

CINDERS

MAY 1999



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Volume 60

Newsletter of the

Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$19.00 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$31.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE NEW PHONE NUMBER!

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302.

EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353

MEETING NOTICE:

FRIDAY EVENING, MAY 21, 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 May 21, 1999 meeting will feature Edward E. Sammler presenting a narrated slide lecture on the Pennsylvania-Reading Seashore Lines. Mr. Sammler, who works for the Electro-Motive Division of General Motors Corp., has given this program elsewhere previously and it was well received by those who saw it. This will be a unique opportunity to look back at this favorite local rail property we all remember well.

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, MAY 18, 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 join us and bring a friend on Friday, May 21, as we enjoy the PRSL. Our June meeting will be held on the second Friday, June 11, and will feature a member-participation program entitled "Farewell to Conrail". Gather some of your favorite slides of "the big blue railroad" and participate in this program as Conrail is split up on June 1st between CSX and Norfolk Southern.

All Chapter Officers Re-Elected for 1999-2000

All officers of Philadelphia Chapter were unanimously re-elected for the 1999-2000 season, at the April 16 Chapter meeting.

They are: Douglas W. Watts, president; Leslie J. Dean, senior vice president; Charles E. Van Reed, vice president & treasurer; Marie K. Eastwood, secretary; and Frank G. Tatnall, national director.

How Many DID You Know?

In our April issue, we provided you with 20 passenger train names and 20 railroads, and asked you to match them. While we experienced a rather light response through May 1st, we did receive two answer sheets on which our members scored 100% - Henry Adamcik and El Simon - Congratulations to both!

For the record, the correct answers were: 1-M, 2-G, 3-O, 4-I, 5-Q, 6-H, 7-J, 8-R, 9-T, 10-P, 11-B, 12-N, 13-S, 14-A, 15-C, 16-L, 17-E, 18-F, 19-D and 20-K. We'll be working on another for a future issue.

NRHS Seeking Data on Existing Roundhouses

A nationwide survey of all remaining railroad roundhouses has been undertaken by Richard Shulby, director, Historic Railway Structures Survey for NRHS. Members familiar with roundhouses (not repair shop buildings) still existing in the United States, whether active as railroad structures or not, are asked to provide the following basic data:

Location (city, state, street location)
 Number of stalls
 Type of exterior walls (wood, masonry, concrete, etc.)
 Turntable in place?
 Railroad (original or present)
 Owner or occupant (if no longer in railroad service)
 Current use

It is requested that the above be furnished by August 15, 1999, in order that a list may be compiled for historic purposes and distributed through the Society. Further data, such as the type of structural frame, year built, length of turntable, brief written history and photographs or plans, will be welcomed at a later date.

Information should be sent to:

Richard Shulby, AIA (E-mail: Rshulby@aol.com)
 1410 Painter Place
 Charlotte, NC 28212-7113

As an alternative, the information may be mailed to Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, and it will be photocopied and forwarded.

John R. Murphy

May 2, 1999

We sadly inform you of the passing of Chapter Member John R. Murphy of Park Towne Place, Philadelphia, on Sunday, May 2, 1999.

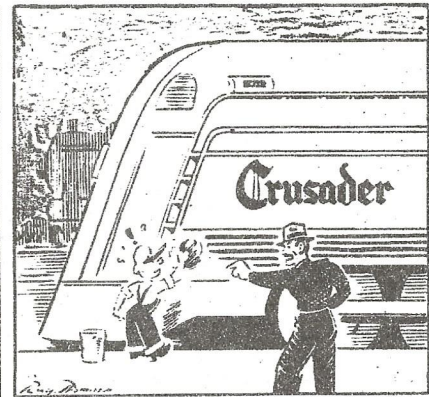
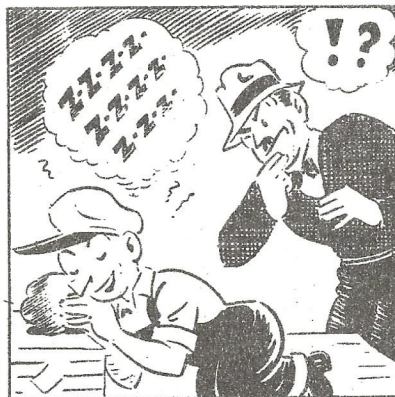
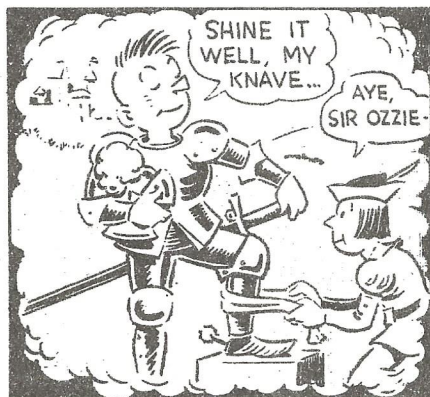
John had been a member of Philadelphia Chapter since 1987, and was a regular attendee at our monthly Chapter dinners and meetings. He was a strong supporter of the Chapter and its activities and we will certainly miss John, who had recently been ill at Hahnemann Hospital.

Funeral services were held at the Cathedral Basilica of SS. Peter and Paul, 18th and the Parkway on Thursday, May 6, with burial in West Laurel Hill Cemetery.

CHAPTER SUPPORTS WAYNE STATION PRESERVATION

At its Fourth Quarter, 1998 Board of Directors' Meeting, the officers of Philadelphia Chapter voted unanimously to make a \$200 cash donation to the Wayne Station Historic Preservation Association, which is working diligently to raise funding for renovation of this historic building along the Main Line.

The Chapter has been designated an "Engineer" donor for its level of sponsorship of this ongoing project. Individual members may also wish to become involved in the community effort. Information is available from: Wayne Station Historic Preservation Association, P. O. Box 141, Wayne, PA 19087-0141.



After 23 Years, Conrail Goes Out with Flags Flying

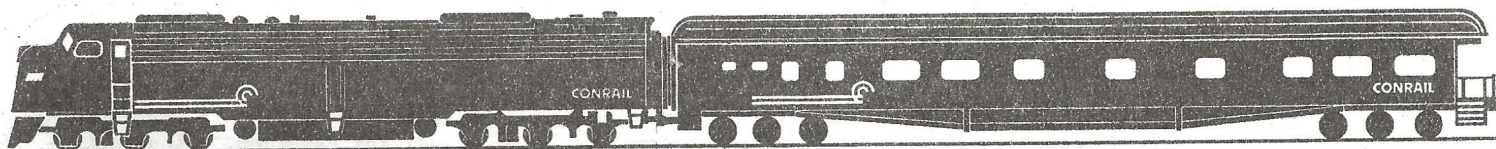
by Frank Tatnall

The bell is about to toll for Conrail. At 12:01 AM on Tuesday, June 1, CSX and Norfolk Southern will quietly step forward to claim the prize which they bought more than two years ago for an astronomical \$10.2 billion. Having mortgaged their future to do so, both roads have proceeded with extreme caution in preparing for the moment when they must actually begin operating their sectors of the Conrail system.

With the transportation world--and the Federal government--closely watching the process, the last thing that CSX, NS, and indeed the entire rail industry want to see is a service meltdown reminiscent of the recent Union Pacific-Southern Pacific debacle. If that happens, everyone agrees that the government will be forced to crack down on the nation's railroads with heavy-handed reregulation, possibly sending them back to the bad old days of declining traffic and looming bankruptcy.

But there is every reason to believe that the intense and drawn-out preparations for Day One--Takeover Day, Split Date, Closing Date or whatever one chooses to call it--will minimize the inevitable disruptions when the new operators take charge on June 1. (Rumors that the date may be further postponed have been heatedly denied by both carriers.) NS, for one, reports that it will have all computer systems tested and ready and all necessary labor agreements in place before the Big Day. However, it will be necessary to shut down the systems for several hours on takeover day to divide information between the new operators, a process which CSX Chairman John Snow insists will produce "a hardly noticeable slowdown in the railroad."

Both CSX and NS have gone to the unprecedented extreme of actually hiring additional train and engine crews to insure adequate staffing, rather than getting rid of people as is usually the case in railroad mergers. And both have hired the best brains from Conrail to assist in the transition and help run their expanded systems. In a Washington Post report, one shipper said the scramble to attract Conrail managerial talent was "almost like the NFL (football) draft."



As previously reported, Conrail will remain a corporate entity, and as a neutral carrier will operate the three so-called Shared Assets Areas in North Jersey, Philadelphia-South Jersey and Detroit for the benefit of its owning roads. Conrail will retain ownership of its rail properties and through subsidiary Pennsylvania Lines LLC lease to NS its 58 percent of the Conrail assets, and through New York Central Lines LLC lease to CSX its 42-percent share. The division of Conrail's 1,984-unit locomotive roster also has been made in the same proportion, although about 130 units reportedly will be assigned to the Shared Assets organization to be maintained at Camden, NJ and Detroit.

Numerous visible signs of the impending split may already be found. As of the end of April, some 220 locomotives had been renumbered for NS with large white patches applied to the cab sides bearing the new unit numbers and "PRR" sublettering. (It is doubtful, however, that all 900 NS units to be renumbered can actually be completed by June 1.) Thus far, no units designated for CSX have been renumbered, but more than 13,000 Conrail freight cars have had "NYC" reporting marks applied. This will route them to CSX on Day One, with all other Conrail owned or leased cars taken into the NS account. Another sign of the impending takeover is the proliferation of signs at grade crossings along certain lines (such as the Hagerstown secondary track) reading "NOTICE INCREASED TRAIN TRAFFIC," where post-merger routings will result in heavier use.

Now that Conrail's moment of truth is almost at hand, we can take time to reflect on the remarkable job the Conrail workforce has done over the past 23 years. These people took a misbegotten collection of bankrupt railroads, which many observers believed could not survive, and transformed it into a smoothly-running system backed by an aggressive marketing organization. They literally saved the rail industry in the northeast from government ownership or--worse--from abandonment. Now, with the financial and management resources of the new proprietors, greater advances--not to mention serious competition--can be seen down the road.

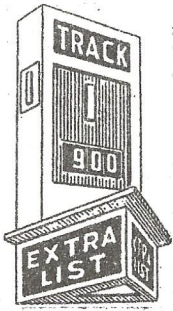
It's been an interesting two decades for Conrail, and the next few months and years promise to be equally fascinating. The legend on the title pages of Conrail's last operating timetable says it all: "Ending an era and moving ahead with pride and integrity."

Jenkintown Train & Hobby Store Open for Business

Recent newspaper articles have detailed the closing of the Jenkintown Hobby Center, a long-time Eastern Montgomery County retail establishment founded and operated for many years by the Elliott family.

Several model and prototype rail enthusiasts, Chapter Member John McNally among them, from the Abington Township area have now banded together to reincarnate the business under the name Jenkintown Train & Hobby. With its primary emphasis re-directed once again toward model railroading, the store will carry seasonal sports goods, historic wargaming, model ships, planes, armor and cars, modeling tools and supplies.

The business is located at the familiar Greenwood Avenue and Leedom Street address, one block west of Old York Road in the heart of Jenkintown, and Chapter members are cordially invited in to see the restocked store and all it offers. Please call 215-884-7555 for store hours.



MAY 16, 1999: "Art in the Depot" days on West Chester Railroad with local artists displaying their works at points between West Chester and Glen Mills, PA. Trains depart Market Street station, West Chester, at 12:30 and 2:30 PM. Fares: \$9 adults, \$6 children (2-12). For reservations and information, telephone 610-430-2233.

MAY 22: Railroadiana show sponsored by Conrail Technical Society and National Association of Timetable Collectors at Philadelphia Airport Marriott Hotel, 10 AM-5 PM. Admission: \$4.00, tables \$40.00. For information, contact: John Krattinger, Conrail Technical Society, P. O. Box 7140, Garden City, NY 11530 (telephone 515-746-2034).

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

MAY 23: "Historic Germantown by Trolley" tour along SEPTA Route 23 trackage using PCC car, sponsored by Chestnut Hill Community Association, Foundation for Architecture and Philadelphia's Historic Northwest Coalition. Group will assemble at SEPTA Chestnut Hill loop, Philadelphia, at 1 PM for walking tour of Chestnut Hill, then narrated trolley ride on Germantown Avenue to view architectural landmarks. After another walk in Germantown and light refreshments at Ebenezer Maxwell mansion, group will return to Chestnut Hill loop by 4 PM. Fare: \$15 per person. Pre-registration required by writing: Foundation for Architecture, 1737 Chestnut Street, 2nd Floor, Philadelphia, PA 19103-4101 (telephone 215-569-3187).

JUNE 4-6: New England trolley museum tour to Seashore, Shore Line and Connecticut museums via deluxe motorcoach. Bus leaves SEPTA park-and-ride lot, Cornwells Heights, PA at 9 AM Friday, June 4, returning Sunday evening, June 6. Fare: \$95 per person, including bus transportation, museum admissions and refreshments. Discounted lodging at EconoLodge, Kennebunk, ME on Friday and at Super 8 Motel, West Springfield, MA on Saturday must be arranged separately. For information and reservations, telephone Matthew Nawn at 610-789-5624 (E-mail: mwnrolley@aol.com).

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

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

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

JUNE 20: Diesel-powered "Father's Day Express" on West Chester Railroad, from West Chester to Glen Mills, PA and return. Trains leave Market Street station, West Chester, at 11 AM, 1 and 3 PM. Fares: \$9 adults (\$5 for fathers), \$6 children (2-12). For information and reservations, telephone 610-430-2233.

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

JULY 2-4: Reading Railroad Days at Railroad Museum of Pennsylvania, Strasburg, sponsored by the museum and the Reading Company Technical & Historical Society. Hours: Friday and Saturday 9 AM-7 PM, Sunday 11 AM-5 PM. Featured will be oral history presentations, souvenir sales, tours of Reading equipment and a huge operating model railroad. Regular admission charges apply. For information, telephone 717-687-8628 (E-mail: frm@redrose.net).

JULY 3-5: Annual convention of Electric Railroaders' Association in Philadelphia, featuring tour of SEPTA's former Red Arrow lines on Saturday (\$35), City Division trolley tour on Sunday aboard Peter Witt #8534 and possible PCC car (\$35), plus evening banquet (\$38), and Monday excursions on Market-Frankford Line using both old Budd-built cars and train of new ADtranz equipment (\$38). Convention headquarters will be at Crowne Plaza Hotel, 18th & Market Streets, Philadelphia. Price of full convention trip and banquet package: \$130 per person. ERA membership not required for these events. For tickets and information, write: Electric Railroaders' Association, P. O. Box 3323, New York, NY 10163-3323, making checks payable to "E.R.A." and enclosing stamped, self-addressed envelope.

JULY 5: Double-headed steam excursion using Steamtown equipment from Scranton to Analomink, PA and return over former Lackawanna Railroad mainline, sponsored by National Park Service and Carstens Publications to mark the 25th anniversary of Railfan & Railroad Magazine. Classic diesels will be used on the return trip. Train departs Steamtown at 8:30 AM, returns about 5 PM. Box lunches will be sold on board. Fare: \$59.95 adults, \$39.95 children (under 12). Order tickets from: Steamtown, 150 South Washington Avenue, Scranton, PA 18503-2079. Credit card orders are accepted by telephone at 717-340-5204.

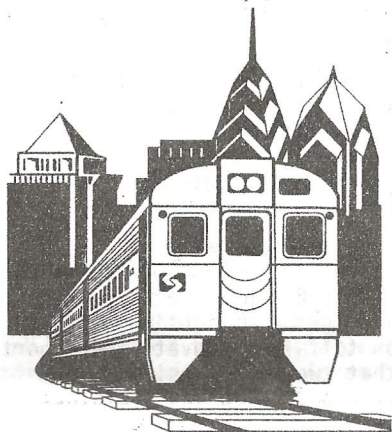
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PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

By the end of April, SEPTA had completed the interior upgrading of 84 General Electric Silverliner IV MUs at its Wayne electric shop. All 231 GE cars will receive new flooring, seats, lighting and other improvements.....SEPTA is costing out the possible acquisition of up to 100 new electric MU cars for its Regional Rail system. This may signal the end of the secretive campaign by certain SEPTA officials to "transitize" many of the present commuter rail lines, by converting them to light rail operation. It also relates to a reported feud between the Federal Railroad and Federal Transit Administrations over the regulation of light-rail systems operating on railroad rights-of-way.



As part of its plan to offer an alternative to construction delays on U. S. Highway 202, SEPTA will extend five of its weekday R5 trains from Malvern to Downingtown, effective with the May 16 timetable change. They are #503 (returning as 542), 515/550, 523/528, 537 and 591. The latter two will deadhead back from Downingtown to Frazer shop. This added service is being partially paid for with a special grant from PennDOT. When the new Thorndale station opens later this year, all Downingtown trains will originate and terminate there (they now must cross cover for the return trip at nearby "Thorn" interlocking). SEPTA at that time will convert one of the current Wayne limiteds into a nonstop train east of Paoli, serving all stations west to Thorndale. AMTRAK currently restricts SEPTA to a maximum number of rush-period R5 trains, but that could change.

The \$6.9-million restoration of 30th Street's rather seedy Upper Level got into full swing last month. Sponsored by PennDOT, U.S. DOT, Amtrak and SEPTA, the long-awaited project is due for completion this fall. Years after their installation, many of the train departure monitors on the Upper Level are still blank but, presumably, this situation will also be resolved.....At 5 AM on Monday, April 26, air pressure for the switches was lost at "Schuylkill" interlocking, in the system's "throat" just east of 30th Street Station. Although pressure was restored an hour later, many train delays resulted during the morning rush.....Oddly enough, while the retaining walls along the Mainline between 30th Street and the Suburban Station portal have been kept free of graffiti, the much newer walls along the Brown Street ramp at the north end of the tunnel usually have a wide complement of graffiti "art."

SEPTA will pay \$31.75 for each of 6,000 cross ties to be used in this year's Airport and Warminster Line tie renewal projects, under a recent purchase agreement approved by the board in March.....The board also approved a new three-year contract with the International Brotherhood of Electrical Workers covering certain Regional Rail employees.....SEPTA has hired the Vollmer Associates consulting firm to study the proposed restoration of R3 commuter rail service from Elwyn to Wawa. Service south of Elwyn was ended 13 years ago (Railway Age).....We goofed here last month in identifying the photos on the front of the February 21 R7 timetable as Gravers station on the Chestnut Hill East Line. In reality, nearby Mount Airy station is pictured. Expect historic photos to appear on additional SEPTA timetable covers.....SEPTA is seeking to acquire land for parking lot expansion at Fort Washington and Spring Mill stations.

A SEPTA investigation into the fatal accident at Gwynedd Valley station on February 8 has pointed the finger of blame at a PennDOT truck driver (see March Cinders). His vehicle reportedly entered the Plymouth Road grade crossing after a southbound train had passed but before the warning lights stopped flashing, and was struck by a descending gate as a northbound train approached. A piece of the gate struck a passenger on the platform, knocking him into the path of the train. PennDOT, however, cited a local police report absolving the driver of responsibility.....DVARP reports that SEPTA is beefing up its Operation Lifesaver program, part of a nationwide effort by the railroad industry to reduce grade crossing and trespasser deaths through increased public education.

DeIDOT plans to build a new station at Churchmans Crossing along AMTRAK's Northeast Corridor, about five miles north of Newark near the Delaware Park Race Track. To be completed next year, the station will be added to SEPTA's R2 Newark service, which may be increased.....SEPTA is moving ahead with its development of the \$20-million Paoli Transportation Center, to be built just west of the present station. Reportedly, some of the property needed for the project has been freed up following an agreement with its owner, the Matthews Ford agency. Some 2,300 daily passengers currently use Paoli station, making it SEPTA's busiest outside of center city Philadelphia.....More artwork displays are coming to R5 stations on the Main Line, with Narberth believed to be the first. Merion station had an earlier display of reflective disks (Wayne Bode).

Several high-level changes in SEPTA management were announced last month. Patrick A. Nowakowski was named chief operations officer to replace Michael T. Burns, which resigned to take command of SAN FRANCISCO MUNICIPAL RAILWAY. Nowakowski, who joined SEPTA in 1981, has an engineering background and most recently served as chief engineer, Operations Division. Then, Fran Egan was brought in as assistant general manager-public & government affairs, succeeding Robert Bickhart who resigned last year to join a local law firm. Egan currently

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PHILADELPHIA EXPRESS (Continued from Page 5)

serves as commissioner of the City's Licenses & Inspections Department. Finally, SEPTA's best-known spokesman, Director-Public Affairs Stephan Rosenfeld, departed to become head of marketing and public relations for Tenet Healthcare Corp.



SEPTA this month will hold the required public hearings on its proposed \$392-million capital budget for Fiscal Year 2000, beginning this July 1. The hearings will be held at SEPTA headquarters, 1234 Market Street, Philadelphia, on May 25. The \$765-million operating budget for FY 2000 will be the subject of hearings in all five SEPTA counties from May 11 to 17. The Philadelphia hearings will take place on May 14. Both budgets should go to the SEPTA board for approval on June 24. The biggest single line item in the capital budget is \$60 million for the first phase of the Market Street elevated reconstruction program, and the largest operating item is \$517 million for wages and benefits.

Bid opening for those 12 articulated light rail vehicles, part of the Girard Avenue revival project, has again been pushed back, this time to May 20.....As of the end of April, ADtranz had delivered 154 of SEPTA's new M4 Market-Frankford cars, out of the 220 total in the contract. Many old Budd cars are being trucked away to scrap.....The consulting team now conducting a major investment study for the proposed Schuylkill Valley Metro service between Philadelphia and Reading should present its final report by next February. Meanwhile, the related but less-hyped Cross County Metro, proposed between Morrisville and Glen Loch, received a shot in the arm when \$300,000 in Federal and local funding was earmarked for further study of the project.

The long-nurtured concept of an historic trolley loop between Philadelphia's Convention Center and the waterfront district last month received a glimmer of support from SEPTA. General Manager John K. Leary, Jr. and at least seven members of the board are open to the idea if capital funding can be obtained, the Inquirer reported. Initially, the proposed line would operate via 12th, Chestnut, Front and Arch Streets, and be designed to enhance the City's tourism appeal. For some time, SEPTA has been heavily criticized by the Inquirer and transit advocates for its seeming indifference toward preserving and operating historic cars, including the 50-year-old PCC's, as other U.S. cities have done.

On April 28 SEPTA kicked off its "Serious About Change" campaign for 1999 with a general cleanup of Olney station on the Broad Street subway. The dreary City Hall station is also in line for a \$500,000 power wash and polishing, paid for out of a \$2.8-million "SEPTA Sparkles" fund for sprucing up four Broad Street Line stations before the Republican National Convention in July 2000. The stations will also get new lighting, signs, cashier booths and other improvements. Long-term, SEPTA plans to spend \$25 million to fully renovate the important but dungeon-like City Hall station.....The Inquirer reported last month that two Darby residents who faked injuries in a 1995 trolley derailment at Darby loop will be prosecuted for insurance fraud by the State attorney general's office.....Earlier this year, the SEPTA board voted to officially adopt a drug-free workplace policy. The major unions representing SEPTA workers have agreed to the action, which involves enforcement of uniform rules to control and monitor the use of drugs and alcohol by employees.....SEPTA has established a committee made up of its own personnel and rider representatives to study and recommend changes in SEPTA's fare structure and fare collection systems.

AMTRAK last month officially opened its new reservation call center in Philadelphia's Byberry West Industrial Park. Mayor Rendell and Governor Ridge were on hand for the April 29 ceremony at the center, one of three nationwide, which will employ about 575 people. Built with a low-interest financing package from the City and State, it replaces a smaller facility in Fort Washington.....AMTRAK is now working on the east side of 30th Street Station, with new landscaping and other improvements similar to what was recently completed on the west side.....A new AMTRAK high-speed locomotive, slope-nosed HHL #651, arrived at 30th Street on April 17 and has been performing test runs on the Northeast Corridor. The first of 15 such units, #650, has been at the Pueblo (CO) test center for several months.

AMTRAK is continuing its multi-year program to replace ties on the Harrisburg mainline (see April Cinders). By July, the crews will have moved eastward as far as Paoli, and will begin installing 60,000 new ties from there to Overbrook.....AMTRAK has established a new Internet web site touting its high-speed Acela trains. It is www.acela.com.....Trains Columnist Don Phillips reports that, while AMTRAK is advertising its new Acela service as a 150-mph operation, it will actually run at that speed over only 52 of the 231 miles between Boston and New York. And between New York and Washington, perhaps 25 of the 227 miles will be operated at the top speed.

AMTRAK and NORFOLK SOUTHERN last month reached agreement for the operation of Triple Crown RoadRailer intermodal trains over Amtrak mainlines between Washington, DC and North Jersey and between Harrisburg and Philadelphia. NS, which owns Triple Crown, will pay Amtrak substantial trackage rights fees for the use of Corridor trackage, with RoadRailer trains to operate primarily during overnight hours. Amtrak will have access to the NS Portside RoadRailer terminal in Newark, NJ, for its mail and express business, and Amtrak expects to develop a new RoadRailer terminal at the former 52nd Street yard in Philadelphia, to which NS will have access.....A recent editorial in Traffic World Magazine advocates privatizing many of AMTRAK's passenger routes, including the Northeast Corridor. It cites a Department of Transportation report that cast doubt on Amtrak's ability to achieve operating self-sufficiency by 2003, as mandated by Congress. "If competition is good for electricity, natural gas, airlines, trucking and even freight railroads," the editorial asks, "why isn't it being tried for intercity passenger railroading?".....AMTRAK is currently offering a promotion which promises free trips for two to Boston and tickets to the baseball All-Star game in July. Legendary Catcher Yogi Berra is the spokesman for Amtrak's "spring getaway fares" with reduced fares for a companion and a third person riding free.

PHILADELPHIA EXPRESS (Continued from Page 6)

CONRAIL

In preparation for the NORFOLK SOUTHERN takeover on June 1, CONRAIL has relocated several of its Philadelphia Division dispatching desks from Mount Laurel, NJ to the new NS headquarters building near Harrisburg. Dispatchers relocated include the Harrisburg East, Harrisburg Terminal, Mainline, Lehigh Line and Port Road, as well as two assistant chiefs.....The old Pennsy-Reading connection at Belmont, along the Schuylkill River in Fairmount Park, is where CONRAIL's Trenton and Harrisburg Lines intersect. But until two months ago, there were only hand-thrown switches there. Now Conrail has installed interlocked switches and signals between the two lines, redesignating the location as "CP-Belmont." A new 3,800-foot controlled siding has also been placed in service between "CP-Belmont" and "CP-River," where the two lines again divide. This is expected to be a setoff and interchange point for CSX and NORFOLK SOUTHERN after the split of Conrail on June 1.

CONRAIL operated its last full-scale Office Car Special out of Philadelphia on May 3, as a farewell trip for CR President Timothy O'Toole and his remaining staff. The train was to visit Albany, Dearborn, Indianapolis and Pittsburgh Divisions.....On May 14 most of Conrail's office cars will be dispersed between new owners CSX and NORFOLK SOUTHERN. One E8 and perhaps two cars will be used for a special from Philadelphia to Washington on May 19, operating via AMTRAK's Northeast Corridor.....The Ringling Bros. Red Unit circus train arrived in South Philadelphia from New York at 8:30 PM April 12 via CONRAIL, and departed on April 26 for Providence, RI. The same train will return to Hershey, PA on May 24 for a six-day stand.

One of the ten CONRAIL C32-8 locomotives painted gray last year and lettered "Ballast Express," #6619, has been repainted blue after damage repairs. C36-7 #6621, lettered "Ballast Express" but still in blue, has been regularly assigned to South Philadelphia-Abrams local WPPG-76 over the past two months.....NORFOLK SOUTHERN, the only major railroad which does not use the standard radio frequency (457.9375 MHz) on its end-of-train devices but uses instead 161.115, has introduced dual frequency EOT's on trains running through to CONRAIL.CONRAIL employees have put together a cookbook containing 300 recipes. The Dining Car: A Slice of Conrail is being offered as a souvenir of Conrail and to raise money for breast cancer research. The book may be ordered for \$10 per copy by telephoning 215-209-1393 (E-mail: rosemary.distefano@conrail.com).....May 12 is the 100th anniversary of the tragic collision of two Philadelphia & Reading passenger trains at Exeter (now Lorane), a few miles east of Reading, in which 34 were killed.

NJ TRANSIT is looking seriously at a full-blown commuter service between West Trenton and Newark via Bound Brook, using CONRAIL's ex-Reading (soon to be CSX) Trenton Line. If this comes to pass, however, a second track would need to be installed over part of the 21-mile single track section between West Trenton and Port Reading Junction.....There has been no decision yet from the FRA concerning NJT's plan to launch a light rail service along CONRAIL's Bordentown secondary track between Camden and Trenton (see March Cinders). The Federal agency, however, is usually hostile to the idea of mixing freight traffic with light rail, because that equipment does not possess the crashworthy construction required of standard railroad passenger cars.....Another obstacle to starting the Camden-Trenton service was the discovery of the hulk of an early 19th Century canal boat beneath the CONRAIL bridge over Crosswicks Creek in Bordentown. Because of its historic status, the relic of the Delaware & Raritan Canal may need to be removed--a delicate operation--before the bridge could be rebuilt for transit service.

The Delaware River Port Authority has reversed course and announced that it may indeed raise bridge tolls and PATCO fares later this year. The increases could be as much as \$1 on the bridges and 45 percent for transit riders, to be used for maintaining and improving DRPA facilities. The fare boost would be the first for PATCO since 1983. Bridge tolls last rose in 1992..... Editor Larry Eastwood's byline appears on the article "The future of preservation" in the June issue of Railfan & Railroad. It is the story of the NRHS-led RailCamp program for youngsters held at Steamtown last year, which Larry helped to create. RailCamp will be expanded this summer..... "The Wild, Wild West," a new movie featuring Baltimore & Ohio's 1865-vintage locomotive William Mason and cars from the STRASBURG RAIL ROAD, is to be released July 2.



Budd Company's abandoned Red Lion plant in Northeast Philadelphia, the birthplace of thousands of rail passenger cars including AMTRAK's Amfleet, is being demolished to make way for a golf course. The huge hanger-like assembly building was erected in 1943 to produce Budd-designed aircraft for the war effort, but was converted to railcar manufacturing after the war ended. It served that purpose for more than 40 years, until lower-cost competitors forced Budd out of the market.....CAPE MAY SEASHORE LINES has set Saturday, June 12, as the date for its first revenue train across the canal bridge to Cape May (Rich Magee).....Industry sources estimate that about 1,500 new locomotives worth about \$2.3 billion will be delivered by American builders in 1999. Electro-Motive and General Electric together produced some 1,300 units in 1998; in 1997, the last year for which an actual count is available, 743 units were delivered. In 1999, BURLINGTON NORTHERN & SANTA FE alone will acquire 476 new units (Railway Age).

U. S. DOT warns that many shortline railroads are unable to properly maintain their bridges. Of the nation's more than 100,000 rail bridges, at least half were built before 1920. Class 1 railroads own about 80,000 spans, regionals and shortlines account for nearly 17,000 and AMTRAK 1,700 (Traffic World).....After sitting cold for 37 years, former Atlanta, Birmingham & Atlantic 0-6-0 #58 has been rebuilt by WILMINGTON & WESTERN and will serve as its principal excursion locomotive this season. Built by Baldwin in 1907, the engine is a true "boomer," having worked for at least six previous owners. W&W 4-4-0 #98, the road's longtime feature engine, is sidelined for boiler and firebox work (Edward Feathers).....Over strong "NIMBY" opposition, Radnor Township in Delaware County will finally join PennDOT in constructing a 2.5-mile recreation trail along the old Philadelphia & Western right-of-way, which was abandoned in 1956.

Update of Shortline/Regional Railroad Rosters

The following additions and changes should be made to the shortline and regional rosters published in recent issues of Cinders:

	<u>BELVIDERE & DELAWARE RIVER RAILWAY (BDRV), Ringoes, NJ</u>					
Add	732	B-B	GP9	D/E	EMD	1955 Leased from Winchester & Western
	<u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ</u>					
Add	113	B-B	SW1200	D/E	EMD	1957 Former Co-Steel 113 (Note year built)
	<u>BRANDYWINE VALLEY RAILROAD (BVRY), Coatesville, PA</u>					
Add	94	B-B	SW1200	D/E	EMD	1956 Former Philadelphia, Bethlehem & New England 94
	<u>DURHAM TRANSPORT (DHRY), Edison, NJ</u>					
Add	752	B-B	GP10	D/E	EMD	1956 Leased from Winchester & Western
	<u>GETTYSBURG RAILWAY (GBRY), Gettysburg, PA</u>					
Delete	81A	F7A	Traded to Ohio Central			
Delete	81C	F7A	Traded to Ohio Central			
Delete	445	GP7	Returned to Winchester & Western			
Add	106	B-B	GP9	D/E	EMD	1951 Former Ohio Central 1606
Add	107	B-B	GP10	D/E	EMD	1955 Former Ohio Central 7537
	<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (PBNE), Bethlehem, PA</u>					
Delete	94	SW1200	Transferred to Brandywine Valley			
	<u>WINCHESTER & WESTERN RAILROAD (WW), Gore, VA</u>					
Add	445	B-B	GP9	D/E	EMD	1955 Returned from Gettysburg lease
	<u>WINCHESTER & WESTERN RAILROAD (WW), Bridgeton, NJ</u>					
Delete	732	GP9	Leased to Belvidere & Delaware River			
Delete	752	GP10	Leased to Durham Transport			

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

ABBREVIATIONS
 D/E - Diesel-electric
 EMD - Electro-Motive Division, General Motors Corp.

PHILADELPHIA EXPRESS (Continued from Page 7)

On May 3 BRANDYWINE VALLEY RAILROAD ran its first train all the way from Coatesville to the CSX interchange at Wilsmere Yard, near Wilmington, via its newly-acquired Wilmington & Northern line. Since the Bethlehem Steel-owned BVRY took over operations from the former Delaware Valley Railway on March 19 (see April Cinders), DV's parent RailAmerica had been fighting an unsuccessful rear-guard action to regain at least the ex-Pennsy Octoraro branch out of Chadds Ford. But it did manage to delay for more than a month BVRY's access to the nine miles of W&N track in Delaware, because that portion of the line was not included in Bethlehem's original deal with PennDOT which owned the W&N in Pennsylvania. Accordingly, a DV crew continued to push cars north from Wilsmere to the state line for an uneasy interchange with BVRY. As a result Bethlehem Steel, which owns both the Lukens plant at Coatesville and BVRY, diverted a larger share of its traffic to the Conrail connection at Coatesville. That traffic may now return to its normal route via Wilsmere and CSX.

EXTRA LIST (Continued from Page 4)

JULY 17-18: Railroad Days '99 at Black River & Western Railroad, Ringoes, NJ. Train rides, food, displays of rail equipment, antique autos and fire trucks will be featured. Free admission and parking. For information, telephone 908-782-6622.

JULY 18-24: First session of RailCamp 1999, training course in railway preservation and restoration for high school-age youngsters, at Scranton, PA, co-sponsored by NRHS, National Park Service and University of Scranton. Tuition is \$495 per person, but Philadelphia Chapter has offered to underwrite the cost of one student. Class is limited to 24 students. A colorful brochure is available. For information, contact: NRHS, P. O. Box 58547, Philadelphia, PA 19102-8547 or telephone 215-557-6606 (E-mail: NRHS@compuserve.com).

JULY 21-25: Thomas the Tank Engine will make a return visit to the B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, 9 AM-5 PM each day. Included will be rides behind Thomas, films and family activities. Train will run every half-hour 9:30 AM-4 PM. For ticket information, telephone the museum at 410-752-2388 (E-mail: info@borail.org) or check web site: www.borail.org.

JULY 24: 8th annual "Rail to the Fair" Amtrak special train from Philadelphia and Wilmington to Delaware State Fair at Harrington, DE, and return, sponsored by Delaware Transit Corp. and DelDOT. An additional mileage trip from Harrington to Laurel, DE and return will also be offered. For information, contact Doug Andrews at DTC (telephone 302-577-3278, extension 3541).

JULY 25: Repeat of "Historic Germantown by Trolley" tour. See May 23 item for details.

JULY 25-31: Second session of RailCamp 1999 at Scranton, PA. See July 18-24 item above for details.



Amtrak Bombardier BB8000 electric locomotive #651, the first to be delivered in the Acela livery, reached Wilmington shop on April 17, having traveled from Plattsburgh, NY via Binghamton and Philadelphia in a freight consist. Sisters 650 and 652 have been testing at Pueblo, but are expected to return shortly. The test program will be assisted with ten Amfleet cars borrowed from Amtrak West.

An Acela Express trainset was delivered to Pueblo for testing about March 23. Although mechanically complete, the interiors are not finished. Consist is locomotive 2000, end coach 3402, coaches 3502, 3503, 3500, 3505, end coach 3400 and locomotive 2002. Two additional power units passed through Montreal around April 23. When trains actually enter service, one "end coach" will be replaced by a first class club car and a Bistro food service car replaces a coach.

The two Amfleet cars which have served as Acela prototype concept cars at Bear were coach 21190 and cafe 20032. The first two Capstone 2001 cars to be released were former Custom Class cars released as Business Class cars. Car 81500 (ex-44932) was released April 15 and 81501 (ex-44951) was out on April 21. Car 81502 will be former 44949. Needless to say, it will be difficult to keep up with roster changes with this random renumbering of these cars. These cars are being used temporarily on Metroliner Service trains. Until the high-speed trains arrive this fall, Capstone cars are being released in the current NortheastDirect color scheme.

Amtrak Intercity added three F40's to its active pool on April 4 (302, 356 and 408). Then, 238 and 283 were reactivated on April 6 but seem to be running only between Chicago and Indianapolis. Norfolk Southern, meanwhile, is still shown as leasing three Amtrak F40's, 314, 386 and 398. Cab-baggage unit 90229, the final unit currently authorized, was completed on March 31. It is the first F40-type unit to appear in the "Northeast-Direct" scheme and is based at Chicago.

Three Rivers sleeper service began on April 1 with 10-6 sleepers 2440 and 2450. Initially, a Viewliner ran as the third car until 2446 and 2466 were ready. At least one or two cars briefly included a shower, but the decision was made to restore the space as a roomette. The last 10-6 in dorm service meanwhile, 2880, made its last trip in this mode on Train #20 of April 8. On the 15th, it was deadheaded to Virginia Railway Express's yard south of Manassas, VA.

Wabash Industries has completed the last of ten conversions of RoadRailer bogies to CouplerMates in March. Bogies 5524 and 5550 became CouplerMates 5228-5229. The former Amtrak Turbo facility at Brighton Park, near Chicago, will be the location for refitting express cars with revised shock absorbers. This will avoid the need to shuttle these cars to and from Beech Grove at Indianapolis.

The Hoosier State may be extended over the Indianapolis & Louisville short line to gain an express contract. A special trip was operated on April 18 using P40's 809 and 813 (the latter outshopped April 13), Superliner coach 34046, El Capitan diner-lounge 39981, Superliner transition sleeper 39003 and track inspection car 10001-Beech Grove. The 39981 had not operated in months and sees very limited service and is equipped with six-wheel trucks.

In other service notes, the Oklahoma service is expected to begin with a media train on June 14. The daily train will link Oklahoma City with Fort Worth and will stop at Norman, Purcell, Pauls Valley, Ardmore and Gainesville. Local cities will be responsible for providing boarding locations. A fourth El Capitan coach, 39953, has been sent to the shops for refurbishing for this service. Still unclear is how food service and handicapped passengers will be accommodated.

The City of New Orleans collision at Bourbonnais, IL on March 15 has officially claimed P40's 807 and 829, baggage 1166, Superliner sleeper 32035, Superliner diner 38020 and Superliner coach 34089. Transition sleeper 39004 was returned to Beech Grove on its own wheels but will likely cost too much to repair.

Empire Service schedules were revised on April 11. Most trains offer Amfleet coaches and Amdinettes with Custom Class (or now, Business Class) in the coach section. Exceptions are the Maple Leaf, which is coach service only with an Amcafe. The Adirondack is assigned Heritage (ex-Clocker) coaches and a Lounge. There is only one turbo set operational at present, operating on Trains 256-265 Monday-Thursday, and on 245-246-253 on Fridays. The borrowed Metroliner consist now runs west as Train 283 to Niagara Falls on Saturdays and returns to New York Sundays as Train 286. The full club on this train is a bargain as a Custom Class car.

Bus service via New York Airport Service again links Penn Station in New York with LaGuardia and Kennedy airports.

Barbara Richardson has now officially been designated Executive Vice President, Amtrak's second-in-command.

The final form of the Northeast Corridor schedules we can expect to see after the full introduction of Acela Express trains is undoubtedly undergoing a lot of fine-tuning. But, we can make some educated guesses.

(Continued on Page 10)

ON THE SCENE (Continued from Page 9)

In New England, Amtrak's agreement with the locals permits a total of 34 trains (17 each way) over the drawbridges between New Haven and Mystic, CT (at least, until someone sues the NIMBYs over interference with interstate commerce!). This number will have to be apportioned between Express and Regional trains. Service today averages some 16 trains a day but Amtrak will want to exploit the new speed and comfort available in the Express trainsets, so I think you'll see all of the additional slots allocated to these speedsters.

The long-standing service pattern for Metroliners has been an hourly pattern, sometimes supplemented by a few extra rush-hour trains. For commercial reasons, I expect that you will continue to see this pattern with certain trains running to and from Boston. The operating contract calls for 18 of the 20 trainsets to be available. Factoring in sufficient turnaround time at endpoints would permit a high-speed train every two hours from Boston with perhaps an extra morning and afternoon trip to allow an hourly "rush-hour" service. That would come to ten Acela Express trains and, by elimination, still permit seven conventional Regional trains.

Between New York and Washington, Amtrak has announced that certain Acela Express trains will make the run from New York to the Nation's Capital in less than two hours, 30 minutes. Since the logical way to do this is to eliminate some intermediate stops, there will probably be a few rush hour limited-stop trains scheduled in addition to the regularly hourly service making the usual stops. Conventional trains will likely follow the current pattern of one train per hour with some coming from New England and/or extended to Richmond or Newport News. It is NEC's desire to separate Intercity trains so there will probably be a train added to/from Washington to carry local passengers now handled on the Carolinian.

Harrisburg trains will be configured in cooperation with PennDOT but will still change power at 30th Street. (Remember, they have to change ends anyway and the catenary west of Parkesburg isn't conducive to high speeds--better to keep the electrics on higher-speed routes!) The Acela Commuter label will be limited to the few rush-hour New York-Philadelphia trains. These will remain long consists made up of coaches only with no Bistro or Business Class service.

"Railfan" to Feature Conrail Last Day Photos

Photographers are being urged by Railfan & Railroad Magazine to go out on May 31, the anticipated last day of Conrail operations, and document "Big Blue's" activities just before its takeover by CSX and Norfolk Southern on June 1. To be considered for publication, the photos must be shot on Monday, May 31 and be submitted by June 15 to: Steve Barry, Editor, P. O. Box 700, Newton, NJ 07860-0700.

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