

CINDERS

JANUARY 1999



IN THIS ISSUE

Philadelphia Chapter News.....	2, 5, 10
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	6
ON THE SCENE, by El Simon.....	7
Final Conrail Locomotive Roster.....	9

Volume 60

Newsletter of the Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

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

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, JANUARY 15, 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)

We begin the New Year with a narrated slide lecture by Lancaster Chapter Member Gerald M. Futej entitled, "844 on Tennessee Pass". This program documents the historic excursion with Union Pacific 4-8-4 #844 and the three UP EMD E units from Denver to Salt Lake City, which took place on June 21-23, 1997. The excursion traveled from Denver to Canon City, CO via Pueblo and the famed Joint Line on Saturday, June 21, then from Canon City to Grand Junction, CO on Sunday, June 22, and finally ventured on from Grand Junction to Salt Lake City on Monday, June 23, where many excursion participants attended the NRHS National Convention. You won't want to miss this special slide program on this "Steam Event of 1997" trip, made under perfect weather conditions.

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, JANUARY 12, 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.

Plan to be on hand January 15 as we view Union Pacific excursions at their finest. Our February 19 meeting will feature the annual Ray Muller Slide Contest, so please mark your calendars accordingly.

Pennypacker Wins Top Prize in Chapter Drawing

Chapter Member Bert Pennypacker of Philadelphia was the lucky winner of the \$500 Reading "0"-gauge model trainset in Philadelphia Chapter's raffle last month. Paul Murphy of Harleysville, PA, who bought his ticket through Chapter Member Bill Lloyd, won the Reading "HO"-scale steam passenger train, with a retail value of \$150. Both sets were donated to the Chapter by Boscov's Department Stores. On December 23, the "0"-gauge set was presented to Bert Pennypacker, who is a nationally-known writer on railroad subjects.

The drawing was held December 13 during the Greenberg's Train Show at Fort Washington Expo Center, with Chapter President Doug Watts officiating. Organized by Treasurer Charlie Van Reed, the raffle raised more than \$3,500 for the Chapter's FP7 preservation campaign. The Chapter wishes to thank Boscov's, Charlie Van Reed and everyone who purchased tickets in this successful fund-raising campaign.

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.

Michael Hopkins Plaque Dedicated at Chapter FP7

Philadelphia Chapter dedicated a plaque honoring the late Michael F. Hopkins during a ceremony October 10 at Pocopson, PA, held in front of the Chapter's former Reading FP7 locomotive #903. Prior to his untimely death in October 1996, Mike devoted a great deal of time and effort to the restoration of the 903 and Lancaster Chapter's sister unit 902. The plaque will be prominently mounted in the cab of locomotive 903.

During the ceremony Mike's parents, Fran and Ruth Hopkins, accepted the plaque from former Chapter President Michael Burshtin. Receiving the plaque on behalf of the Chapter was Equipment Chairman Robert Morris. Also present were former Chapter Presidents Larry Eastwood and Frank Tatnall.

Units 902 and 903 have been the subject of a long-term restoration effort by members of both Chapters, and recently have received such modern appliances as cab signals, event recorders and ditch lights. If Mike Hopkins had been here, he would have been deeply involved in the work needed to make the 1950-vintage locomotives suitable for excursion service on today's mainline railroads.

LEFT - NRHS Senior Vice President Larry Eastwood (left) and Chapter Equipment Chairman Bob Morris display the plaque honoring the late Mike Hopkins, during the ceremony at Pocopson on October 10. The plaque will be mounted in the cab of FP7 #903.
--FRANK TATNALL Photo

Unpaid Members Urged to Renew Promptly for '99

While more than 300 members of Philadelphia Chapter have paid their dues for 1999, there is still a substantial number who have not yet renewed. Basic dues remain at \$31 per person, with an additional \$3 per family member, which includes both Chapter and National dues. Additional donations to the Chapter's preservation work are also being sought. Renewals should be mailed to Philadelphia Chapter NRHS at P. O. Box 7302, Philadelphia, PA 19101-7302.

This will be the last issue of *Cinders* for anyone who has not renewed by the end of January.

PA Offers Railroad License Plate

At a December 22 ceremony in the Railroad Museum of Pennsylvania at Strasburg, PennDOT Secretary Bradley Mallory unveiled the State's latest "Preserve Our Heritage" auto license plate. It reproduces the famed 1928 Grif Teller painting "When the Broad Way Meets the Dawn," created for the Pennsylvania Railroad's annual calendar. The original painting, which shows a K4s Pacific racing eastward with the heavy-weight Broadway Limited, is on display at the museum.

Among other speakers at the ceremony, held in front of K4 #3750, were Representative Richard Geist of Altoona, chairman of the Pennsylvania House Transportation Committee; Senator Edwin G. Holl of Montgomery County, who introduced the legislation authorizing the Preserve Our Heritage program; and

Janet S. Klein, chairman of the Pennsylvania Historical & Museum Commission. Philadelphia Chapter was represented by President Doug Watts, Treasurer Charlie Van Reed and National Director Frank Tatnall. Also present was the artist's grandson, James Teller.

The colorful plate (see illustration above) may be purchased for \$35 each, of which \$15 will be used to fund the PHMC's educational and exhibit programs. The license plate charge is in addition to the annual auto registration fee. Application forms will be available at the January 15 Chapter meeting, or may be secured by sending a 33¢ stamp to: R. L. Eastwood, Jr., Editor, Philadelphia Chapter, NRHS, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

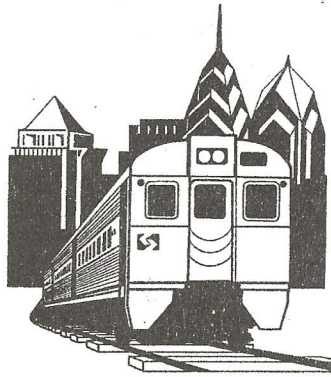
Non-official sample plates bearing "0000" will be available by mail from PennDOT for \$5 each, starting later this year.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA's Railroad Division has shuffled its field management, reassigning all line directors and many deputies around the system. The new lineup of directors is: R1 Cecil Landon, R2 Andy Andrijewskyj, R3 Jack Bazela, R5 John Cottingham, R6 Charles Smith, R7 Bob Smithers, R8 Kim Kennedy. Former R5 Director Ray Courtney now heads the Personnel Assignment Office. Richard J. Hanratty, who served as chief officer of the Railroad Division's Northeast Corridor Region, has been named chief mechanical officer of Subway/Light Rail, where he will oversee the introduction of the new Market-Frankford M4 cars.



As of mid-December, SEPTA had completed the interior rehab of 62 Silverliner IV MU cars at the Wayne Junction shop. The entire fleet of 231 General Electric-built cars will be upgraded in this \$40-million program.....In spite of higher pay scales at AMTRAK and NJ TRANSIT, SEPTA lost only three engineers to other systems during the first 11 months of 1998, compared with 17 in 1997. Currently, SEPTA employs 176 engineers on its Railroad Division.....SEPTA has approved an agreement with Level 3 Communications to lease space in 82 miles of rail right-of-way for the installation of fiber optic cables.

SEPTA now has a three-year trackage-rights agreement with CSX and NORFOLK SOUTHERN for operation of commuter trains on certain lines. Essentially a continuation of a prior agreement between SEPTA and CONRAIL, the pact provides for a six-month notice period if one of the parties wishes to change current dispatching assignments. This would include SEPTA's longstanding responsibility for dispatching portions of Conrail's Trenton Line used by R3 West Trenton trains.....Design work continues on the \$56-million project to rebuild the track, interlockings and signal system between Wayne Junction and Glenside (7.5 miles). Construction should start by late 1999.....Work will soon begin to modernize the signal system on the R3 West Trenton line, at a cost of \$7.6 million.

A rather odd display has appeared at the Merion station. Hundreds of circular reflectors mounted on several panels adorn the outbound platform area.....A new coffee and flower shop known as Petals and Perks has moved into the outbound waiting room of Jenkintown station, most recently occupied by a barbershop..... Another new coffee shop has appeared at Bryn Mawr station, operated by the same Gryphon Station group which runs the coffee and juice bar at Wayne station. The interior of the latter building has been nicely refurbished and decorated with Pennsy memorabilia, some of it loaned by Chapter Member Phil Ritter. Four replica PRR station signs have been cast and will be mounted when the station exterior is restored.....The restoration of Wayne and Devon stations is among the projects for which SEPTA is seeking highway "flex" funds in 1999.

SEPTA will re-engine one of its three SW1200 locomotives, under a \$554,000 contract with Brookville Equipment.....SEPTA joined the nationwide Operation Lifesaver railroad safety campaign in 1998. By November, SEPTA's 19 presenters had visited 54 schools, delivering the no-trespassing message to more than 22,000 students (DVARP).....On December 2 a 38-pound steel washer apparently fell from CONRAIL's abandoned bridge over the AMTRAK mainline at Whitford station. The heavy washer landed in the SEPTA parking lot, narrowly missing a parked auto.....Redevelopment of the Doylestown freight station into a restaurant is on hold because of a court action brought by dissatisfied neighbors.....SEPTA issued special timetables for Christmas Day to reflect reduced service on most Regional Rail lines.

Proposals to build those 12 articulated trolleys are now due at SEPTA by February 1. Part of the Girard Avenue Light Rail project, they most likely will be assigned to the subway-surface routes, replacing older cars shifted to Girard Avenue.....On December 16 M4 cars 1105-1106 were delivered to the 69th Street shop, the 105th and 106th cars of a 220-car order with ADtranz. SEPTA hopes that the entire fleet will arrive before the end of this year to completely re-equip the Market-Frankford Line.....SEPTA has opened its new sales office in the 15th Street concourse near Suburban Station.....SEPTA's "Spirit of the Summit" bus mural, commemorating the 1997 Presidents' Summit in Philadelphia, won first place in the American Public Transit Association's annual competition for best transit advertising.

SEPTA management was irate after Fox TV Channel 29 aired its "undercover" report November 22 of employees goofing off in various bus depots. The report claimed that low productivity costs SEPTA more than \$75 million per year.....SEPTA's campaign to rebuild lost ridership has resulted in some off-the-wall TV and print advertisements. The favorite tag line was "Some people will go to great lengths to avoid SEPTA," the ads picturing people riding elephants, hopping along on pogo sticks or flying in hot-air balloons.....City Transit Division schedules will change on January 31.....PATCO is the first area transit agency to encourage the use of electric automobiles, by installing plug-in stalls at Woodcrest station.

Robert Bickhart has resigned as SEPTA's assistant general manager for government & public affairs, to join a Philadelphia law firm. Speculation on his successor has included outgoing Congressman Jon Fox of Montgomery County, although such an appointment would raise the hackles of those opposed to political patronage. In its report, the Daily News went so far as to use the headline "Politics as usual in SEPTA hiring"..... SEPTA has hired Phoenix Management Services at a cost of \$165,000 to conduct a "reassessment study." It will

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

report on the status of recommendations in the 1997 Phoenix audit of SEPTA's management practices.....SEPTA has renewed its agreement with the Delaware Valley Regional Planning Commission for participation in the Transit-Chek program during 1999. With TransitChek, companies may offer their employees up to \$65 a month tax-free for the purchase of transit passes.....SEPTA has published a revised folder showing a map and schedules of center-city transit routes.....SEPTA's Transit Museum store at 1234 Market Street has issued a folder showing some of the gifts it has in stock, including toys, models, books and T-shirts.

A study by the Wall Street Journal reveals that Philadelphia has the highest combined total of local, state and Federal taxes among 27 major cities in the U.S. New York placed second and Seattle third.....In a suit brought against PATCO, a New Jersey appeals court has ruled that a transit agency cannot be sued by riders injured in a criminal attack unless the riders are on property controlled by the agency. The case arose from an incident in the city-owned concourse near 13th & Locust Streets (U. S. Rail News).....Bucks County officials and business leaders are trying to establish an organization to promote improved public transportation and reduce highway congestion, according to an Inquirer report. The group would be similar to Transport Management Associations (TMA's) already existing in Montgomery, Delaware and Chester Counties.....SEPTA will spend \$2.3 million for consulting services to implement an affirmative action program for the \$370-million Market Street elevated reconstruction project. This is intended to assure that "disadvantaged" enterprises receive a substantial portion of construction and supply contracts.



Amtrak

George Warrington last month was named president of AMTRAK, after serving as acting president since the ouster of Thomas Downs a year ago. Warrington was given much credit for Amtrak's improved performance in 1998. Previously, he had been president of the Northeast Corridor Business Unit.....While AMTRAK likes to talk about its ability to handle holiday crowds, records show that the Pennsylvania Railroad carried more than 2.5 million passengers during the 12-day Christmas rush in 1940. A total of 1,314 extra sections and special trains were operated during the period, in addition to many extra cars on regularly-scheduled trains. To Florida alone, 12 extra coach trains handling more than 4,000 passengers ran on four days from New York and Philadelphia (Paul Kutta).....AMTRAK has unveiled "RailSALE," an on-line discount fare program available only via the Internet at reservations.amtrak.com (Fast Mail).

AMTRAK is exploring the possibility of buying several new switchers from Boise Locomotive, to replace its aging fleet of GP7 and GP9 units. The old units would require expensive upgrading to comply with future Federal emission standards.....Not-often-seen GP40H #192 was spotted at AMTRAK's Race Street terminal in December.....AMTRAK last month borrowed CONRAIL theater car #9 for an inspection trip on the Northeast Corridor.....The proposed donation of the old "Shore" tower at Frankford Junction to the Railroad Museum of Pennsylvania has hit a snag, with AMTRAK's insistence that a replacement structure be built to house necessary equipment. The wooden tower is more than 100 years old.

It now appears that the proposal of Railway Service Corp. (see February 1998 Cinders) to privatize AMTRAK's Philadelphia-Harrisburg service is dead. Amtrak turned thumbs down and NJ TRANSIT has sold its Arrow II MU cars, on which Railway Service held an option, to an equipment dealer.....DVARP reports that the Philadelphia-Harrisburg Keystone service set a new ridership record in Fiscal Year 1998 of more than 800,000 passengers--a 25-percent gain over 1997.....A 50,000-square-foot Pathmark supermarket, to open in mid-1999, will become the centerpiece of the long-delayed redevelopment of the North Philadelphia station area, the Daily News reports. The 97-year-old station building is to be renovated.....AMTRAK has joined most airlines in cutting travel agent commissions from ten to five percent, although it plans to boost the incentives for tour sales (NARP).

AMTRAK has issued a full-color "station guide" folder for 30th Street Station, which includes a diagram showing all of the various retail and service locations in the concourse.....SEPTA will spend \$4.2 million to make it easier for disabled persons to transfer between SEPTA and AMTRAK trains, as well as buses. The project will include renovation of the elevators serving all three Upper Level platforms.....Shades of the Old West! On December 8 AMTRAK Metroliner 105, operating at 125 mph, struck two steers at milepost 52 south of North East, MD. AEM-7 #905 was severely damaged with the dead cattle wrapped around the front of the locomotive. Passengers were transferred to Train 181.....AMTRAK has put up for sale its Philadelphia-based 150-ton wreck derrick, idler car and tool car (Harrisburg Chapter NRHS).....The Federal Railroad Administration and Bombardier have signed an agreement to develop a lightweight 4,000-hp gas-turbine locomotive capable of reaching 150 mph on non-electrified lines. Cost of the project is estimated at \$25 million (Fast Mail).



Juniata shop released CONRAIL SD70 #2580 on November 5, the last of 24 EMD units assembled at Altoona to NORFOLK SOUTHERN specifications and the last to be built under Conrail management. Juniata will assemble 58 General Electric Dash 9-40CW locomotives for NS and 16 SD70MAC's for BURLINGTON NORTHERN SANTA FE. Further orders are in the pipeline for the second half of 1999.....NS plans to install centralized traffic control on the busy ex-Reading Harrisburg Line between Reading and Harrisburg (Conrail Technical Society).....A major realignment of the "CP-Belt" interlocking north of Reading has been completed by CONRAIL (P&R Chapter NRHS).....NORFOLK SOUTHERN plans to run a special train to Harrisburg this month for Governor Ridge's second inauguration. Three CONRAIL office cars will be included.

John J. Haley, Jr. resigned last month as commissioner of the New Jersey DOT and chairman of NJ TRANSIT. He was replaced by his deputy, James Weinstein.....The New Jersey Assembly's Transportation Committee approved a bill to authorize preparation of a master plan for building the long-anticipated State transportation museum in Phillipsburg (Jersey Central Chapter NRHS).....Last fall the Train Station shop in Mountain Lakes, NJ offered a Lionel "0"-gauge GP40 and ballast train adorned in NJT colors, as well as a 4-4-2 steam locomotive lettered "NJ Transit".

PHILADELPHIA EXPRESS (Continued from Page 4)

NJ TRANSIT officials have selected Bechtel Corp. as the "DBOM" (design-build-operate-maintain) firm for the southern New Jersey-light rail system between Camden and Trenton. Bechtel's winning bid of \$615 million includes construction of the 33-mile line as well as operation and maintenance for ten years. NJT's board must still approve the contract, and heavy opposition exists in some on-line towns.....Ground was broken in November for the \$330-million, 2.3-mile extension of the Atlantic City Expressway, with its at-grade crossing of the NJT mainline at Atlantic City station (Jersey Central Chapter NRHS).

After years of delay, CAPE MAY SEASHORE LINES has finally run a train into Cape May City. Although work on the ex-PRSL canal bridge is not yet completed, CMSL was able to run an invitation-only special from Cape May Court House across the span on December 18, with original Pennsy GP9 #7000 powering the seven-car train. Regular service into Cape May is expected to begin in April (Rich Magee).....Delaware River Port Authority has announced that it plans no fare increase on PATCO in 1999.....A brand-new NORFOLK SOUTHERN locomotive directory, including newly-acquired CONRAIL units, has been issued by Withers Publishing of Halifax, PA.....The Francis L. Suter, built originally by Pullman as a Pennsy office car, has been restored and repainted in PRR colors at the STRASBURG RAIL ROAD shop. Still carrying PRR #7503, the splendid heavyweight was scheduled to operate in regular service on Strasburg trains in late December.

The famous Reading Terminal clock returned to its rightful place at 12th & Market Streets on December 1, after a 14-year absence. Fully restored, the 1892-vintage timepiece was welcomed back in a ceremony attended by Mayor Rendell and other dignitaries.....The Postal Service will issue a series of five 33-cent stamps commemorating great American passenger trains: the Southern Pacific Daylight, Pennsy Congressional, New York Central 20th Century Limited, Milwaukee Hiawatha and Santa Fe Super Chief. All are pictured in paintings by noted Artist Ted Rose.....Lancaster Chapter has leased from AMTRAK the former Pennsy freight station at Christiana, PA, and will renovate the building as the Chapter's headquarters.

After a stormy, off-and-on courtship, two major rail labor unions have agreed to merge. If their memberships approve, the Brotherhood of Locomotive Engineers and United Transportation Union will become one organization on January 1, 2000, giving it more clout in future negotiations with the railroad industry.....Member Bert Pennypacker has two new bylines to his credit. The January-February issue of *Vintage Rails* carries his article "Reading's Metamorphic Atlantics" and the No. 6, 1998 *National Railway Bulletin* publishes his piece on "Decapods as Super Power".....GETTYSBURG RAILWAY is considering the sale or trade of its two ex-Milwaukee F7 locomotives.

The Six Penn Center Building at 17th & Market Streets, long the headquarters of PRR, Penn Central and Conrail, reopened last month after a major refurbishing. Boasting five floors of parking space, the building is now known as 1701 Market Street.....The October, 1998 issue of *Cigar Aficionado Magazine* printed an article on luxury railroad cars. "Private railroad buffs revel in the ultimate ride," observed the magazine. Philly-based *Pennsylvania 120* was prominently featured along with Owner Bennett Levin.....Cardinal Anthony Bevilacqua of Philadelphia Archdiocese was pictured in the *Daily News* last month as a model train buff who always gets out his large trainset around Christmastime. He was photographed holding a model Pennsy GG1....The famed Philadelphia Flower Show is set for March 7-14 in the Pennsylvania Convention Center. It is the largest "gate" show of the year, open to the public, creating substantial demand on SEPTA, NJ TRANSIT and PATCO services.....During much of December, STRASBURG RAIL ROAD was using its classic wooden motorcar #10 to provide weekday service.....MORRISTOWN & ERIE has purchased three Alco-design C424 locomotives from CANADIAN PACIFIC, and plans to send SW1500 #20 back to CONRAIL. This will restore M&E to all-Alco status (Jersey Central Chapter, NRHS).

James J. D. Lynch, Jr.

October 17, 1998

We regret to inform you of the passing of Chapter Member James J. D. Lynch, Jr., of Drexel Hill, PA, on October 17, 1998 at the age of 58.

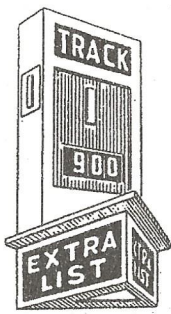
Jim joined Philadelphia Chapter in 1975. His main railroading passion was the Pennsylvania Railroad Technical & Historical Society, and he served as secretary-treasurer of the PRRT&HS national organization.

He was an attorney, and had been employed for many years by the Commonwealth Land Title Insurance Company in Philadelphia, but retired early in 1998 from the position of vice president, corporate secretary and assistant counsel. Services were held on Friday, October 23, 1998 at St. Andrew's Roman Catholic Church in Drexel Hill.

Chapter May Host National Directors Meeting in 2001

Philadelphia Chapter will enter a bid for the spring NRHS directors meeting to be held in April 2001, which would bring directors here from chapters across the nation. This would be the first national Society meeting held in Philadelphia since November 1984. The application will be considered at the spring 1999 directors meeting in Chicago.

A committee will be formed to plan the meeting, which will most likely attract 150-200 visitors. A headquarters hotel must be selected and a rail excursion, banquet and other events arranged. Any member interested in serving on this committee should contact National Senior Vice President Larry Eastwood at 215-947-5769.



THROUGH JANUARY 9, 1999: "Magical Holiday" garden railway display at concourse level, 1234 Market Street, Philadelphia, sponsored by SEPTA and Morris Arboretum of University of Pennsylvania. Hours: Monday-Saturday, 10 AM-5 PM.

THROUGH JANUARY 10: "A Brandywine Christmas" at Brandywine River Museum, Route 1, Chadds Ford, PA, featuring operating O-gauge model train display. Hours: 9:30-4:30 PM. Admission: \$5 adults, \$2.50 seniors and children (6-12). For information, telephone 610-388-2700.

JANUARY 29: Railroad Film Night at National Canal Museum, Centre Square, Easton, PA, presented by Mitchell Dakelman, NRHS director of media services, beginning at 7:30 PM. Program features movies of the Fair of the Iron Horse, Chicago Century of Progress and New York World's Fair of 1939, as well as films of coal mine and logging railroads. Donation of \$5 per person is requested. For information, telephone 610-559-6613.

JANUARY 30: Super Saturday Streetcar Special VI over SEPTA trolley routes, sponsored by Wilmington Chapter NRHS. Chartered PCC will leave Germantown depot, Germantown Avenue and Westview Avenue, at 10 AM, returning about 3 PM. Numerous photo stops will be made. Fare: \$30 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003, enclosing stamped, self-addressed envelope. For information, telephone 973-383-3355 between 9 AM and 6 PM.

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 33-cent stamped envelope. For information on optional activities, telephone 978-470-2066.

FEBRUARY 28: EastRAIL '99 multi-media railfan slide festival at Bergen County Technical Institute, 200 Hackensack Avenue, Hackensack, NJ, sponsored by United Railroad Historical Society of New Jersey. Admission: adults \$10 by mail, \$12 at door; children \$6 by mail, \$8 at door. Order tickets from: URHS, c/o Volunteer Railroaders Association, 80 Royal Avenue, Hawthorne, NJ 07506, enclosing stamped, self-addressed envelope. For information and credit card orders, telephone 973-238-0555.

MARCH 7: Annual Train Show & Sale sponsored by Jersey Central Chapter NRHS, at Mother Seton Regional High School, Clark, NJ (Garden State Parkway Exit 115), 9 AM-3 PM. Model trains, railroadiana, books for sale, plus circus train display 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 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).

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>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ</u>					
Delete	7000	GP9	Transferred to Cape May Seashore Lines			
	<u>CAPE MAY SEASHORE LINES (CMSL), Rio Grande, NJ</u>					
Add	7000	B-B	GP9	D/E	EMD	1955 Former NJ Transit 7000 (Note 1)
	Note 1: Leased from United Railroad Historical Society					
	<u>DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA</u>					
Add	4743	C-C	M636	D/E	MLW	1970 Former Canadian Pacific 4743
	<u>MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ</u>					
Add	4216	B-B	C424	D/E	MLW	1965 Former Canadian Pacific 4216
Add	4231	B-B	C424	D/E	MLW	1965 Former CP 4231
Add	4240	B-B	C424	D/E	MLW	1966 Former CP 4240
	<u>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ</u>					
Add	958	C-C	E60CP	Elec	GE	1975 Former Amtrak 958
Delete	963	E60CP	Sent to scrap in lieu of 958			
	<u>NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Ridgefield Park, NJ</u>					
Delete	3636	F45	Transferred to Toledo, Peoria & Western			
Delete	4743	M636	Returned to Delaware-Lackawanna			
	<u>SOUTH BRANCH VALLEY RAILROAD (SBVR), Moorefield, WV</u>					
Note correct state location						
	<u>WILMINGTON & WESTERN RAILROAD, Marshallton, DE</u>					
Delete	37	Steam	Removed from roster			



Amtrak's Northeast Corridor has launched Transformation 2000 (creating a service experience that moves people). In early employee briefings, Amtrak has made the following points: every aspect of Amtrak's NEC operations will be overhauled to assure a single-minded focus on customer service and satisfaction. Amtrak has determined what existing customers want and how to win over motorists and air travelers. From here on, all procedures will be measured by these standards and existing rules will be changed, if appropriate.

Some employees will do things in a new way as Amtrak strives to create a new team spirit with an invigorated and energized work environment. Performance levels expected will be commensurate with Amtrak's new goals:

1. Consistent delivery of quality, world-class service
2. Consistently courteous, helpful and friendly service
3. Provide a comfortable, safe, reliable, attractive experience
4. Highly-trained, motivated employees working with management
5. Maintain a sustainable and profitable financial base
6. The model high-speed service

This transformation starts now, will be 75-percent complete by October 1, 2000 and fully complete within three-to-five years. The first phase will include a new brand name for NEC service, employee training and new uniforms. High-speed rail will be the flagship, of course, but other products will be made just as enticing and they remain absolutely critical to Amtrak's success. The new name and logo is expected to be unveiled January 28.

Some highlights to back up the new image are better signage in and around stations, improved station interiors, 350 Amfleet cars will be completely redesigned, and food service selections and presentation will be upgraded. Also expected are improved reservations procedures, simplified sales methods, improved Railfone service and new cab signal service for high-speed safety. By 2001, the Northeast Corridor should be transformed into the preferred transportation choice along the Washington-Boston route. Stay tuned as more information comes available.

Amtrak's Thanksgiving, 1998 program was, by all accounts, a major success story. Ridership was up by four percent, revenues were up eight percent. But, by leasing additional equipment, over 18,000 additional seats were provided, reducing the number of standees.

The program is developed by Bruce Van Sant, Manager-Operations Support. It describes the planned extra trains, train which won't operate during the period, deadhead moves, the use of based equipment and the various cycles (on use of equipment) which may vary from a normal day. The program also serves as the basis for the special brown holiday schedule which was issued (and available two weeks prior this year!). All concerned officials receive copies of this schedule, which they use to plan for crew assignments, equipment utilization, etc. As planning continues, amendments are added -- in this case, one was issued November 19.

The November 19 amendment was not, of course, reflected in the public timetable. For the record, it included the following: On Wednesday, Thursday and Sunday, Train 12's equipment ran through to Boston. A shuttle between New Haven and Springfield was substituted, returning for 477 (475 Thursday). A VRE coach (#401) was leased for Washington-Richmond service on 2184 and 93 (most days). Also, a SEPTA consist deadheaded to New York Saturday, ran on Trains 643 and 654 Sunday (electric power to Harrisburg) and deadheaded back on Sunday evening.

In addition, Keystone Service turns were revised, and on Sunday, two extra pairs of trains were added. A MARC set operated between Washington and New Haven as 2264/2263 and an MBTA set ran as 2063/2074 between New Haven and Boston. Connections were only made southbound. Additional MBTA cars were added to equip the shuttle mentioned between New Haven and Springfield, above. The club conference car (#9800) ran as an extra in-service club car on Train 174 (Sunday) and 173 (Monday).

Amtrak's Operations Center monitored travel patterns to "fine-tune" the program as needed. For example, on Wednesday, Train 171's two AEM-7's snagged some catenary near Devon, CT. By the time the pans had been secured and the train was moving again (electrics, of course, have two pans each), the train was several hours late. (This was, by the way the one major delay noted.) As it happened, extra Train 2071 was due to leave New York 25 minutes ahead of 171's time. It was held for an "on-time" departure (and Philadelphia passengers crowded aboard Keystone Service Train 645). Likewise, three leased Connecticut "Constitution Liners" (rebuilt former SPV's) were programmed to come out of Boston on Train 163. However, to reduce the need to switch equipment, cars 1627, 1629 and 1631 came down on Train 167.

In some notes of interest, SEPTA equipment consisted of Bombardier push-pull sets, most of which were not rest-room equipped. Each included six cars and an AEM-7. Connecticut DOT provided six "C-liners", with three operating on the Corridor and three on Empire Service trains. MBTA provided an F40 and six cars for a Sunday Boston-New Haven turn and two three-car sets (with Amtrak power) between Springfield and New Haven. MARC was the principal source of borrowed cars and locomotives (all four electrics were out on Sunday). Both complete trainsets as well as free-standing cars were provided. Most of the trainsets had an Amtrak food service car spliced into the consist. NJ Transit provided two MU trainsets Sunday on trains 2095, 2145, 2048 and 2080. These were not advertised as offered food service and originated and ended their days at New York. (Continued on Page 8)

ON THE SCENE (Continued from Page 7)

Outside the Corridor for Thanksgiving, most reserved trains were operated with only limited additional cars. As in Chicago, capacity dictated the number of riders, with latecomers having to make other arrangements. So, it fell to the workhorse Boston-Washington trains to handle the heaviest traffic with longer consists and extra sections. The highlight of the Empire Service program was the use of the Turbo set on an extra midday New York-Albany round-trip Wednesday and (in a rare weekend performance) on Sunday.

Chicago trains, as stated, are largely reserved, so they were not as long as in many earlier years. Superliners have been assigned to the Illinois Zephyr since the advent of the Pennsylvanian's Chicago extension and extra cars were operated Sunday to Quincy. Conventional cars run to Champaign on the Illini (which is now operated in the same pool as the Pennsylvanian), and cab-baggage control units were used on the Detroit and Milwaukee trains, as usual.

Amtrak West scheduled an extra (Amfleet) train between Seattle and Portland using some of the cars normally used on the Seattle Seahawks football specials. Several other cars were moved south to beef up San Diegan consists. Introduction of the new Talgo trainsets was temporarily delayed pending delivery of new seats. San Joaquin and Capitol consists were all California Car and mostly powered by California units, with a few Amtrak F40's still. An extra car was generally added to each Capitol and two extras to most San Joaquins. San Diegan equipment was exclusively pulled by the new Amtrak F59's (450-59, 462-65 were noted). Two of the eight trainsets were formed from California and Superliner cars, while the remaining six sets were made up of Horizon and Amfleet cars. Up to 11 cars were operated per train.

In equipment news, production of refurbished Amfleet cars as we know them is winding down at Bear, DE. The first cars to be upgraded to Capstone 2001 standards are reportedly there now, with this group of cars sent to Bear in November the likely pilots. The present policy of scheduling three or four-year overhauls to Amfleet I equipment dates from the beginning of 1995. The equipment overhauled through early October 1995 emerged in the standard three-stripe scheme. With the introduction of the NortheastDirect program in October 1995, cars emerged in the same scheme with NED logos. Thereafter, cars have been completed in the current scheme. The number of cars which were last overhauled prior to 1995 is less than 20 and many are food service cars which will likely be rebuilt as Bistro cars. As stated elsewhere, the new image should be made public on January 28.

The second cab-baggage unit for Pacific Northwest service is the 90251, released on December 4. It followed the 90252, which was released on November 8. Three more will follow, possibly the 90229, 90230 and 90253. Amtrak's venerable F40's are now largely confined to the Northeast, but the Florida Fun Train units were still to be seen in Chicago during November and a few other machines still soldier on in front-line assignments.

Heritage dormitory-sleepers on the eastern "low-level" trains are almost exclusively the 21 rebuilt cars (2500-2520). But, at last count, two standard 10-6 sleepers were still active -- the 2434 and 2880. Four other Heritage 10-6 cars, 2440, 2446, 2450 and 2466, are sitting at Chicago and may be connected with reports that a sleeper service of some type is being considered for the Three Rivers. If the remaining four cars are converted to sleeper-dorms 2521-2524, they will come from cars 2880, 2892, 2980 and 2994. The first car is still in service, while the other three are at Beech Grove. One final note on the 10-6's: two cars recently leased to CSX, the 2456 and 2458, have been returned to Amtrak and stored.

For the holiday travel season, Amtrak operated its two active "Great Dome" lounges on the San Diegans. They were operated on Trains 560, 578, 597 and 779. Trackwork west of Los Angeles has caused some bus substitutions to provide a construction window, but this was waived during the peak travel period.

No North Carolina equipment was leased to Amtrak this year at Thanksgiving, and the Piedmont operated between Charlotte and Raleigh with two State-owned locomotives, Amtrak baggage 1129, food-service car 400202 and coaches 400001-02 and 400004-05.

In some miscellaneous items, Amtrak had five percent more riders in November, on top of a 4.5-percent increase for the whole of Fiscal Year 1998. The Pennsylvanian is now carrying RoadRailers between Harrisburg and the west.

The often-delayed agreement to operate passenger trains between Boston and Portland, ME has been amended to prescribe a speed limit of 79 mph, rather than 59 mph, although the weight of rail which will be required to sustain the higher speed must still be prescribed by the Surface Transportation Board.

In some news received at presstime, Amtrak Train #21-Texas Eagle would not have been a wise choice leaving Chicago on Saturday, December 21. As the train passed through southeast Dallas on Sunday afternoon December 20, it struck and killed a deaf woman walking on the tracks. After an approximate three-hour delay following this incident, the train proceeded on toward San Antonio and its connection with Train #1-Sunset Limited, only to derail near Arlington, TX, outside Dallas, injuring 19 passengers. Three locomotives and six passenger cars on #21 derailed, some with extensive damage. For the record, equipment derailed (damages in parentheses) was P42 #60 (\$10,000), F40 313 (\$14,000), F40 377 (\$257,000), baggage car 1173 (\$175,000), Superliner transition-sleeper 39041 (\$95,000), sleeper 32014 (\$650,000), diner 38031 (\$135,000), Sightseer lounge 33034 (\$12,500) and coach-smoker 31530 (\$5,000). Four following Superliners (34024, 35005, 34061 and 32039) and the box cars and MHC's on the rear did not derail. It appears that F40 377, baggage 1173 and Superliner sleeper 32014 may be write-offs, and these three pieces of equipment, plus the 39041, wound up on their sides, with diner 38031 off the tracks and one end in a ditch. The cause has not at this writing been determined.

Members from 1940 Remain on Chapter Rolls

In 1940, four years after its founding, Philadelphia Chapter boasted a total of 68 active members. Today, 59 years later, at least five of those individuals remain on the Chapter's membership rolls. They are: David H. Cope, Hugh R. Gibb, Willard H. Hart, William D. Hooker and Joseph M. Mannix. The Chapter congratulates these senior members for their long years of service to NRHS!

FINAL CONRAIL LOCOMOTIVE ROSTER

(August 21, 1998)

ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	UNITS	NOTES
700-739	C40-8W	GE	1994	4000	C-C	40	1, 2, 3
1003-1018	MT4	Alco	1957		B-B	4	4
1100-1128	MT6	Alco	1958		C-C	29	4
1600-1699	GP15-1	EMD	1979	1500	B-B	100	
1900-2023	B23-7	GE	1978-79	2250	B-B	106	
2030-2040	B30-7R	GE	1972	3000	B-B	11	5
2557-2580	SD70	EMD	1998	4000	C-C	24	6
2800-2816	B23-7	GE	1977	2250	B-B	11	
3275-3403	GP40-2	EMD	1973-80	3000	B-B	124	
4020-4022	E8A	EMD	1951-52	2400	A1A-A1A	3	7
4100-4129	SD80MAC	EMD	1995-96	5000	C-C	30	1, 8, 9
4130-4144	SD70MAC	EMD	1998	4000	C-C	15	1, 8, 10
5000-5059	B36-7	GE	1983	3600	B-B	55	
5060-5089	B40-8	GE	1988	4000	B-B	30	
5500-5574	SD60M	EMD	1993	3800	C-C	75	1
5575-5654	SD60I	EMD	1994-95	3800	C-C	80	1
6000-6021	C39-8	GE	1986	3900	C-C	22	
6025-6049	C40-8	GE	1989	4000	C-C	25	
6050-6285	C40-8W	GE	1990-94	4000	C-C	236	1, 11
6358-6524	SD40-2	EMD	1977-79	3000	C-C	165	
6550-6599	C30-7A	GE	1984	3000	C-C	50	
6610-6619	C32-8	GE	1984	3150	C-C	10	12
6620-6644	C36-7	GE	1985	3750	C-C	25	
6654-6666	SD45-2	EMD	1972	3600	C-C	11	
6700-6834	SD50	EMD	1983-86	3500/3600	C-C	135	
6840-6867	SD60	EMD	1984-89	3800	C-C	28	
6925-6959	SD38	EMD	1970	2000	C-C	34	
6960-6999	SD40-2	EMD	1966-71	3000	C-C	40	13
7600, 7604	GP38	EMD	1967	2000	B-B	2	14
7656-7939	GP38	EMD	1969-71	2000	B-B	133	
8040-8281	GP38-2	EMD	1972-79	2000	B-B	235	
9400-9422	SW1001	EMD	1973	1000	B-B	21	
9503-9620	SW1500	EMD	1966-73	1500	B-B	75	

TOTAL CONRAIL UNITS - 1984

NOTES

- Certain number blocks are not complete
- 1 -- Widenose units
 - 2 -- Built for lease fleet
 - 3 -- Units carry "LMS" reporting marks
 - 4 -- Slug units converted by CR, GE, 1978-79
 - 5 -- Rebuilt by GE from U23B's, 1989, upgraded to 3,000 hp by CR, 1993 (acquired from Monongahela Ry.)
 - 6 -- Units assembled at CR Juniata shop, Altoona, PA to Norfolk Southern specifications
 - 7 -- Assigned to Office Car Specials
 - 8 -- AC drive units
 - 9 -- Units 4128, 4129 built as EMD demonstrators, 1995
 - 10 -- Units assembled at CR Juniata shop, Altoona, PA to CSX specifications
 - 11 -- Units 6266-6285 renumbered from 740-759, 1997
 - 12 -- Painted gray, lettered "Ballast Express"
 - 13 -- Rebuilt by CR from SD40's, 1993
 - 14 -- Overhauled by CR, 1993 but program terminated (Units acquired from CSX)

BUILDER ABBREVIATIONS

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

SOURCES

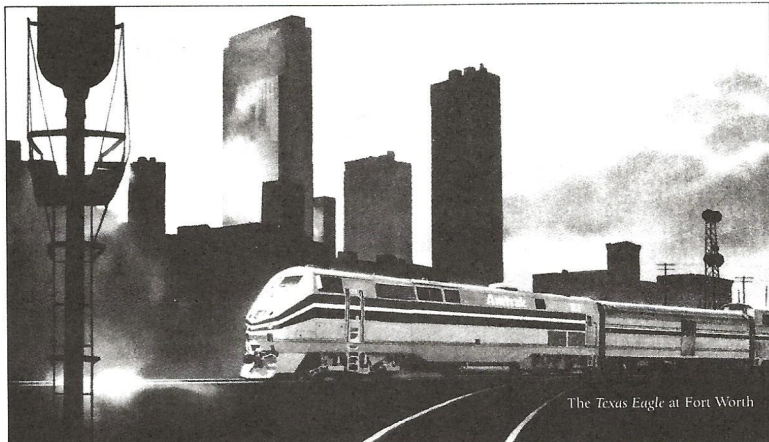
- J. B. Kirk
 Conrail
 Extra 2200 South Magazine

B-B refers to 4-axle units

C-C refers to 6-axle units

A1A-A1A refers to 6-axle units with center idler axles

Amtrak 1999 Calendar Highlights "Texas Eagle"



Amtrak has issued its wall calendar for 1999, featuring a full-color painting of the Texas Eagle at Fort Worth, TX, by noted Artist Ted Rose. The 23-1/2 x 33-inch calendar is priced at \$6 each, two for \$10, three for \$14 or four for \$16, with further discounts for larger quantities. Shipping and handling are included.

Orders should be mailed to: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143, making checks or money orders payable to "Amtrak Calendar." Visa, MasterCard, Discover and American Express credit cards are also accepted (with card number and signature of holder). Calendars are shipped in sturdy tubes and at least two weeks should be allowed for delivery. For collectors, Amtrak also has calendars for the years 1980, 1981, 1983-1986, 1988-1991 and 1993-1998 available for \$3 each in quantities up to five.

Manager Needed for Proposed Chapter Web Site

Nearly 50 NRHS chapters--in addition to the National--now have their own home pages on the World Wide Web. With its rapidly-growing audience, the Internet has proven to be an efficient means to increase public exposure and attract new members.

As the largest chapter in NRHS, Philadelphia Chapter should have its own web site. What is needed is a computer-literate member (or members) who would be willing to design a page and get the Chapter started on the Internet. Of course, the Chapter will fully support such an effort, financially and otherwise. Anyone interested should contact National Director Frank Tatnall at P. O. Box 289, Plymouth Meeting, PA 19462-0289 (telephone 610-828-0706) or through the National's E-mail address: nrhs@compuserve.com.

PHILADELPHIA CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY
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 PHILADELPHIA, PA 19101-7302

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