



CINDERS



FEBRUARY 1999



Volume 60 Newsletter of the Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

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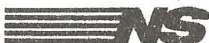
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MEETING CANCELLATION ALERT!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting night, Chapter officers will make a decision as to whether to hold the scheduled meeting. If in doubt, members should call 215-947-5769 for a recorded advisory on the meeting.

June 1 Is New Target for Conrail Split

CSX and Norfolk Southern last month acknowledged that they could not meet their announced goal of splitting Conrail on March 1, pushing back the so-called closing date another three months to June 1. The two big carriers indicated that the extra time is necessary to insure that "post-closing operations are seamless for rail customers and safe for employees and the communities the railroads serve." Though they did not say so, CSX and NS also want to assure themselves that the takeover of Conrail will not result in service disruptions such as those that plagued the recent Union Pacific-Southern Pacific merger.



Both CSX and NS last month published specially-tailored handbooks, designed to lead their customers through the maze of questions sure to result from the split-up of Conrail. NS's "Customer Resource Guide" is a comprehensive loose-leaf book with sections dealing with a wide variety of subjects relating to freight shipments, as well as organization

charts, detailed maps, contact numbers for railroad personnel and shortline information. CSX's welcome kit, entitled "We're Ready to Take You Places," includes similar information packaged in an array of separate guides. Most shippers contacted were happy to receive these publications, viewing them as one benefit of the expected head-to-head competition between CSX and NS.

The main reason for delaying the takeover date is believed to be the need to thoroughly test the links between Conrail's computer systems and those of its new parents. Computer breakdowns could spell real trouble for CSX and NS as they struggle with the already complex job of assimilating Conrail's operations. In addition to the \$10.2 billion cost of buying Conrail, the two roads are spending additional millions in the year-long effort to effectively integrate their new properties. But this work is being closely watched by shippers and their influential trade associations, not to mention numerous labor unions and government bodies intent on preventing another UP-style meltdown. Failure to successfully implement the merger carries the threat of renewed restrictions on the railroads' competitive freedom, which the industry dreads perhaps even more than bigger trucks.

Both CSX and NS appear to be well along with the post-Day One operating plans and employee training. CSX has released a chart showing its new symbols for existing Conrail trains; for example, North Jersey-Chicago intermodal train TV-77 will become CSX Q161. Local trains will receive a "C" designation, followed by a three-digit numeric. NS has a similar train renumbering scheme, and has said it will introduce its various operating systems to former Conrail territory, including the Thoroughbred Yard Enterprise System, Strategic Intermodal Management System and Thoroughbred Automotive Distribution System.

But there are reports of dissention between CSX and NS as the takeover date nears, with some disputes going to arbitration. CSX filed a petition with the Surface Transportation Board to void certain contracts between CSX Intermodal, NS and Conrail on container traffic currently moving between New York and Chicago. Enforcement of the contracts after Day One, CSX argued, would cancel out some of the promised competitive benefits of the split. NS vigorously denied this but the STB agreed that CSX should be allowed to divert the business to its own lines. One source was quoted in Traffic World Magazine as saying the two companies are "increasingly polarizing themselves."

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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

OUR MEETING:

FRIDAY EVENING, FEBRUARY 19, 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 February 19, 1999 meeting will feature the annual Ray Muller Slide Contest, rules for which will be found below. The contact is named in honor of the late Chapter member who excelled in slide photography.

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, FEBRUARY 16, 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.

Looking ahead, our March 19, 1999 program will be a narrated slide presentation on rail activity in the Toronto area by Chapter Member Bill Vigrass, and on April 16, 1999, Chapter Member Harold Geissenheimer will present a narrated slide lecture entitled "Light Rail Update", with special emphasis on station design.

Annual RAY MULLER Slide Contest Rules

1. No entry form is required for the 1999 Ray Muller Slide Contest, but entrants must register in person, beginning at 7:15 PM. Registration closes at 7:30 PM, with no entries accepted after that hour. THE SLIDE CONTEST IS OPEN TO 1999 PAID-UP PHILADELPHIA CHAPTER MEMBERS ONLY!

2. There are once again six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1984 and category (f) only subject matter BEFORE March 1, 1984. PLEASE NOTE THAT THE OLDIES CATEGORY IS NOW 15 YEARS, HAVING BEEN CHANGED IN 1997. In case of uncertainties, the contest manager will rule on appropriate categories or will disqualify any unsuitable entries.

- (a) Steam
- (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) Heavy Electric (including multiple-unit commuter rail equipment)
- (d) Light Electric
- (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
- (f) Oldies (any subject prior to March 1, 1984)

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



During 1998, Chapter members once again supported Philadelphia Chapter in earning extra funds for the FP7 #903 restoration project by saving cash register tapes from Genuardi's Family Markets. Chapter Secretary Marie Eastwood gathered and redeemed more than \$483.00 worth of tapes this past year, and thanks all members who participated. Keep saving tapes, which are pink in 1999 and yellow from 1998!

Chapter, Members Benefit from Annual Auction

Philadelphia Chapter realized a total of \$753.70 from the railroiana auction held at the November 20 Chapter meeting, on gross sales of \$984.50. Most of the Chapter's revenues came from the sale of material donated by Members Joseph Mannix and Bill Polk, as well as the estate of the late Homer Stineman. The balance of \$67.70 represented the Chapter's commission on 36 lots offered for sale by ten members who pocketed a total of \$230.80. National Senior Vice President Larry Eastwood served as the tireless auctioneer.



Two Conrail accidents on its Chicago Line during January played havoc with Amtrak (and Conrail) train service. A three-train accident near Bryan, OH (west of Toledo) on January 17 resulted in the rerouting of several trains via the former B&O route through Deshler, OH. A second serious accident occurred on January 21 when a derailment east of Utica, NY disrupted Amtrak service and resulted in the rerouting of the Lake Shore Limited via the Southern Tier route to Binghamton, NY, and then via the Delaware & Hudson to Albany on Friday, January 22. Departures from New York and Chicago on Friday evening, January 22 were cancelled by Amtrak because of length delays to inbound consists from the previous night.

An early morning radio show in my resident city of Binghamton reported that an Amtrak passenger train had been seen about 5 AM that morning. This was followed by a telephone call to Conrail and a report on the accident. A visit to the former Lackawanna station at Binghamton on Friday evening, January 22 revealed a late-running Amtrak #48 crossing over for the run up the St. Lawrence & Hudson (D&H) through Oneonta to Schenectady. A number of fans were on hand to record this event on film as the train departed eastbound about 4:25 PM. The Friday morning sighting was a very tardy westbound #49 from Thursday evening, January 21, which had left Albany at 11:50 PM (two hours late) and finally rejoining its regular route at Buffalo at 10:50 AM, eight hours late at that point, eventually arriving Chicago Friday evening at 8:55 PM.

For the record, the consist of #49 was P42's 78, 49 and 20, baggage 1714, Viewliners 62023 and 62012, diner 8528, Amfleet II lounge 28024 and coaches 25057, 25122 and 25040. The rear of the train (Boston section) had deadheading Horizon coach 54518, Amfleet II 25082, 26036, Viewliner Sleeper 62044, baggage 1237 and MHC's 1469 and 1531. The train I observed was #48 out of Chicago on 1/21, departing the Windy City 3 hours, 37 minutes late. After a decent trip over Conrail's Chicago Line, the train left Buffalo at 10:24 AM, arrived Schenectady 8:15 PM, and departed 9:05 PM, operating backward to Penn Station, New York, finally arriving 12:19 AM, Saturday, January 23! Passengers for Rochester, Syracuse and Utica were bused from Buffalo, and other Empire Service passengers were bused between Utica and Albany. The consist of this late #48 was P42's 46 and 71, F40 #245, baggage 1203, sleeper-dorm 2511, Viewliners 62005 and 62042, diner 8553, Amlounge II 28018, Amcoaches 25063, 25109, 25066, 25001, 25095, Viewliner sleeper 62039 and baggage 1738.

As a result of the earlier accident and weather problems, Amtrak had to put together a "scratch" consist of Train 48 leaving Chicago on January 15, which consisted of P42's 34 and 50, Superliner sleeper 32064, Superliner diner 38000, Superliner transition sleeper 39027 (in revenue service), Amdinette (lounge) 48230, Horizon coaches 54501 and 54551. The rear of the train, bound for Boston, consisted of Horizon coaches 54547, 54518, Viewliner 62007 and baggage cars 1216 and 1250. The Superliners were turned at Albany and joined west-bound equipment from New York and Boston, including prototype Viewliner sleeper 2301 from Beantown. All in all, a tough January not only for the Amtrak trains on this route, but certainly for Conrail operations, too.

The introduction of Amtrak's Transformation 2000 makeover of the Northeast Corridor, originally set for introduction on January 28, has been postponed until sometime in February, at least.

Amtrak has signed an agreement with Dobbs International to take over operation of Amtrak's 11 commissaries, beginning this March. The commissaries are located in Albany, Boston, New York, Washington, Miami, Sanford, Chicago, New Orleans, Los Angeles, Oakland and Seattle. Dobbs is the world's leading airline caterer and the partnership offers Amtrak the possibilities of new initiatives in food and beverage service (airline food doesn't have to be a bad word!). Moreover, Amtrak has stated that this alliance will permit the Corporation to concentrate its energies on running its passenger trains. Actual on-train preparation and serving of food will still be the responsibility of Amtrak employees.

Union commissary workers will be offered other employment opportunities within Amtrak or compensation packages if they leave the railroad. Some management employees will be considered for other Amtrak positions, or they may find similar positions elsewhere in the food service industry, where their experience will be considered a plus.

At the same news conference, it was announced that Amtrak had executed agreements to transport additional express and mail traffic, including some United Parcel Service traffic, as well as priority fruit and vegetable loads. Amtrak pledged that the additional traffic would not degrade passenger service, but then they don't consider the present delays to add and delete mail/express cars as "inconveniences". (Anyone who remembers some of the Pennsylvania Railroad's secondary trains in the later years will remember that vast quantities of head-end traffic were once common.)

Plans to identify 11 potential high-speed rail corridors has resulted in eight areas so far. In California, the Bay area to San Diego via Los Angeles; in the Pacific Northwest, Eugene, OR to Vancouver, BC via Portland and Seattle; out of Chicago, Chicago-St. Louis, Chicago-Detroit and Chicago-Minneapolis. Moving to Florida, Miami-Tampa via Orlando is identified, and other Southeastern corridors are Washington, DC to Jacksonville, FL via Raleigh and Columbia; Charlotte to Macon, Ga via Greensboro and Atlanta; and Richmond to the Tidewater area. On the Gulf Coast, Mobile to Houston via New Orleans and Baton Rouge is mentioned. Closer to home, Philadelphia to Harrisburg (Keystone Service) and New York to Buffalo (Empire Service) are noted. Of course, if anything comes of this, it will be years away.

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ON THE SCENE (Continued from Page 3)

Amtrak has issued a winter storm timetable which will be activated if weather conditions reach "severe" or "extreme" levels. Generally, limited or no Metroliner service will be operated, nor will trains beyond Washington (to Virginia points) and Philadelphia (to Harrisburg). In "extreme" cases fewer trains would be operated between Washington and New York as well as over the New Haven-Boston "inland" route.

On January 11, the beginning of construction between Boston and Portland, ME was observed with the operation of a short Amtrak special train, consisting of P42 107, Amcoaches 21168 and 21117 and track inspection car 10001-Beech Grove. The train operated via the Grand Junction branch to Guilford trackage, then via the New Hampshire main line, Wildcat branch and the Guilford freight main.

An Internet entry stated that the maximum 150-mph speed limit for the new high-speed trains will be permitted over approximately 33 miles of the route, including the area between Kingston and Davisville, RI and several segments between Boston Switch (east of Pawtucket, RI) and Route 128. Proposed high-speed train times from Washington are (hours and minutes): New Carrollton (0:12); Baltimore (0:36); Wilmington (1:16); Philadelphia (1:37); Metropark (2:18); Newark (2:30); New York (2:42-3:00); Stamford (3:40); New Haven (4:11); New London (4:49); Providence (5:32); Route 128 (5:52) and Boston (6:05).

A lot of motive power and equipment items on Amtrak to note this issue. Two P42's, 77 and 95, have been out of service as a result of wreck damage since June 1998. Two Turbo trainsets are at Super Steel in Schenectady, NY for restoration to service. The first set entered the shop in June 1998, consisting of power units 155 and 158, coaches 170 and 172 and cafe 183. The second set went in during October 1998 and consisted of power units 161 and 162, coaches 188 and 189 and cafe 174. Former GO Transit GP40H unit 196 is stored at Beech Grove and sister 199 is at Pueblo for nine-aspect cab signal testing.

F40's are getting harder to keep track of as their active fleet dwindles. Eight units are either on the Bangor & Aroostook or are enroute: 254, 266, 345, 364, 365, 376, 397 and 403. The 19 F40's leased to railroads other than Norfolk Southern include ten last recorded as being at Chicago for coupler modifications: 220, 238, 250, 298, 334, 367, 378, 390, 393 and 395.

F40 231 is leased to Alstom and fills in on Caltrain runs out of San Francisco while their own F40's are being refurbished at Montreal. Among Amtrak Intercity's 12 units reported in February *Cinders*, the 270 is assigned to switch cars at Fort Worth. Sisters 313 and 377 were damaged in the January derailment at Arlington, TX and have been sent to Beech Grove to face an uncertain future. The eight Amtrak West F40's reported in the February issues include units that make it all the way to Chicago from time to time.

In the East, additional F40's have been moved from the New Haven pool to Empire Service, as follows: 203, 210, 226, 241, 244, 247, 265, 268, 280, 287, 291 and 323.

New F59's 450-465 largely protect San Diegan runs, but the 453 was seen in the Pacific Northwest, 460 was spotted on the Coast Starlight and 461 was running out of Emeryville. The 466-470, of course, were all running in the Pacific Northwest, as was intended. P32DM #713, a fire damage victim in New York, remains at General Electric's Erie plant (since July 1998) for repair. Geep #773 has been reassigned to Harrisburg to switch RoadRailers.

With the electric fleet, continuing maintenance of AEM-7 electric locomotives includes the 901, 916 and 918 for remanufacturing (with the 901 a "Portal" wreck victim), and several others in the paint shop (though at presstime it wasn't clear just what paint scheme they'd emerge in). One of the two "freight" E60's, 621, has been out of service since August 1998 awaiting repairs.

In rolling stock items, baggage car 1004, painted in Florida Fun Train colors, is stored at Hialeah to begin 1999. MHC 1438 is at Beech Grove for a major overhaul, one of the first for this class, but it's believed later MHC's 1505 and possibly 1511 are also in for work. Prototype Viewliner sleeper 2300 has been in long-term storage at Bear shop. Three 10-6 sleepers (with a handicapped-accessible roomette), 2434, 2437 and 2447, still operate as dorms, while four sisters (2440, 2446, 2450 and 2466) are believed to be under modification for potential use on the Three Rivers.

The number of dormitory-lounges (rebuilt from 10-6 Heritage sleepers) has been holding steady at 21 cars (2500-2520). Four more cars were originally contemplated, and standard 10-6 sleepers 2892, 2980 and 2994 are believed to be three candidates. The remaining car could be 2880, which is the only other 10-6 sleeper still in service as a dormitory.

New San Diegan trainsets are still some time off, but they will be numbered in the 6000-series. Custom Class cars will be numbered 6300-6307, coaches 6400-6414, cafe-coaches 6800-6807 and cab-combines 6900-6908.

Two Talgo trainsets are now in service, the first (not necessarily in order) consisting of baggage 7101, bistro 7301, coaches 7405-7409, Custom coach 7451, ADA coach 7501, ADA Custom Class 7551, diner 7801 and power unit 7901. The second set is baggage 7104, bistro 7302, coaches 7410-7414, Custom coach 7452, ADA coach 7502, ADA Custom Class 7552, diner 7802 and power unit 7903.

Two Superliner I coaches, 34094 and 34100, have been rebuilt to smoker coaches 31590 (12-98) and 31591 (1-99). In other Superliner items, sleeper 32014, Sightseer lounge 33034, diner 38031 and transition sleeper 39041 were all stored in January as a result of the Texas Eagle derailment at Arlington TX December 20.

Heritage diner 8512 has been receiving kitchen modifications at Chicago, while great dome 9300 was still being worked on at Beech Grove for San Diegan service. Several El Capitan hi-level cars have been designated for a progressive overhaul for the proposed Oklahoma City-Texas service this spring. Known examples are transition car 39902 and coaches 39940 and 39944. The last El Capitan diner, 39981, appears to have been at Chicago for several months with no reports of any active service.

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PHILADELPHIA



FRANK G. TATNALL, JR.

Regional Rail is SEPTA's only division showing consistent gains in ridership over the year-ago period. In December 1998 the railroad carried some 92,000 weekday passengers, 6.9 percent higher than in December 1997 and 0.7 percent better than budget, while the first six months of Fiscal Year 1999 ending in December produced a 7.5-percent gain over FY 1998 (2.1 percent better than budget).

By contrast, the City Transit Division with its 523,000 weekday passengers fell 4.5 percent below the same period a year earlier (5.8 percent below budget), and Suburban Transit's 44,000 passengers were down 3.2 percent (6.8 percent below budget). Transit, of course, suffered the after-effects of the 40-day strike last June and July. Six-month operating revenues of \$157.4 million for all divisions were 11.4 percent below budget, and the cumulative deficit after subsidies was \$12.3 million, but with improving performance SEPTA is still projecting a balanced budget at the end of the current fiscal year on June 30.



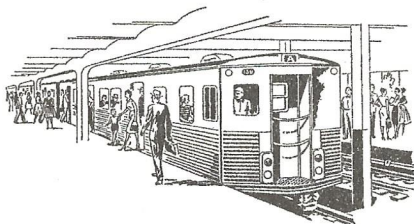
SEPTA had a rough holiday period, and nasty weather prolonged the public's aggravation into the new year. On Regional Rail, signal failures disrupted service through center city on Monday, December 28, and equipment problems on Sunday, January 3 had the R8 Fox Chase-Chestnut Hill West service shut down for several hours. On Monday the 4th an insulator blew out on #1 track at 30th Street Station, cutting power and tying up service on all lines for two hours during the morning rush. Passengers aired their familiar gripes about the lack of information from SEPTA, prompting the deployment of management personnel the next morning to offer an explanation and apology.

On Friday morning, January 15, an icy coating settled on tracks and wires, with the predictable effect on service. But the worst was yet to come. Shortly after 5 PM on Monday the 18th a cold front packing heavy rains and high winds struck the region, downing trees and overhead wires. Again Regional Rail was hit with a power failure, this time the result of an outage on AMTRAK which supplies electricity to SEPTA's center city tunnel and to SEPTA trains using the Northeast Corridor and Harrisburg mainline. SEPTA trains were halted for up to 90 minutes, with Amtrak and NJ TRANSIT service to North Jersey and New York also disrupted.

SEPTA handled an unusual train from Warminster to the Overbrook shop via the center-city tunnel on January 21. Former Reading coaches 1127, 1220 and 1424, now owned by the NEW HOPE & IVYLAND, were being moved to the SEPTA shop for wheel truing. NH&I GP30 #2198 hauled the cars from New Hope to Warminster, where they were turned over to SEPTA RL1 #60. They were returned to the NH&I on January 28.....Airport-bound train #8155 with General Electric cars 400 and 412 struck and killed two male trespassers near Island Avenue in Southwest Philadelphia on January 13. Newspapers reported that the men got into an argument and strayed onto the railroad where the track speed is 79 mph.....SW1200 #50 has been moved to Brookville, PA for a prime mover replacement, and #51 will follow.

R. Damon Childs, a former executive of the Philadelphia Planning Commission who in 1958 conceived the idea of a center city rail tunnel, died December 28 at the age of 69. The \$330-million tunnel was opened for service in 1984, linking SEPTA's former Reading and Pennsylvania Railroad commuter systems.....SEPTA is handling nearly 400 daily commuters at its year-old Newark (DE) station, 50 percent more than original estimates. Next year DeIDOT plans to build a second station near Delaware Park Race Track midway between Newark and Wilmington.....One of SEPTA's eight "yellowbird" Airport cars, #234, is out of service for long-term repairs.

A total of 35 SEPTA rail stations have been designated as "key stations" under terms of the Americans with Disabilities Act, meaning that they must be made fully accessible to disabled passengers. Some of these projects will be very costly, such as the conversion of Walnut-Locust station on the Broad Street subway, to be completed in 2003. Twenty-three of the 25 key stations on Regional Rail will be in compliance by the end of next year, with Chester due in 2001 and Suburban Station in 2003. On the Broad Street Line there are four key stations and on Market-Frankford five, including 69th Street Terminal and the yet-to-be-built Frankford Transportation Center. The Route 100 Norristown High Speed Line will have 69th Street and Norristown. In addition, any new stations or those that receive significant changes must be made



accessible, such as Wynnewood Road on the Route 100 which is to be rebuilt. All major bus transfer points are already in compliance and 54 percent of the current bus fleet is equipped with wheelchair lifts. Ultimately, the entire fleet will be so equipped.

By late January, ADtranz had delivered 118 of the 220 new M4 cars for SEPTA's Market-Frankford Line, but door problems persist.....SEPTA is extending its night owl bus service between 30th Street and 69th Street until 9:30 AM on four Sunday mornings through February 14. This will permit crews to continue replacing the third rail as part of the M4 improvement program.....The National Transportation Safety Board has

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recommended that "black box" data recorders be installed on subway trains and certain other transit vehicles. They would have a similar role in accident investigations as do the recorders on all commercial aircraft (Urban Transport News).....SEPTA is seeking proposals for the makeover of City Hall station on the Broad Street subway. The City wants a new image for this dreary station, because some delegates to next year's Republican nominating convention may use the subway to reach the First Union Center at Pattison Avenue.....It also appears that replacement of the Chestnut Street Transitway will be put on a fast track for the convention.

SEPTA has pushed back to March 1 the deadline for submitting bids to build 12 new articulated light rail cars for the subway surface lines (see January Cinders).....Concrete abutments have been installed for the new Chester Avenue bridge over SEPTA's R3 Media-Elwyn rail line in Southwest Philadelphia. Meanwhile, Route 13 trolleys continue their detour via 49th Street-Woodland Avenue-58th Street.....During December, the cars most often used in the center city Holiday Trolley service were green PCC #2168, red PCC #2799 and repainted LRV #9072.....With the January 31 schedule change, SEPTA added two additional AM and PM trips on Route 36 to help reduce overcrowding.....SEPTA has issued a brochure heralding its determination to implement "transit first" policies on certain trolley and bus routes. In spite of SEPTA's description of the policy as "a new concept," advocacy groups for years have been pushing SEPTA and the City to give transit vehicles priority in mixed traffic. Route 10 on Lancaster and Lansdowne Avenues will be used to test the concept (Philadelphia Trolley Coalition).

SEPTA last month responded to newspaper articles reporting that passengers and drivers on the Volvo articulated buses suffered from exhaust fumes filtering into the vehicles. SEPTA said that all 49 of the 12-year-old buses were overhauled and that recent tests confirm that the exhaust leaks had been corrected.....The U. S. Supreme Court last month let stand a lower court ruling that SEPTA violated the right of free speech in 1996 when it ordered several controversial anti-abortion posters removed from its subway stations and buses. Sponsored by a religious group known as Christ's Bride Ministries, the ads alleged a link between abortion and breast cancer. SEPTA removed the ads in response to complaints, after a Federal health official advised that the statements were inaccurate.

AMTRAK last month announced that it had formed five important alliances that are expected to generate more than \$20 million in added revenue each year, and \$28 million in long-term savings. "These are the first of many new business partnerships that are indicative of Amtrak's business-like transformation and financial turnaround," said Wisconsin Governor Tommy Thompson, Amtrak's new board chairman. "...Each has the potential to expand significantly in the long term to help Amtrak achieve operating self-sufficiency." Last year, Amtrak's mail and express business brought in a record \$83 million and is projected to produce \$107 million this year.



The five partnerships are with: (1) Dobbs International Services, a leading airline caterer, which will take over operation of AMTRAK's 11 commissaries beginning in April though Amtrak will still control menu selections; (2) BURLINGTON NORTHERN & SANTA FE and United Parcel Service to provide premium RoadRailer service for UPS, generating \$2.9 million in annual revenue for Amtrak; (3) U. S. Postal Service for added transcontinental Mailvan service, increasing Amtrak's annual revenue from USPS by \$15.2 million; (4) ExpressTrak, in a pilot program to handle refrigerated cargo in eight rebuilt reefer express cars; and (5) Dynamex, to inaugurate premium package service on the New York-Washington Metroliners.

In the first quarter of Fiscal Year 1999 (October-December 1998), AMTRAK's on-time performance reached 80 percent, five percent better than a year ago. Ridership also was up by three percent.....A major article in the January 24 Inquirer was headlined "Chief believes in AMTRAK's viability." It detailed new President George Warrington's upbeat vision for the future of the passenger system, including such new ventures as those described above. From now on, he said, "success at Amtrak is not survival...Success is being able to grow and be proud."

All of this good news seems to cast doubt on the report released late last year by the Department of Transportation's inspector general, who claimed that, far from financial viability, AMTRAK is headed for a cash deficit of more than \$300 million in 2003. But Amtrak responded that the report understates the increased revenues expected from its new high-speed service on the Northeast Corridor, due to start late this year, and fails to take into account the numerous budget reforms recently initiated by Amtrak's Reform Board or the revenue-raising measures soon to be undertaken.....In addition to the ventures named above, NARP reports that AMTRAK and NORFOLK SOUTHERN are near agreement on new NS RoadRailer service between Chicago and North Jersey and between Atlanta and North Jersey, which would utilize trackage rights over Amtrak from Harrisburg and Washington, DC, respectively.

The Harrisburg Area Transportation Study has designated Harrisburg International Airport near Middletown as the site for a new AMTRAK passenger station. The action makes the plan eligible for \$4.1 million in Federal funds to help pay for the \$7-million station, construction of which could begin next year..... Officials in Mount Joy are also looking for a site to replace their present inadequate AMTRAK station..... Harrisburg Chapter reports that AMTRAK has converted the old Dock Street yard east of the Harrisburg Transportation Center into a terminal for RoadRailer mail and express traffic.....AMTRAK is marketing its expanded C&S repair shop in Lancaster to freight and passenger railroads as a "one-stop" location for all types of signal equipment maintenance and overhaul (Railway Age).....The March issue of Trains contains an interesting article by David Palmer on "Zoo tower in twilight," detailing the gradual cutover of control at Philadelphia's busiest rail junction to the CETC dispatcher.....AMTRAK has issued a "Winter Weather Travel Guide" showing Northeast Corridor services to be operated during "severe" and "extreme" storm conditions.

June 1 Is New Target for Conrail Split

(Continued from Page 1)

CSX and NS were among eight major railroads which last month began making public their weekly reports on operating performance. This is an outgrowth of the industry's efforts to repair its image after the massive traffic delays caused by UP's poorly-managed merger with SP two years ago. But CSX and NS also angered some shippers by revealing that effective on Day One they will not use Conrail performance data as a baseline for measuring their progress in running the new properties, but instead would start with a "clean slate." The railroads contended it would be too difficult to come up with meaningful historical comparisons. Said Edward Emmett, president of the National Industrial Transportation League, "The magnitude of the Conrail transaction is enough to scare any rail-dependent shipper."

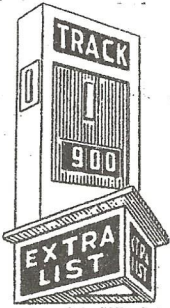
Many tidbits of information have emerged as the split date approaches, among them:

- o CSX has decided to add only three service lanes (divisions) on its newly-acquired lines. The proposed Mid-Atlantic Service Lane from Philadelphia to Selkirk, NY has been deleted as the existing Baltimore Service Lane will be extended to North Jersey and the Albany Service Lane will include the River Line from Selkirk, NY to North Jersey. Other new lanes will be the Great Lakes and Indianapolis. NS will also set up three new divisions.
- o Conrail reissued employee timetables for its five operating divisions effective January 15, an action dictated by the delayed takeover.
- o The three Conrail Shared Assets Areas (North Jersey, South Jersey and Detroit) will reportedly be headquartered at the present Conrail Philadelphia Division offices in Mount Laurel, NJ. These neutral switching operations, to be managed by a separate CSX-NS-controlled organization, will be assigned about 130 locomotives, including Conrail's ten remaining ex-Erie Lackawanna SD45-2 units.
- o In December CSX began using its newly-completed Grays Ferry connection in Philadelphia to route trains from its Baltimore mainline to the north via "CP Arsenal" and Conrail's High Line.
- o Both CSX and NS have conveyance teams at work, whose job it is to legally transfer Conrail property to the new owners via deeds and bills of sale. NS alone will file hundreds of documents in the 183 affected counties immediately after the closing date.
- o NS reports that employees it will inherit from Conrail represent at least 19 predecessor railroads, the largest groups among them being more than 8,500 workers who were hired by the Pennsylvania Railroad and 2,400 by the New York Central. There will be 630 ex-Reading and 400 ex-Lehigh Valley people transferring to NS.
- o NS has announced that it will increase its capital spending to \$1.07 billion in 1999, a 19-percent increase from last year, due partly to needed expenditures on its former Conrail lines. Among the projects will be a major intermodal terminal to be built on Bethlehem Steel property in Bethlehem, PA, part of a planned \$600-million business park announced last month for the site of Bethlehem's abandoned steel mill along the Lehigh River.

Update of Shortline/Regional Railroad Rosters

The following changes and additions should be made to the motive power rosters published in the October through December 1998 issues of Cinders:

	<u>BELVIDERE & DELAWARE RIVER RAILWAY (BDRV), Milford, NJ</u>					
Add	752	B-B	GP9	D/E	EMD	1956 Former Clarendon & Pittsford 752
	<u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ (Note 1)</u>					
Delete	752	GP9	Transferred to Belvidere & Delaware River			
	Note 1 (revised): Locomotives also based at Flemington, Lambertville, Middlesex, NJ					
	<u>CHESAPEAKE RAILROAD (CHRR), Greensboro, MD</u>					
	This road has been shut down permanently and equipment moved off-line					
	<u>EAST PENN RAILWAYS (EPRY), Quakertown, PA</u>					
Delete	22	GP7	Transferred to Penn Eastern Rail Lines, Tipton, PA			
	<u>JUNIATA TERMINAL (JTFS), Philadelphia, PA</u>					
Delete	7250	GP10	Leased to Longhorn Railway			
Delete	8625	Slug	Leased to Longhorn Railway			
	<u>PENN EASTERN RAIL LINES (PRL), East Greenville, PA</u>					
Add	22	B-B	GP7	D/E	EMD	1950 Former Guilford 22 (Note)
	Note: Owned by private individual					
	<u>READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN), Port Clinton, PA</u>					
Delete	2391	U23B		Sold		
Delete	2393-2394	U23B		Sold		
Delete	2396	U23B		Sold		
	<u>SOUTH BRANCH VALLEY RAILROAD (SBVR), Moorefield, WV</u>					
Delete	82	BL2		Transferred to West Virginia Central		



FEBRUARY 18, 1999: Amtrak's high speed rail project will be the topic of a luncheon presentation by David Warner, senior test engineer for Amtrak and editor for the Washington, DC Chapter NRHS, at 12 Noon, Conference Room C, 16th Floor, Municipal Services Building, center city Philadelphia. Event is sponsored by the Philadelphia Section, American Society of Civil Engineers. Price: \$10 per person (buffet luncheon open to the public). Reservations may be made by telephoning Chris Rood, SEPTA, at 215-580-7586.

FEBRUARY 27: "Vermont Snow Express" from Boston, MA to Brattleboro and Bellows Falls, VT via Conrail and New England Central, sponsored by Mass Bay Division RRE. Amtrak special train leaves South Station at 7:45 AM, returning about 9 PM. Numerous optional activities will be offered. Rail fares: \$65 adults, \$35 children (12 and under). Order tickets from: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810-0814, enclosing stamped, self-addressed envelope. For information on optional activities, telephone 978-470-2066.

FEBRUARY 28: EastRAIL '99 railfan slide festival. THIS EVENT HAS BEEN CANCELLED.

THROUGH FEBRUARY: "Porters, Waiters & Chefs: African-American Traditions of Railroad Hospitality," photographic exhibit for Black History Month at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. Special activities on weekends include discussions and tours conducted by former B&O porters. (On February 20, Dr. Melinda Chateuvert of the University of Maryland will lead discussion of her new book Marching Together: Women of the Brotherhood of Sleeping Car Porters.) Museum is open daily 10 AM-5 PM. Admission: \$6.50 adults, \$5.50 seniors, \$4 children (3-12). For information, telephone 410-752-2388.

MARCH 7: 13th annual Railroad Show & Collectors Market at Zembo Temple, 3rd & Division Streets, Harrisburg, PA, 9 AM-3 PM, sponsored by Harrisburg Chapter NRHS. Show features sales of railroadiana and model railroad items, railroad movies, operating "G"-gauge model railroad, raffles, door prizes, food. Admission: \$3 per person (children under 12 free).

MARCH 7: Annual Train Show & Sale at Mother Seton Regional High School, Clark, NJ (Garden State Parkway Exit 115), 9 AM-3:30 PM, sponsored by Jersey Central Chapter NRHS. Railroadiana, model trains, books for sale, plus circus train display, raffle and door prizes. Admission: \$4 per person, maximum \$8 per family. For information, write: Mitchell Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904-2515.

MARCH 7: "Trackless Trolley Ramble" over three Frankford-based SEPTA trackless routes, benefiting Seashore Trolley Museum's Nearside car restoration fund. AM General coach leaves Frankford depot, Frankford & Bridge Streets, at 10 AM, returning about 3 PM. Fare; \$25 per person. 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.

MARCH 20: West Chester Railroad photographers' train featuring ex-Reading coaches painted Pennsylvania style, with Alco S2 locomotive on one end and RS18 on the other end, sponsored by Wilmington Chapter NRHS. Train leaves Market Street station, West Chester, at 12:30 PM, returning at 4 PM. Night photo session will also be held. Fare: \$30 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003. For information, telephone 973-383-3355 between 9 AM and 6 PM.

MARCH 20: 18th annual Canal History & Technology Symposium at William E. Simon Center of Lafayette College, Easton, PA, sponsored by National Canal Museum and Lafayette College. Registration begins at 8 AM, with first session at 9 AM. Among presentation topics are "Aqueducts of the Chesapeake & Ohio," "Evolution of the New York State Canal System" and "The Lehigh Coal & Navigation Company's Switchback Railroad." Registration fee: \$50 per person by March 10, \$55 after March 10. For non-attendees, copy of the proceedings may be ordered for \$10 (plus \$4.50 postage & handling). Checks should be made payable to National Canal Museum, 30 Centre Square, Easton, PA 18042-7743 (telephone 610-559-6613).

APRIL 10: 9th annual "Friends" Symposium at Drew University, Route 124, Madison, NJ, 9 AM-5 PM, sponsored by Friends of the 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, which includes 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, enclosing stamped, self-addressed envelope. For information, telephone 908-464-9335.

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.

ON THE SCENE (Continued from Page 4)

In RoadRailer items at Amtrak, ten additional bogies are being converted to CouplerMates to provide additional flexibility: 5504 (to be 5221), 5516, 5524, 5535 (to be 5220), 5539, 5550, 5579, 5585 and 5592. Earlier, 5596-5601 were rebuilt to CouplerMates 5210-5215 and 5594 was rebuilt to 5216, and 5595 became 5217.

In some miscellaneous Amtrak items, the railroad offered a mid-winter sales program including the five trains linking the east with Chicago and the short-distance trains radiating from the Windy City. For purchases through February 22 (and travel through March 15), the offer was "buy one, get one free", subject, of course, to certain conditions and restrictions.

The San Joaquins in California became all-reserved trains starting in February, and there will be an added Sacramento-Bakersfield round-trip.

PHILADELPHIA EXPRESS (Continued from Page 6)

CONRAIL



Once again this spring, the Ringling Bros. and Barnum & Bailey Red Unit circus train will visit Philadelphia. It is due to move from Long Island to Philadelphia via NEW YORK & ATLANTIC and CONRAIL on April 12. The train would be parked in South Philadelphia yard while the circus plays for 12 days at the First Union Center, departing on April 26 for Providence, RI.Railpace reports that the Archer-Daniels-Midland grain processing

facility and moved all of its production to a new plant adjacent to CONRAIL's Morrisville yard in Bucks County. There had been considerable local opposition to the siting at Morrisville due to increased truck traffic, although the nearby intermodal yard already generates hundreds of truck movements every day.....CONRAIL has been fined \$177,000 for violating environmental regulations, after inspectors found the railroad dumping debris, contaminated soil and trash, as well as spilled hydraulic oil and diesel fuel. It was ordered to end the violations which were brought to light by former Conrail employees.

The Reading Eagle recently ran an editorial decrying the practice of local residents who dump trash on CONRAIL's rights-of-way. The newspaper quoted a Conrail source as saying that illegal dumping makes its tracks through Reading "the trashiest outside of big cities." The City of Reading, oddly enough, has no efficient trash collection system because voters turned down a plan to begin such a system. Conrail reported that in a seven-month period last winter and spring, its crews collected 450 tons of trash from along its tracks--enough to fill six gondola cars!

Buckingham Valley Trolley Association members last month voted to donate their entire collection of trolleys to Steamtown in Scranton, except for Peter Witt #8534 which is on lease to SEPTA. The collection became homeless when BVRTA was evicted from its Penn's Landing operation three years ago, and has been in temporary storage at SEPTA's Germantown depot.....That "Celebrate the Century" special train sponsored by the U. S. Postal Service is now scheduled to begin its nationwide tour on March 11 at Tampa, FL, moving to New Orleans, Memphis, Chicago and then west. It is not known when the four-car train--which includes an RPO car owned by NRHS Member Jim Bistline--will reach Philadelphia (Dick Barben).....WEST CHESTER RAILROAD has purchased an ex-Jersey Central RPO car, which has been stored on the NH&I, for use as a ticket office.....The West Chester Railroad Heritage Association has applied for funding to build a railroad station at the old Pennsy site on Market Street in West Chester.

The Delaware Valley Regional Planning Commission and PennDOT last month authorized a \$3.6-billion transportation spending plan for Philadelphia and its suburban Pennsylvania counties over the next four years. The work is to be paid for by the recent 3-1/2-cent increase in the State gasoline tax and a substantial boost in Federal transportation funding for Pennsylvania. The money will be divided between highways and transit projects, with about 25 percent earmarked for new projects and the balance used to repair or improve existing roads, rail lines and stations.....Railroads, airlines, telephone companies and electric utilities should experience no massive computer breakdowns when January 1, 2000 arrives, according to the authoritative Kiplinger Washington Letter.....READING, BLUE MOUNTAIN & NORTHERN has received a State grant to rehabilitate its pair of Budd RDC's and will operate a series of excursions with them in August, September and October out of Port Clinton and Tamaqua (Harrisburg Chapter).....NJ TRANSIT has been running a radio ad touting its Atlantic City trains as the ultimate "off-road vehicle" to avoid highway traffic.

There is an "imposter" railcar operating on the MT. DORA, TAVARES & EUSTIS RAILROAD in Florida, report Members Sam James and Bill Volkmer. The line's publicity claims the car is a gas-electric built by the Edwards Railway Motor Car Company in 1921 for a railroad in Pennsylvania, then stored for 50 years before being rebuilt in Iowa two years ago for the present owner. Unfortunately, this blurb is not accurate. Examination reveals that the car is actually an ex-Philadelphia & Western 160 car heavily rebuilt to resemble an Edwards motor-car! It is believed that the car is one of four sold by SEPTA to the KEOKUK JUNCTION RAILWAY and later sold to an individual in New York State.

Bethlehem Steel Eyeing Wilmington & Northern Branch

Bethlehem Steel Corp., which recently acquired the Lukens Steel plant at Coatesville, PA, is considering the purchase of the former Reading Wilmington & Northern branch from Modena, PA to Elsmere Junction, DE. PennDOT currently owns the 18 miles of line in Pennsylvania while the nine miles in Delaware are controlled by a real estate arm of the former Reading Company. Delaware Valley Railway, a subsidiary of shortline holding company RailAmerica, now operates the W&N under contract to PennDOT.

With its purchase of Lukens, Bethlehem has added the Brandywine Valley Railroad to its stable of switching carriers. BVRY serves the Coatesville-area mills and connects with DV for traffic moving to and from CSX at Wilsmere yard near Wilmington. Taking over the 27 miles of DV-operated track would give BVRY a direct connection with CSX for the movement of steel blooms from Bethlehem's Sparrows Point plant near Baltimore to Coatesville. But, according to a report in The Short Line Magazine, RailAmerica is taking a dim view of Bethlehem's intentions, and could file suit against both Bethlehem and PennDOT to enforce DV's contract as designated operator for the South Modena-Elsmere line. RA reportedly has an option to purchase the branch from PennDOT, which acquired the W&N in 1976 when Conrail declared the line surplus to its needs.

Delaware Valley also operates a 27-mile east-west line, part of the former Pennsylvania Railroad Octoraro branch. This route connects with the north-south W&N at Chadds Ford Junction, PA and extends to Sylmar, MD via Kennett Square, Avondale and Oxford. DV's only access to the Octoraro is via the W&N.

Both the Philadelphia and Lancaster Chapters NRHS have an interest in this controversy, because their FP7 locomotives 902 and 903 are based on a leased siding off the W&N at Pocopson, PA, near Chadds Ford.

SEPTA GENERAL ELECTRIC SILVERLINER IV Update

Below is listed the complete renumbering of SEPTA's General Electric-built Silverliner IV MU cars, correct as of February 1, 1999. In our February 1997 issue, we provided a renumbering diagram for 51 GE-built Silverliner IVs, which had been renumbered into the 400-series as they were purged of all PCB chemical contamination. The cars have been re-equipped with silicone-filled transformers.

Some 59 cars now bear 400-series numbers, with another married pair contemplated. In addition, SEPTA has renumbered all of the 9018-9031 series Silverliner IV's numbered in the former Reading Company scheme. Not included was car #9020, which was destroyed when rear-ended by another passenger train at North Wales, PA on July 17, 1980. It was earlier proposed to renumber the former Reading Budd Silverliner II MU's (9001-9017) into a lower 200-series, but this was placed on hold in 1997 and the cars retain their original numbers.

Six cars (431-434 and 437-438) were actually renumbered twice, and they are shown separately below, as are the nine former 9000 cars that have been renumbered, but not had new transformers installed.

SEPTA RAILROAD DIVISION

Cars and Dates Renumbered

<u>CURRENT NUMBER</u>	<u>ORIGINAL NUMBER</u>	<u>DATE RENUMBERED</u>	<u>CURRENT NUMBER</u>	<u>ORIGINAL NUMBER</u>	<u>DATE RENUMBERED</u>
400	9019	11/22/94	428	182	12/22/93
401	270	12/21/93	429	323	11/08/94
402	271	10/22/93	430	322	11/08/94
403	272	10/19/93	435	115	12/27/94
404	273	11/02/93	436	116	12/27/94
405	274	10/14/93	439	187	12/28/94
406	275	5/10/94	440	188	12/28/94
407	294	10/26/93	441	319	6/23/95
408	9029	7/30/93	442	318	6/23/95
409	9030	9/09/93	443	103	4/30/96
410	9031	6/18/93	444	104	4/30/96
411	299	12/29/94	445	151	11/22/96
412	301	1/03/95	446	152	11/22/96
413	280	4/03/96	447	327	8/22/96
414	284	4/04/96	448	326	8/22/96
415	293	7/16/96	449	343	3/14/97
416	295	5/16/97	450	342	3/14/97
417	307	11/04/93	451	315	12/26/97
418	306	11/04/93	452	314	12/26/97
419	311	7/13/93	453	121	6/12/97
420	310	7/13/93	454	122	6/12/97
421	329	7/15/93	455	355	5/11/98
422	328	7/15/93	456	354	5/11/98
423	377	7/07/93	457	321	5/12/98
424	376	7/07/93	458	320	5/12/98
425	379	11/04/93	459	391	Not completed
426	378	11/04/93	460	390	Not completed
427	181	12/22/93			

Cars Renumbered Twice

<u>CURRENT NUMBER</u>	<u>OLD NUMBER</u>	<u>SECOND RENUMBERING</u>	<u>ORIGINAL NUMBER</u>	<u>FIRST RENUMBERING</u>
431	411	12/01/94	133	9/24/93
432	412	12/01/94	134	9/24/93
433	413	12/27/94	147	10/28/93
434	414	12/27/94	148	10/28/93
437	415	1/04/95	305	7/22/93
438	416	1/04/95	304	7/22/93

9000-Series Renumbering

<u>CURRENT NUMBER</u>	<u>ORIGINAL NUMBER</u>	<u>DATE RENUMBERED</u>	<u>CURRENT NUMBER</u>	<u>ORIGINAL NUMBER</u>	<u>DATE RENUMBERED</u>
280	9018	3/10/97	299	9025	3/26/97
284	9021	3/10/97	301	9026	4/03/97
293	9022	4/01/97	304	9027	4/02/97
294	9023	3/20/97	305	9028	3/27/97
295	9024	6/02/97			

Chapter Sets Book Sale

Does the cold winter weather have you down? Have some Holiday cash left over? What you then need to do is search your railroad library shelf and see if Philadelphia Chapter's bookstore has some titles you don't have and take this mid-winter opportunity to fill in the gaps in your collection.

Several new titles of interest to Philadelphia Chapter members have recently been received. First is Member G. Gerrish Williams' new soft-cover publication, TRAINS, TROLLEYS & TRANSIT-A Guide to Philadelphia Area Rail Transit, published by Railpace Company. It's available to Chapter members for \$27.00 per copy, plus shipping.

Another small new publication is FAIRMOUNT PARK TRANSIT, a 24-page photographic journey by Frederick A. Kramer, at \$6.00 per copy, published by Bells & Whistles. Also by Kramer and Member Sam James is the excellent publication PTC RAILS, a 104-page book with many photographs of PTC's trolley years, at \$20.00 per copy. Also from Philadelphia is ELECTRIC TRAINS TO READING TERMINAL, by Wes Coates, a 112-page look at the electrification of the Reading's Philadelphia suburban lines, at \$15.00 per copy.

New this month from Member Dale Woodland is THE READING IN THE CONRAIL ERA, at \$40.00 per copy. Still available are Dale's two earlier publications, READING DIESELS-Volume 1 and READING DIESELS, Volume 2, at \$45 and \$50 per copy, respectively.

Listed below are all of the Morning Sun Books, which can also be ordered through the Chapter's Sales Committee. Books listing for \$49.95 per copy are \$42.00 to Chapter members, and books selling for \$45.00 list are \$38.00 per copy.

AVAILABLE AT ~~\$49.95~~ A PIECE

- B&O Color Guide to Freight and Psgr. Equipment
- Baltimore & Ohio TRACKSIDE with Willis McCaleb
- Boston & Maine In Color
- Bessemer and Lake Erie RR In Color
- Canadian Pacific Color Guide to Freight + Psgr. Equip.
- CB&Q Color Guide to Freight and Psgr. Equipment
- Chesapeake and Ohio Color Guide to Freight and Psgr. Equipment
- Chicago and North Western In Color, Vol. 1: 1941-1953
- Chicago Burlington & Quincy In Color, Vol. 1
- Chicago Burlington & Quincy In Color, Vol. 2
- Chicago Great Western In Color
- CNJ/LV Color Guide to Freight and Psgr. Equipment
- D&H Color Guide to Freight & Psgr. Equipment
- Delaware and Hudson In Color, Vol. 2
- EL Color Guide to Freight and Passenger Equipment
- Erie Lackawanna In Color, Vol. 3: East End
- Erie Lackawanna In Color, Volume 4: Early Years
- Erie RR TRACKSIDE with Robert F. Collins
- Fairbanks-Morse Locomotives In Color
- Frisco In Color
- GN Color Guide to Freight and Psgr. Equipment
- Illinois Central In Color
- Illinois Terminal In Color, Volume 1
- Insull Chicago Interurbans In Color
- Jersey Central Lines In Color, Volume 2
- The Lionel Inspiration
- Milwaukee Road In Color, Vol. 1: The East End
- Milwaukee Road In Color, Volume 2: City of Milwaukee
- Milwaukee Road In Color, Vol. 3: WI & MI
- Minneapolis & St. Louis In Color
- Missouri-Kansas-Texas Lines In Color
- New York Central Lightning Stripes, Volume 2
- New York Central Steam In Color
- New York Central TRACKSIDE with Eugene Van Dusen
- NYC Color Guide to Freight & Psgr. Equipment
- NYC Color Photography of Ed Nowak, Book II
- NYC Color Photography of Ed Nowak, Book III
- New York Ontario & Western In Color
- NH Color Guide to Freight and Psgr. Equipment
- Nickel Plate Color Photography of Willis A. McCaleb Vol. 1
- Nickel Plate Color Photography of Willis A. McCaleb Vol. 2
- Nickel Plate Color Photograph, Vol. 3: Railfan Perspective
- No. New England Color Guide to Frt. and Psgr. Equip.
- Norfolk & Western In Color Volume 1: 1945-1964
- NP Color Guide to Freight and Psgr. Equip.
- Pacific Electric In Color, Volume 1
- Penn Central Color Guide to Freight and Psgr. Equipment
- Pennsy Diesel Years, Volume 5
- Pennsy Diesel Years, Volume 6
- Pennsy Steam Years, Volume 2

\$42.00 each

- Pennsylvania-Reading Seashore Lines In Color
- Pennsylvania Trolleys In Color, Vol. 1: Anth. PA Dutch Regions
- Pennsylvania Trolleys In Color, Vol. 2: Philadelphia
- Pullman-Standard Color Guide to Frt. Equip.
- PRR Color Guide to Freight and Psgr. Equipment, Vol. 2
- PRR: Hudson to Horseshoe
- RDG Color Guide to Freight & Psgr. Equipment
- Reading Company In Color, Volume 1
- Reading Steam In Color
- Rio Grande Color Guide to Freight and Psgr. Equip.
- Rio Grande In Color, Vol. 2: Utah
- Rock Island Color Guide to Freight and Psgr. Equip.
- Rock Island In Color, Volume 1: 1948-1964
- Rock Island In Color, Volume 2: 1965-1980
- Santa Fe 1940-1971, In Color V1: Chi.-KC
- Santa Fe 1940-1971, In Color, V2: KC-Alburq.
- Santa Fe 1940-1971, In Color, V3: Alburq.-LA
- Santa Fe 1940-1971 In Color, V4: TX & El Capitan
- Seaboard Air Line Color Guide to Frt. and Psgr. Equip.
- Soo Line In Color
- Southern Pacific In Color
- Southern Railway Color Guide to Frt. and Psgr. Equip.
- Spokane Portland and Seattle Color Guide to Frt. and Psgr. Equip.
- TRACKSIDE East Of The Hudson, 1941-1953 w/ Bill McChesney
- UP Color Guide to Freight and Psgr. Equipment, Vol. 1
- UP Color Guide to Freight and Psgr. Equipment, Vol. 2
- Under Milwaukee Wires
- Union Pacific Official Color Photography-1
- Union Pacific Steam In Color
- Western Maryland In Color
- WM Color Guide to Freight and Psgr. Equip.

\$42.00 each

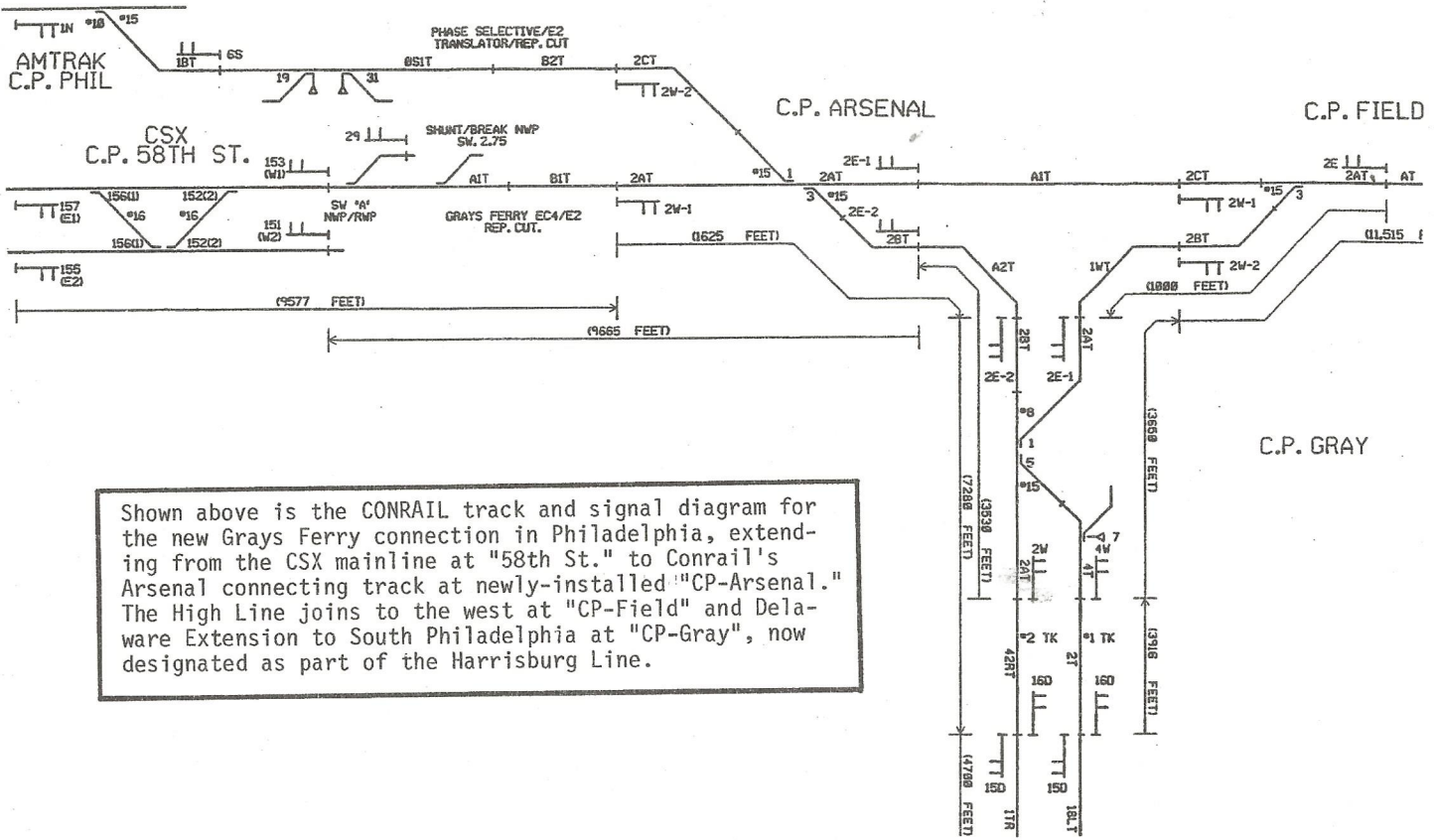
AVAILABLE AT ~~\$45.00~~ A PIECE

- A Golden Decade of Trains: The 1950's In Color
- Delaware and Hudson In Color, Volume 1
- Erie Lackawanna In Color, Vol. 1: West End
- Erie Lackawanna In Color, Vol. 2: NY State
- Erie RR In Color
- Jersey Central Lines In Color (Vol. 1)
- Lackawanna Railroad In Color
- Lehigh Valley In Color (Vol. 1)
- Lehigh Valley-2 In Color
- New York Central Lightning Stripes (Vol.1)
- NYC Color Photography of Ed Nowak, Book 1
- Pennsy Diesel Years Volume 2
- Pennsy Diesel Years Volume 3
- Pennsy Diesel Years Volume 4
- Pennsy Electric Years
- Pennsy Steam Years, Volume 1
- Rio Grande In Color, Volume 1: Colorado
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Shown above is the CONRAIL track and signal diagram for the new Grays Ferry connection in Philadelphia, extending from the CSX mainline at "58th St." to Conrail's Arsenal connecting track at newly-installed "CP-Arsenal." The High Line joins to the west at "CP-Field" and Delaware Extension to South Philadelphia at "CP-Gray", now designated as part of the Harrisburg Line.

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