the new image to the rest of the MU fleet.

SEPTA and its riders suffered delays on AMTRAK's Harrisburg line following the four-inches-plus of heavy, wet snow on the night of March 14, mainly due to power outages caused by tree limbs falling on the catenary. Power for R5 trains was lost west of Frazer during the morning rush on Monday the 15th, but more serious delays to push-pull and MU trains occurred the next morning west of Bryn Mawr. SEPTA and AMTRAK have a joint project to restore elevator service to the Upper Level of 30th Street Station, for use by passengers with disabilities. New elevators will be installed in the old baggage elevator shafts at the east end of the platforms, with completion due by December 1999.

SEPTA will reissue its commuter rail timetables effective May 16, the same date that AMTRAK's new schedules take effect. Construction has begun on the eastbound high-level platform at the new Thorndale station in Chester County. Meanwhile, the old Pennsy wooden shelter on the westbound side at Downingtown station has been torn down (Paul Kutta). SEPTA announced that it would hold public hearings in all five counties March 29-April 1 on its proposed service standards for the Regional Rail and Suburban Transit Divisions. Such standards are already in effect on the City Transit Division and have been judged successful in helping maintain and improve SEPTA's service. SEPTA reportedly will close the Chestnut Hill West interlocking and block station later this year. The functions of this round-the-clock "tower," located inside the passenger station, most likely will be removed from either "A" or "Broad" towers, and its model board made available for museum preservation.

In February, the SEPTA board elected a new chairman, Pasquale ("Pat") Deon, Sr., 40, of Bucks County, replacing Thomas Hayward, 67, of Delaware County who stepped down after seven years as chairman. James Schwartzman, the Governor's representative on the board, was elected vice chairman to replace Philadelphia Member Richard Voith. We will see if the change in chairmanship results in any increased interest on SEPTA's part to revive the long-dormant branch to Newtown in Bucks County. DVARP has been advocating that General Electric's proposed dual-mode "Genesis 3" diesel-AC electric locomotives be used to reopen this line. Gas from an unknown origin seeped into Suburban Station and at least two center city buildings on the afternoon of February 15. Suburban Station was evacuated for a half-hour but trains continued to operate through the tunnel. Passenger traffic was much lighter than normal due to the Presidents Day holiday. SPD Technologies has been hired to upgrade the propulsion systems on SEPTA's 231-car fleet of Silverliner IV MU's over a five-year period, at a cost of \$18.5 million. During several weekends in February, SEPTA replaced some of the switch mechanisms and movable-point frogs at "Jenkin" interlocking adjacent to Jenkintown station. The entire interlocking will be reconfigured as part of the Wayne Junction-Glenside reconstruction to start next year.

PHILADELPHIA EXPRESS (Continued from Page 4)



SEPTA is losing its chief operations officer, Michael T. Burns, who this month will take over as general manager of SAN FRANCISCO MUNICIPAL RAILWAY. "I want to extend our congratulations to Michael for being appointed to one of the most challenging positions in American transit," said SEPTA General Manager John K. Leary, Jr. Muni, which operates trolleys, buses, trolley coaches and the famed cable cars, is known for being difficult to manage because it is owned by the City and therefore under direct control of the mayor. Five general managers have come and gone in the last ten years. Labor relations on the system have also been strained and deferred maintenance is a major problem. Burns came to SEPTA five years ago from Boston's MBTA, first taking over the job of assistant general manager of the Railroad Division. Former SEPTA General Manager Louis Gambacini, now director of the National Transit Institute of Rutgers University, New Brunswick, NJ, had a major voice in recruiting Burns, according to a report in the San Francisco Examiner.

SEPTA may experience some problems with the so-called "Y2K" computer bug come next January 1, but Chief Information Officer Ralph Manzano said recently that he was confident that "all lines will run." Of the 349 in-house computer systems judged vulnerable at SEPTA, 52 already have been certified as compliant, with emphasis on those systems needed for safe operation and financial integrity. Many other systems will be in compliance by the end of April, he said, but SEPTA needs to be concerned about the readiness of its suppliers, including Peco Energy, Bell Atlantic and AMTRAK, as well as the City, State and Federal governments. Just to be on the safe side, SEPTA will arrange to park all trains at stations before the stroke of midnight on January 1. And there are certain other dates of concern: April 9, 1999 when nationwide electrical tests will be conducted, and August 22 when satellite communications may be affected. The entire Y2K compliance effort is expected to cost SEPTA \$5 million, and involves such tedious work as pulling the logic cards on all 1,500 of SEPTA's fare-boxes to change out their embedded processors.

President Clinton's Fiscal Year 2000 budget calls for spending \$6.1 billion on transit nationwide, a 14-percent increase from the \$5.39 billion approved by Congress for FY 1999 and \$291 million more than authorized in TEA-21, the Transportation Efficiency Act for the 21st Century (Railway Age).....Former SEPTA General Manager David Gunn has said that he will retire this year from his current post as head of the Toronto (Ont.) transit system.....Three Upper Darby High School students have been arrested for writing graffiti on SEPTA buses and property, and defacing local businesses. One of them, a 17-year-old, was sentenced to a year in juvenile prison and 540 hours of community service, while the other two vandals are awaiting trial. "This is the first time we've sent someone away for graffiti," said Delaware County District Attorney Patrick L. Meehan. The Inquirer reported that Upper Darby, Haverford Township and SEPTA police cooperated in tracking down the offenders.

SEPTA now plans a bid opening on April 22 for its proposed purchase of 12 low-floor articulated light rail vehicles.....Under a new state law approved last year, transit authorities are no longer required to accept the lowest bid, but may negotiate contracts taking other factors into consideration.....By mid-March, 134 of 220 new M4 Market-Frankford cars had been delivered, although six of the early vehicles had been shipped back to ADtranz at Elmira, NY for retrofitting.....Brand-new cars 1034 and 1074 collided while switching in the 69th Street yard in February. One of the cars was so heavily damaged it may need to be replaced.....A new bridge has been installed on the loop track at 69th Street where it passes over the yard leads.

Although precise figures are not yet available, SEPTA carried thousands of visitors to the week-long Philadelphia Flower Show at the Convention Center last month. Many were not regular transit riders, but SEPTA's \$22.50 "bouquet pass" proved popular, as it provided an adult admission to the show plus unlimited riding for a day on all SEPTA lines. AMTRAK also offered special round-trip package tours for out-of-town visitors..... Restructuring of Frontier bus Routes 92, 95, 97, 98 and 99 out of Norristown will become effective April 18. A new Route 131 will operate between Norristown and Valley Forge Corporate Center.....Transport Workers Union Local 234 President Steve Brookens has received Democratic Part endorsement for an at-large seat on Philadelphia City Council. Brookens was the chief TWU spokesman during last year's strike against SEPTA.

The Inquirer on February 25 published a lengthy article accompanied by two photos, on the recent decision of Buckingham Valley Trolley Association to donate most of its remaining historic trolleys to Scranton, PA. Two days later, the newspaper ran a lead editorial entitled "The last stop? Philadelphia, once a haven for trolleys, has become their graveyard." The editorial blasted SEPTA for its unconcern in preserving the City's trolley heritage. The \$4-million Lackawanna Trolley Museum in Scranton, now under construction, is expected to open on July 4 and will initially operate a mile-long electrified route between the Steamtown site and South Scranton. A new station-design visitors center is being built off Interstate 81 in Moosic near Lackawanna County Stadium with the goal of extending the trolley operation to that point and nearby Montage Mountain ski area.

Under the impetus of the Americans with Disabilities Act, SEPTA has committed itself to a nearly \$2-billion program to make the system accessible to disabled persons. As reported in February Cinders, there will be a total of 35 "key" rail stations made fully accessible to the disabled. Some of these, such as the Walnut-Locust station on the Broad Street subway, will require extremely costly construction. Additional stations--Overbrook on the R5 line among them--will be made accessible because of major restoration work being performed there, and all new stations must be fully accessible. The entire program is to be completed by 2006, although 27 of the 35 key stations will be finished by December 2000. Oddly, 30th Street was not listed as a key station, but it will become one this year (see above). One hundred percent of the City Transit bus fleet will be lift-equipped by 2004. (Vehicles purchased prior to 1992 are "grandfathered," so it appears that the existing trolley fleet will be exempt from the new ADA regulations.)

PHILADELPHIA EXPRESS (Continued from Page 5)

The City last month began reconstruction of Chestnut Street between 6th and 18th Street, widening the traffic lanes and giving the busy street a general facelift. This will mean the end of the bus-only transit-way built in 1975, which has proven to be detrimental to businesses along the street. Environmental groups were turned back in their efforts to have light rail service restored to the thoroughfare, from which trolleys were removed in 1956. While the present work is in progress, six SEPTA bus routes have been detoured to other streets.....DVARP reports that for the first time in recent years SEPTA is advertising for candidates to fill bus and train operator vacancies. The new union agreements permit the hiring of part-time drivers for smaller buses, and hiring began on the Suburban Transit Division in February.....According to recent figures, SEPTA's fleet now includes 1,272 buses, 375 rapid transit cars, 224 light rail cars, 110 trackless trolleys and 347 Regional Rail cars, for a total of 2,328 vehicles.



AMTRAK officials are under investigation by the General Accounting Office for executing contracts "that squandered millions of dollars," committing "equipment engineering errors totaling tens of millions of dollars," agreeing to a "\$107-million contractual payment to union employees not reported to Congress," and rigging accounting records that "mask actual annual losses." All of these allegations were made in a March 22 Traffic World Magazine article by respected Washington Writer Frank Wilner. Among

the potential scandals is the report that Amtrak Chief Engineer Alison Conway-Smith had awarded a \$2-million consulting contract to a friend and neighbor without authority from the Amtrak board. Conway-Smith also allegedly knew of a defect in a critical part of the Portal bridge in Secaucus, NJ, but for ten months failed to act to correct the hazard before an Amtrak train derailed on the bridge in November 1996, injuring 34 passengers and wrecking an AEM-7 locomotive.

Stan Bagley, Jr., who for a year served as acting president of AMTRAK's Northeast Corridor Business Unit following the departure of his boss George Warrington for Washington, has had the "acting" removed from his title. The Inquirer in its March 5 editions profiled the new NEC president, who joined Amtrak's Operating Department in 1974 after graduation from the University of Tampa and a stint with the Air Force in Vietnam. Prior to his present assignment, Bagley was vice president-operations for the NEC.....AMTRAK has been declared the winner for the "Best Call Center of 1998" by Call Center Magazine, ahead of airlines, cruise lines and car rental companies. More than 100,000 customers call Amtrak's three reservations centers daily at 800-USA-RAIL (Railway Age).

The first of AMTRAK's 15 new high-horsepower electric locomotives, intended to replace the E60's, is going through its paces at the Pueblo (CO) test center. Sporting a sloped-nose design reminiscent of French high-speed locomotives, the four-axle Alstom-Bombardier unit was pictured in recent issues of both Trains and Railfan & Railroad. The first of the new "Acela" high-speed trainsets was due to begin test runs at Pueblo last month.....AMTRAK has repainted P42 diesel locomotive #100 in bright yellow, covered with various illustrations of stamps and pseudo-postal cancellations, for the Postal Service's four-car "Celebrate the Century" express (see February Cinders). The promotional train began its nationwide tour in Tampa, FL on March 11, but will not reach Philadelphia until next year.

AMTRAK has begun testing a Boise-built GP15D 1,500-hp diesel switcher which it is hoped will replace the aging fleet of GP units (see the alert in January Cinders). MPEX 1505, with an end cab and painted black, has been spotted in Washington and at 30th Street Philadelphia.....On March 31 AMTRAK planned to begin another tie renewal project on the Harrisburg line. The first four-week phase will involve inserting new wood ties on the #1 eastbound track between Royalton and Elizabethtown, with all trains to run on the #2 track while work is in progress. A temporary block station is to be in operation at E'Town.....The Daily Local News reports that a developer is proposing to renovate the derelict ex-Pennsy station at Glen Loch, on the Harrisburg line in Chester County. The 1890-vintage wooden building would be converted to office space.



NJ TRANSIT will purchase 200 bi-level and 200 single-level cars, as well as 57 new locomotives over the next five years, if its \$1.3-billion equipment spending plan is approved. The bi-levels would provide more seats for passengers on already-crowded rush hour trains into Penn Station, New York.....Governor Christine Whitman is proposing a \$45.2-million cut in

the State's subsidy to NJT in Fiscal Year 2000, beginning July 1. But no fare increase is seen as necessary (Jersey Central Chapter).....The long-awaited improvements to NJT's Cherry Hill parking lot have been completed, moving the lot much closer to the platforms (Railpace).....On March 15 NJT began a two-month tie replacement program on the Atlantic City Line between Hammonton and Atlantic City. During this period, buses will substitute for trains between Lindenwold and Atlantic City from 8 AM to 3 PM Mondays through Fridays.....NJT's new Hamilton station, which opened in February on the Northeast Corridor east of Trenton, is supported by a huge 1,600-car parking lot.....Governor Whitman has signed legislation making it easier for local communities to curtail the noise of locomotive horns, by applying to the Federal and State governments for permission to impose restrictions. But new protective devices would be required at the grade crossings (Jersey Central Chapter).....NJT's Northeast Corridor timetable, effective February 21, misspells "Metropark" on the front panel.

Though it is wholly owned by CSX and NS, CONRAIL reported net income of \$546 million in 1998, versus \$464 million the previous year, both figures excluding merger-related costs. Revenues were \$3.9 billion, up from \$3.8 billion in 1997, and the operating ratio (expenses compared with revenues) dropped from 78 percent to 75 percent, Conrail's best ever. Traffic totaled 4.4 million cars, trailers and containers, a 3.6-percent gain over 1997.....On February 28 CONRAIL began to knock down the old Reading Company grain elevator at Port Richmond, Philadelphia, using a controlled explosion to remove the upper section. Work continued last month to dismantle the rest of the 245-foot-high structure. The 110 concrete silos adjoining the elevator were demolished last year.



Amtrak's Train #59, the City of New Orleans, was involved in a tragic grade crossing collision with a tractor-trailer load of steel rods at about 9:42 PM on Monday evening, March 15, at Bourbonnais, IL, some 50 miles south of Chicago and just north of Kankakee. There was much media coverage, and at presstime some reports about the truck driver having driven around lowered crossing gates were inconclusive and unverified.

There were 11 passengers confirmed dead as a result of the accident, all riding in Superliner I sleeper 32035, the third car in the consist. The trauma of the collision with the heavy load of steel rods virtually impaled P40 829, the trailing of two units heading the train, into the middle of sleeper 32035, literally bending the car in half. It is believed all of the fatalities occurred in the sleeper, but the coroner had not verified when this was written how much a huge fire from spilled diesel fuel from the 829 may have contributed. The National Transportation Safety Board is looking at the design of the fuel tanks on the Genesis units, which was supposed to reduce the possibility of fuel spills.

The consist of #59 was P40's #807 and 829, Heritage baggage car 1166, Superliner II transition sleeper 39004, Superliner I sleeper 32035, diner 38020, coach-baggage 31034, smoker-coach 31540, coach 34089, Sight-seer lounge 32009, snack-coach 35001, coach-baggage 31016, sleepers 32031 and 32046, diner 38032 and sleeper 32058. The rear three cars in the train were deadheading from Chicago to New Orleans. The next three cars from the rear, 35001, 31016 and 32031, were reportedly unoccupied, all having been in the consist of Train #28 from Portland, OR. The equipment for #59 turns from Train 8, the Empire Builder, at Chicago, and this consist is combined with #28 at Spokane, WA eastbound.

This fiery accident overshadowed Amtrak's introduction of Acela service at a gala news conference in New York on March 9. The word Acela, long-anticipated, is a word coined from combining "acceleration" and "excellence". Needless to say, there was a flurry of sniping about the choice. But Amtrak regards it as a brand name representing a whole new way of doing business, and what the name is doesn't mean as much as what the name is supposed to mean. The entire news conference took the form of a pep rally, with many train service employees on hand chanting "Go Acela!"



Acela, combining accelerate with excellence, is the new name for Amtrak's high-speed trains in the Northeast.

There will be three distinct service levels within Acela. Acela Express trains are the new high-speed trainsets which are scheduled to begin service later this year, replacing the Metroliners and extending premium service to New England. Fares will be high, but less than the air shuttles and private automobiles time-sensitive business travelers are inclined to use. A three-hour running time will be provided between New York and Boston and the New York-Washington times will be cut to 2 hours, 45 minutes (with some rush-hour express trains timed at less than 2 hours, 30 minutes). The first trainset has been completed and is being made ready for testing at Pueblo, CO.

Acela Regional and Acela Commuter trains will provide the replacement levels for Empire Service, NortheastDirect, Keystone and Clocker trains. All trains will offer coach service, and the Regional trains (except the Keystone trains) will each also carry a business class car and a cafe car.

We've previously described the new Acela Express trainsets, but you need to remember that they will seat 304 in a six-car set including a first class and a cafe car. The two power units are rated at 6,250-hp each and will be just under 70 feet long. The coaches are 87'5" long--just a bit longer than an Amcoach. The approximate weight of each component of the trainsets are 102 tons for the power units, 71 tons for end cars, 70 tons for middle cars and 68 tons for the cafes. Maintenance yards will be at Southampton Street, Boston; Sunnyside Yard, New York; and Ivy City, Washington.

Seats on the Acela Express sets will feature plush seats with footrests and adjustable headrests. Lighting levels will be individually adjustable as well. You will be able to plug into two music channels. Five public telephones will be dispersed throughout the train and, as well, eight conference tables will be spread throughout each car. The first-class cars, just as on present clubs, will offer 2-1 seating and even more leg-room. On-board videos will be available and food service will be provided from a food and beverage galley by an attendant. The cafe cars will be more like a pub with pedestal tables and television monitors. There will be no booths, because you will be expected to take your food to your seat (and actually, each coach will have tables for conferences and such).

The Acela color scheme will feature silver with dark blue trim, and the interiors of the business class cars appear to be in grays. Improvements to Acela Regional (Amfleet) equipment will include electric outlets at each seat for laptop computers, end-of-car storage compartments for oversized luggage, enhanced (ADA) restrooms, overhead electronic message signs and conference tables and public phones in business class. Regional cafe cars will be rebuilt to incorporate many of the features of the Express cafes. Improved food selection and service is promised and each cafe will include two television monitors and two public phones.

Amtrak hopes to have the first Express trainsets in service by Thanksgiving of this year (soon after electrification to Boston is in operation) and the 20th and final set should arrive by August, 2000. Thus, the

ON THE SCENE (Continued from Page 7)

definitive Northeast Corridor schedule should be in place by October, 2000. Apart from improved trains and road-bed, some other improvements will see Amtrak reserving hotel rooms, rental cars and limo service for passengers, retrained crews with new uniforms and new and improved stations at New London, CT and Route 128, MA. There will be signage improvements at all other major stations, including 30th Street, Philadelphia.

The following dates have been identified by Amtrak for this year (1999): In March, testing will begin on the first Express trainset at Pueblo; In April, the first "Capstone 2001" refurbished Amfleet car will enter service; and this spring, first class, business class and coach class will replace the present service mix. By this July, expect to see a new reservation system and by August you should see work beginning on a new station at New London, CT. Come September, we can expect the first test of new food service, selling new tickets and completion of the Phase I rebuild of Route 128 station near Boston. In October, we'll see the implementation of a new fare collection system and the first electrically-powered revenue trains to Boston. That will be quickly followed by the first revenue Express trainset runs in November, and in December we'll see completion of some improvements to the present Penn Station in New York. Again, by August, 2000 we should hope to see all 20 of the new Acela Express trainsets running.

The expertise Amtrak gains from Acela Express will be put to use in developing other higher-speed rail corridors around the country. Included are the following candidates: Los Angeles-San Diego (the #2 corridor); Bakersfield-Oakland (the #3 corridor); Chicago radiating to Carbondale, Cincinnati, Cleveland, Detroit, Milwaukee, Omaha, St. Louis and the Twin Cities. Other future corridors include Portland-Seattle-Vancouver (BC); Washington-Charlotte and Atlanta-New Orleans.

Now you hopefully see the significance of the "shape" on Page 2 of the current Northeast Timetable. Acela will represent a whole new concept of train service in the Northeast. It will be interesting to watch.

In other Amtrak news, the ten F40's reported as being in Chicago for coupler modifications were all sent to storage at Beech Grove in February. At least six of the units leased to Norfolk Southern were also returned to storage during February (269, 329, 348, 386, 396 and 408). The fourth F40 conversion to a cab for Talgo service (230 to 90230) was released on February 23.

Lest you wonder why Intercity's few surviving F40's are usually trailing units, the Capitol Limited collision with a MARC train in February, 1996 found the F40's fuel tank rupturing. As the Genesis fuel tanks are considered more secure, the NTSB recommended that the newer units lead where possible (Ed. Note -- this part of El Simon's column was written before the NTSB gave increased attention to the fuel tank of P40 #829 in the City of New Orleans collision of March 15.) This practice doesn't apply, of course, to the solid F40 lashups in the Northeast, the Reno Fun Train and the Denver ski trains.

At least 20 F40's have been repainted at Beech Grove and about four per month are being run through, so don't count them out, yet. F40 #313, slightly damaged in the Eagle derailment during January, was returned to service during February. Sister 372 has been leased to the Coaster operators at San Diego.

A later report on Norfolk Southern-leased F40's finds NS still having 15 of them as this was written. Units 332, 341 and 355 were returned on February 22 to Amtrak and 283, 302, 311, 362 and 385 came back March 10.

In equipment notes, the Illinois Zephyr is once again using Superliners (without Custom Class service). The freed-up Horizon fleet cars have been reassigned to the Reno Fun Train. This train has been gradually swapping out its Amfleet cars for Horizon cars and, at last check, only one Amcafe and three Amcoaches remained on this run. Private car 800380-Royal Gorge is a regular on the Reno Fun Train, too.

Heritage dorm-lounge 2522-Pine Creek (ex-2980) was released from Beech Grove on February 26. Still to come are 2892-Pacific Command and 2994-Pine Lodge which will become 2523 and 2524, although which will be which is uncertain right now. There are two 10-6 sleepers in dorm service, awaiting the above two conversions. Cars 2447-Sycamore Grove and 2880-Pacific Beauty are the last of their type. Meanwhile, 10-6 sleeper 2437-Pacific Ocean, won't be entering service on the Three Rivers after all, as it has been serving as a parts source for its three more fortunate brethren and was stored on March 4. Sleeper service is set to begin April 1 on the Three Rivers, on a lesser scale than normal and using three slightly-rehabilitated 10-6's.

Any "standard" Amfleet cars you see with blue upholstery are the most recent examples turned out of Bear shop in the period of the rundown to the introduction of Capstone 2001 cars for Acela service.

Four consecutive weeks saw Amtrak operate a 17-car special for the Palm Beach Safety Patrol. Running as Train #816 north on Thursdays to Washington, DC, it returned Sunday evenings from the capital as #815. After deadheading north from Miami, the loaded train made crew stops at Jacksonville, Florence and Richmond. The all-Superliner consist included 15 coaches, a transition sleeper and diner (both put together mid-train).

Four Metroliner round-trips offer high-priority express service in a small cabinet that has been installed in 13 Metroliner coaches, as follows: 21929, 21947, 21955, 21979, 44902, 44912, 44914, 44915, 44957, 44958, 44969, 44970 and 44983. All Acela Express trains will have an express section in the cafe cars.

The third Talgo consist entered service in February, assigned to the Vancouver-Seattle route, replacing Superliners. The fourth set is ready and should be purchased by Amtrak soon to join the others. Business on the Eugene-Seattle trip is often sold out on weekends. Two spare coaches could be used to provide a 13th car.

As mentioned previously, Acela schedules will most likely not be revised until fall, except on the present Empire Service. There, schedules were to be revised April 11 to accommodate track work. Here's a list of the changes taking place: The westbound Lake Shore Limited will leave New York and Boston two hours earlier (and run about that way as far as Hammond-Whiting, IN). An added pad to its schedule puts the train into Union Station in Chicago about 90 minutes earlier.

(Continued on Page 9)

Bethlehem Steel Buys W&N; Operation Changes Hands

On Friday, March 19, PennDOT terminated the operating contract of Delaware Valley Railway on the former Wilmington & Northern and Octoraro branches in Chester County. This followed acceptance of a purchase offer from Bethlehem Steel Corp. for the 18 miles of the W&N owned by PennDOT, on behalf of its newly-acquired Lukens Steel subsidiary and Lukens' captive Brandywine Valley Railroad. Reportedly, Bethlehem had earlier reached agreement with a Reading Company affiliate to buy the nine miles of W&N in the State of Delaware.

The immediate effect was the ouster of Delaware Valley, which had an operating contract with PennDOT for the W&N as well as for the SEPTA-owned (former Pennsylvania Railroad) Octoraro branch extending 27 miles from Chadds Ford to Sylmar, MD. But the contract had a cancellation clause and, when PennDOT last year announced that the W&N was for sale, Bethlehem outbid RailAmerica, the shortline holding company that controlled Delaware Valley.

As reported in the February issue of *Cinders*, Bethlehem appeared interested in the W&N line because Lukens moved a considerable amount of scrap steel from CSX at Wilmington via the DV, and new movements of semi-finished steel are in the offing from Bethlehem's Sparrows Point mill near Baltimore to Coatesville. It made sense to acquire the W&N in order that Brandywine Valley, Lukens' wholly-owned switching carrier, would gain the line haul from Wilmington. BVRV, as "interim" operator, also will be obliged to serve the Octoraro line, which connects with the W&N at Chadds Ford Junction. Initially, the railroad plans to use part of its fleet of seven EMD switchers to operate the former DV trackage, but additional power undoubtedly will be acquired--possibly from sister Bethlehem Steel road Philadelphia, Bethlehem & New England.

Delaware Valley ran its last train on the 19th, taking its remaining Alco RS32 and EMD GP7 locomotives to CSX's Wilsmere yard for storage and possible sale. On the previous day, DV made its final runs to Coatesville and to Oxford, PA, the latter train powered by rare RS32's #211 and 212. Three former Octoraro RS3's long stored on DV, #103, 134 and 4118, were also being prepared for shipment to Scranton, PA for new owner Genesee Valley Transportation.

Delaware Valley's office in the Pennsy's Kennett Square station, which formerly housed predecessor Octoraro Railway, was to be closed. Most DV office and train service employees reportedly had been offered jobs on Brandywine Valley, and would relocate to Coatesville.

Because Brandywine Valley indicated that no further passenger operations would be allowed on the W&N, the Brandywine Scenic Railway announced it would discontinue its tourist service out of Northbrook station along the Brandywine Creek and sell its three passenger cars. But it was understood that Philadelphia and Lancaster Chapters' track lease at Pocopson, where their two ex-Reading FP7 locomotives are stored, would not be affected, at least in the immediate future. No operations will be permitted but it is hoped that maintenance and upgrading activities on the two historic locomotives may continue, in preparation for excursion operations elsewhere.

Photographers Alerted to New Airport X-Ray Machines

A new generation of X-ray scanners being installed at major airports for inspecting checked baggage will damage most types of film, according to a report in *Potomac Rail News*.

These high-powered scanners, designated model CTX-5000SP, are designed to counter the threat of terrorism and have been effective in detecting potentially dangerous items. But recent tests conducted by the Photographic & Imaging Manufacturers Association revealed that the new machines will damage most color transparency and negative films, whether exposed or not. Higher speed films generally suffer the most damage from these powerful X-rays. It should be noted that the lead-lined film bags sold by camera stores for air travel purposes will not protect film against damage by CTX-5000 machines.

Scanning devices at security checkpoints were found to be far less powerful, doing no damage to films of up to 400 ASA. But to be absolutely certain, it is recommended that photographers request that their cameras and film be inspected by hand at security locations. The Federal Aviation Administration requires that airport personnel provide such inspections upon request. It is not known if CTX-5000 machines are in service yet at Philadelphia International Airport.

ON THE SCENE (Continued from Page 8)

The northbound *Adirondack* will run two hours earlier, restoring connections to VIA's Atlantic Canada service (but requiring an early connection off Train #12 from Washington). A midday round-trip has been added between New York and Albany, replacing the *Adirondack's* old slot northbound and returning from the Empire State capital at 3:10 PM. An earlier weekend train has been added from Albany to New York.

In some RoadRailer items, the ratio of CouplerMates to bogies was predicated on operating a few trains with long strings of vans on each, but it hasn't quite turned out that way. Accordingly, Amtrak has converted a number of truck-like bogies to CouplerMates, which are positioned at each end of a consist of vans. Conversions to date are: 5210-5215 (ex-5596-5601), which were changed during production; 5216-5217 (ex-5594-5595); 5218-5219 (built new to test different shocks and brake beams). Also, ten others are being done (5220-5229) and they are ex-5535, 5504, 5545, 5592, 5585, 5579, 5516 and 5539 (and the last two expected to be ex-5524 and 5550). Original 5000's are built to Amtrak design, and the 5200's are Triple Crown design.

Lastly, Dobbs was scheduled to take over the responsibility for Amtrak's commissaries during April. Once again, Amtrak will prescribe the level of food service which will be provided, just as each airline would. Dobbs may actually get the food down to trains on time, so that Amtrak's on-board service people will finally be able to open for business on time.

Update of Shortline/Regional Railroad Rosters

Please update the roster of shortline/regional locomotives which appeared in recent issues of Cinders.

BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ
 Add 113 B-B SW1200 D/E EMD Former Co-Steel 113
 Add to Note 1: Locomotive also based at Manville, NJ

DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA
 Delete 5 S1 Transferred to Upper Hudson River

DELAWARE VALLEY RAILWAY (DV), Kennett Square, PA
 This road has been shut down, its operations assumed by Brandywine Valley

EAST JERSEY RAILROAD & TERMINAL (EJR), Bayonne, NJ
 Add 18 B-B 65-ton D/E GE 1950 Deleted in error
 Delete 19 80-ton Traded to Conrail

NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Ridgefield Park, NJ
 Add 3040 B-B GP40 D/E EMD 1970 Returned from Toledo, Peoria & Western

NITTANY & BALD EAGLE RAILROAD (NBER), Bellefonte, PA
 Add 4174 B-B GP7R D/E EMD 1952 Former Chicago & North Western 4174

PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (PBER), Bethlehem, PA
 Delete 11 Slug Transferred to Upper Merion & Plymouth
 Delete 38 SW9 Transferred to UMP

READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN), Port Clinton, PA
 Delete 2390 U23B Sold to Quincy Bay Terminal
 Delete 5706 E8A Sold for parts

UPPER MERION & PLYMOUTH RAILROAD (UMP), Ivy Rock, PA
 Add 11 B-B Slug BLW 1948 Former Philadelphia, Bethlehem & New England 11
 Add 38 B-B SW9 D/E EMD 1952 Former PBNE 38

YORKRAIL (YKR), York, PA
 Change 1602 GP16 Renumbered from 1815

ABBREVIATIONS

D/E - Diesel-electric
 BLW - Baldwin Locomotive Works
 EMD - Electro-Motive Division, General Motors Corp.

SOURCES

Rick Bates
 Paul Kutta
 Carl Perelman
 John Petko
 Railpace
 Jersey Central Chapter NRHS
 Mass Bay Division RRE
 Delaware-Lackawanna Railroad

EXTRA LIST (Continued from Page 3)

MAY 22-23: 2nd annual "Antique and Classic Car Commute" on West Chester Railroad, featuring classic car displays at stations between West Chester and Glen Mills, PA. Trains depart Market Street station, West Chester, between 10 AM and 2 PM. All-day fares: \$14 adults, \$7 children (2-12). For information, telephone 610-430-2233.

JUNE 5-6: Pennsy Days at Railroad Museum of Pennsylvania, Strasburg, sponsored by the museum and Pennsylvania Railroad Technical & Historical Society. Hours: Saturday 9 AM-5 PM, Sunday 11 AM-5 PM. Well-known railroad artists will display and sell their works. Special lectures, demonstrations and memorabilia relating to the PRR will be featured, as well as tours of PRR locomotives and cars and other events. Regular admission charges apply. For information, telephone 717-687-8628.

JUNE 17-20: Penn State 1999 Railroad Heritage Conference at Altoona, PA, will feature railroads in art, music and literature. Tours include Conrail Juniata locomotive shop, Samuel Rea car shop, Altoona Railroaders Memorial Museum and a rail excursion. Tuition for the conference: \$440 per person, which includes meals and double-occupancy lodging. For information, write Penn State Altoona Continuing Education and Training, 3000 Ivyside Park, Altoona, PA 16601-3760. Telephone: 814-949-5048 (E-mail: wgc2@psu.edu).

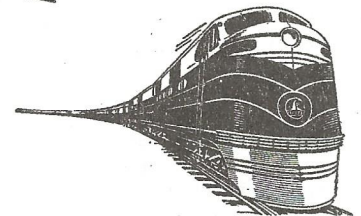
JUNE 20: 21st annual Canal Festival at Hugh Moore Historical Park, Easton, PA, sponsored by National Canal Museum. Hours: 11 AM-6 PM. Events include rides on mule-drawn canal boat, tour of restored locktender's house, musical entertainments, arts & crafts, pony rides, living history encampment. A wide variety of foods will be on sale. Admission: \$5 per automobile, with free parking; special shuttle bus will operate between the Festival and Two Rivers Landing in downtown Easton. For information, telephone 610-559-6613.

JUNE 21-26: Joint NRHS-R&LHS national convention at Sacramento, CA, co-sponsored by Central Coast Chapter in connection with Railfair '99 at California State Railroad Museum. Numerous rail excursions (including steam on Union Pacific), seminars, annual banquet and other events are scheduled (see March Cinders). Brochures and order forms have been mailed to all members who pre-registered, but brochure may still be obtained by sending \$25 registration fee to: NRHS/R&LHS National Convention, P. O. Box 8269, San Jose, CA 95155-8269 (FAX 408-225-4288). Credit cards are accepted. Availability of individual Convention events and other information may be obtained by calling 408-278-5100.

How Many Do You Know?

We're going to challenge your knowledge! Listed below on the left are the names of 20 passenger trains. Match each one with its operating railroad shown below on the right. Each railroad will match with one train only--none will be used more than once. Think you've got all the answers? Jot the number and the matching letter on a piece of paper and send it to: Passenger Train Contest, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Entries must be postmarked by May 1, 1999. Answers published in May Cinders.

- | | |
|------------------------------|--|
| ___ 1. Quaker City Express | A. Baltimore & Ohio |
| ___ 2. The Midlander | B. Pennsylvania |
| ___ 3. Merchants Express | C. New York, New Haven & Hartford |
| ___ 4. Potatoland Special | D. New York Central |
| ___ 5. The Mountaineer | E. Boston & Maine |
| ___ 6. The Champlain | F. Canadian Pacific |
| ___ 7. Green Mountain Flyer | G. Erie |
| ___ 8. The Resort Special | H. Canadian National |
| ___ 9. The Honeymooners | I. Bangor & Aroostook |
| ___ 10. The Star | J. Rutland |
| ___ 11. The Union | K. Delaware & Hudson |
| ___ 12. Bay Shore Special | L. Long Island |
| ___ 13. The New Englander | M. Reading |
| ___ 14. The Marylander | N. Jersey Central Lines |
| ___ 15. The Seashore | O. Delaware, Lackawanna & Western |
| ___ 16. The Cannonball | P. Lehigh Valley |
| ___ 17. Trojan | Q. New York, Ontario & Western |
| ___ 18. The Viger | R. Chesapeake & Ohio |
| ___ 19. The Northerner | S. Central Vermont |
| ___ 20. The Montreal Limited | T. Pennsylvania-Reading Seashore Lines |



Easy, wasn't it? Next time we have space, we've got a listing of named FREIGHT trains for you!
 (Editor's Note: This style of contest was adapted from one by Gene Severa, The Pioneer, Chicago Chapter, NRHS)

Phone Line Set for Sacramento Convention

An information telephone line has been established for the 1999 NRHS/R&LHS national convention scheduled at Sacramento, CA from June 21 to 26. The number is 408-278-5100. Callers will hear a recorded message giving current availability of convention events, and a voice mailbox will be available to leave messages. The convention staff will monitor and respond as promptly as possible.

In addition, the convention has a web site (www.goldenstaterails.com) and a FAX number (408-225-4288).

"Keystone" Article Explores PRR's Little-Known Project

The so-called "Sam Rea Line," a little-known project initiated by the Pennsylvania Railroad in the 1920's, is examined in detail in the spring 1999 issue of the Keystone, the quarterly magazine of the PRRT&HS. Written by Ed Waytel with maps by NRHS Member Andrew Hart, the article describes the proposed 410-mile double-track line to be built between Lewistown, PA and Fort Wayne, IN, cutting 93 miles from the Pennsy's existing New York-Chicago mainline, reducing grades and curvatures and allowing the railroad to outdistance its rival New York Central for passenger traffic between the nation's two largest cities.

But the Sam Rea Line, estimated to cost \$180 million in 1927, was never built because the PRR decided to divert its financial resources toward electrifying its eastern mainlines.

The Keystone is distributed only to national PRRT&HS members. Annual dues, which entitle the member to four issues, are \$30 per person.

Newcomen Museum Offers Early Steam Exhibits

The Thomas Newcomen Library & Museum in Steam Technology & Industrial History, located in Exton, PA, may be little-known even in this area, but it offers numerous fascinating displays depicting the history of steam power. Located on the grounds of the U.S. headquarters of the Newcomen Society, the museum is named after Englishman Thomas Newcomen (1663-1729), who built the first successful atmospheric steam engine which was used for pumping water out of mines.

Among the exhibits in the museum are an original 18th-Century Newcomen pumping engine, as well as marine, locomotive and automotive steam engines of the early 20th Century. The Newcomen library contains some 2,700 volumes relating to the history and applications of steam power, and biographical material on pioneers in the field. The Newcomen Society makes periodic awards for notable figures in American industry, and publishes their acceptance speeches in booklet form. Among recent recipients from the railroad industry was L. Stanley Crane, the retired chairman of Conrail and before that the Southern Railway.

The Newcomen Library & Museum is open to the public from 9 AM to 5 PM Monday through Friday, with admission by donation. For those interested in visiting, the museum staff requests that they be notified in advance at 610-363-6600. The museum is located at 412 Newcomen Road, just north of Ship Road between Routes 100 and 401 in Exton.

PHILADELPHIA EXPRESS (Continued from Page 6)

There will be little or no threat to railroad safety as a result of possible signal failures caused by Year 2000 computer problems. That's the conclusion of Consultant Randy Resor, whose investigation found that "most railroad field devices are so dumb and so old that they pre-date embedded processors (many aren't even electronic in any sense of the word)." He reports that "Signal systems are designed to be 'field vital.' The relay logic in the field will prevent conflicting routes from being established even if the central system goes haywire, and the field logic is so basic that it doesn't know about date and time. So that even in the event of a complete failure of one of these state-of-the-art computerized dispatch centers, all that will happen is that the signals will not clear." There is, he says, "some potential for business disruption if railroads have to manually clear trains through interlockings or go back to keeping paper records when (if?) their dispatching systems fail" (Roy Blanchard).

The former Pennsy Newtown Square freight station was moved a short distance last month to make way for an entrance to the SAP America office campus. Efforts are underway to find a permanent home for the building.... CAPE MAY SEASHORE LINES expects to make its first revenue trips into Cape May City sometime in June (Rich Magee).....The Ringling Bros. Blue Unit circus train plans a visit to State College in June, via the NITTANY & BALD EAGLE.....Lansdale Borough, founded in 1872, has hung a series of banners along its streets which show a steam locomotive at the station.....The Philadelphia Industrial Development Corp. has applied to PennDOT for \$1.9 million to restore service on the old Pennsy Kensington & Tacony branch in Northeast Philadelphia. This would attract new industries to occupy the numerous abandoned industrial sites in the area, PIDC said. Presumably, the new CONRAIL Shared Assets Operation would serve the revived line.....PATCO's reverse-signaling project between Haddonfield and Lindenwold is in its final stage, which will make the entire line capable of single-track operation (DVARP).

July 1 is the deadline for a new Federal Railroad Administration rule requiring Class 1 railroads to have working communication devices in each occupied head-end or controlling locomotive.....The FRA will replace its 18-year-old track geometry car T-10 with a new \$3.7-million state-of-the-art vehicle. T-10 is a self-propelled SPV-2000 built by the Budd Company (Harrisburg Chapter).....The Brotherhood of Locomotive Engineers and United Transportation Union, which plan to merge, want to replace the 80-year-old mileage-based pay system for train and engine employees. A proposed formula tied to the characteristics of each trip, with guaranteed minimum annual earnings, job protection and prescribed rest days will top the unions' demands when contract negotiations with the major carriers reopen in November. They will also press for eliminating the industry's current two-tier wage scale for new employees (Traffic World).....The Ball-Foster glass container plant in Millville, NJ, served by WINCHESTER & WESTERN, closed its doors last month, the victim of competition from plastic containers. The Daily News reported that this was the oldest continuously-functioning glass plant in the U.S.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
Post Office Box 7302
PHILADELPHIA, PA 19101-7302

FIRST CLASS MAIL
U. S. Postage
PAID
Permit No. 12
Huntingdon Valley, PA
19006

First Class Mail

PAUL G MOORE 99
1957 INVERNESS DR
SCOTCH PLAINS NJ 07076-2636

