



# CINDERS

## September 1981



### IN THIS ISSUE

Philadelphia Chapter News.....	1
PHILADELPHIA EXPRESS, by Frank Tatnall.....	2
ON THE SCENE, by El Simon.....	6
Guide to South Jersey Freight Train Service.....	9
Extra List.....	11

Newsletter of the

**PHILADELPHIA CHAPTER**

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## Our Meeting:



Our September meeting will feature another in our continuing series of professional rail and traction industry films. These films have proved quite popular in the past, and we will present at least four films new to Philadelphia Chapter. The 16mm, color, sound films to be screened include:

GREEN LIGHT TO TRANSPORTATION  
 THE GREAT STEAM MACHINE  
 THE SOUTHERN BELLE  
 PATCO: A LEGEND BEFORE ITS TIME

(Southern Railway)  
 (High Iron Company)  
 (Kansas City Southern Railway)  
 (Port Authority Transit Corporation)

Our meeting will be held on Friday evening, September 18, 1981, as we enter another year of an enjoyable association with our host, the Engineers' Club of Philadelphia, centrally located at 1317 Spruce Street, downtown Philadelphia. A sit-down dinner (\$8.00 per person) will be served, by advance reservation, at 6:00 PM in the Club Dining Room. Our meeting begins in the Conference Room at 7:30 PM. The Chapter board of directors will meet at 7:00 PM on the first floor.

Dinner reservations are MANDATORY, PLEASE, and should be made to Vice-President Tatnall at 828-0706 ON OR BEFORE TUESDAY, SEPTEMBER 15, 1981.

We urge you to come out, renew your friendships with your Chapter members as we commence a new meeting season, and enjoy a fine evening of professional rail films. Bring a friend with you on September 18.



Southeastern Pennsylvania  
Transportation Authority

Philadelphia Chapter to Operate  
50TH ANNIVERSARY BULLET CAR TRIP  
Sunday, November 15, 1981

(See EXTRA LIST, Page 12 for Details)

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

### CHAPTER OFFICERS:

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Engineers' Club, 1317 Spruce Street, Philadelphia, PA. Dinner at Club, 6 PM. No meetings July or August.

Annual membership dues: \$15.00 per person, which includes Chapter and National dues. Chapter only dues \$7.50 per person per year. Dues payments should be sent to the Treasurer at: 1401 Riverton Rd., Cinnaminson, NJ 08077.

Address changes should be sent to the President at: P. O. Box 41, Huntingdon Valley, PA 19006.

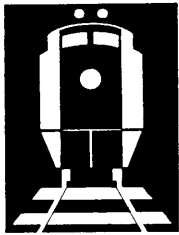
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# PHILADELPHIA



## FRANK G. TATNALL, JR.

The threatened shutdown of SEPTA's commuter rail system on August 30 was averted last month when CONRAIL formally accepted an offer of \$25.2 million in subsidies for the six-month period beginning July 1. The SEPTA board voted on August 12 to pay Conrail the higher amount it had demanded (see August Cinders) but only for half of the normal contract period. Thus the summer of discontent for SEPTA's 50,000 daily commuters ended on an upbeat note, though the long-range issues in preserving the rail network are far from resolved.



SEPTA is working feverishly on its plan to take over all commuter service from Conrail, but Chairman David Girard-diCarlo has admitted that this could not occur before March 1982 on the Reading District and months later on the former Penn Central lines. He estimated startup costs of \$15.5 million and said that SEPTA will be looking to the City and county governments for more financial help in running the trains. Anyone who thinks the six-month interim agreement with Conrail "in any way solves the problem is either naive or a fool," Girard-diCarlo warned. He further stated SEPTA's belief that it will cost \$99 million in fares and subsidies to run the commuter network during the fiscal year which began July 1, the same amount that Conrail had originally projected but \$6 million higher than the figure SEPTA has been insisting upon.

Mayor Green and county leaders met with SEPTA's top management at a "summit conference" in mid-August to hear a gloomy assessment of the commuter rail situation. Among the main problems discussed were the Federal government's announced intention to phase out its financial support for transit operations and the recent action by Congress in freeing Conrail from its passenger obligations by January 1, 1983 (see below). After hearing the details of Girard-diCarlo's plan to take over rail operations, Green described the various alternatives as "a bad choice, a worse choice and a most dreadful choice." In any case, SEPTA must decide by next April 1 whether to go forward with its own rail operating plan, contract the work to Amtrak or someone else, or drop the service entirely.

The possibility of a regional transportation tax to benefit SEPTA was also discussed at the meeting, and Girard-diCarlo again stressed the need for reliable funding of the commuter operation. "I don't intend to be a captain of the Titanic and go down with the ship," he said. "I will not embark on a course that's doomed to failure." Given present political realities, however, there is little chance of such a tax being enacted in Harrisburg within the next year. The SEPTA chairman floated the possibility of another commuter fare increase in 1982, even though the Authority has already acknowledged that the 79 percent cumulative increase in ticket prices over a recent 15-month period was counterproductive because it drove away at least 20 percent of the ridership.

Girard-diCarlo's widely-quoted statement that it's time for the transit industry "to kick labor in the gut" may come back to haunt him, now that SEPTA wants to negotiate its own labor contracts for commuter rail service. At the August meeting with county officials he told them to expect trouble with the railroad brotherhoods and that a shutdown of all rail service for at least two weeks could be expected. KYW Newsradio referred to the takeover plan as "railroad roulette - SEPTA's high-stakes gamble."

SEPTA has deferred its planned cutbacks in Media-West Chester, Ivy Ridge and Chestnut Hill West service until September 13, when new timetables will be issued.....Riders of the ex-Reading lines have noticed a new look in the timetables effective last month. SEPTA has reverted to the traditional "read down" format instead of the "read across" system that was adopted two years ago.....The August 2 Warminster line timetable repeatedly misspells it "Warminster".....The substitute bus service between Newtown and Bethayres is reportedly carrying only about one-third of the passenger load on the former Newtown trains.

According to a recent Bulletin survey, vanpooling has become a popular means of beating the high fares on SEPTA's commuter rail system. The survey gives a pretty good indication of where all those erstwhile train riders have gone since SEPTA hiked fares an average 79 percent since 1979.....New commuter stations have been completed at Ambler, Neshaminy Falls and Forest Hills.....SEPTA now has nine commuter stations with high-level platforms: Suburban Station, 30th Street, North Philadelphia (mainline only), Trenton, Chelton Avenue, Chestnut Hill West and Ivy Ridge on the Pennsy side, and Warminster and Norristown (Elm Street) on the Reading.

The last runs of the Crusader and Wall Street took place on Friday, July 31, as reported in the previous issue of Cinders. The RDC's on the former were #9156 and 9162, while the latter train consisted of #9158 and ex-snack bar car 9165 (Harrisburg Chapter).....As part of its agreement with CONRAIL, SEPTA will pay \$9.6 million to settle a long-standing dispute over \$18.5 million in commuter service bills dating back to 1976. Another \$35.1 million is claimed by AMTRAK for track and station work, but that dispute remains unresolved.

NJ TRANSIT's ancient Crook Horn bridge on the Ocean City branch went kaput on August 13 and will be out of service for several weeks. Meanwhile the RDC's are not being split at Tuckahoe but instead are running as two-car trains all the way to Cape May.....Last day for weekend excursion service between Lindenwold and

(Continued on Page 3)

## PHILADELPHIA EXPRESS *(Continued from Page 2)*

Cape May will be Sunday, September 13.....NJ TRANSIT is still negotiating with 23-year-old Thomas Frawley for the takeover of South Jersey commuter service by next January 1. Frawley heads a firm known as "Atlantic City Railway," which not only proposes to run the present RDC's but wants to initiate direct "luxury" service between Philadelphia's 30th Street Station and the gambling casinos in Atlantic City. According to press reports, NJT is talking about setting up a three-year demonstration project in the Philly-Atlantic City corridor, which a recent AMTRAK study showed as having high passenger potential.

SEPTA and the City last month received a Federal grant of more than \$68 million to help carry out various projects contained in SEPTA's current capital budget. Included is \$12 million to continue rehab work on 250 Market-Frankford cars, \$26.7 million for track and facility changes on the ex-Reading commuter lines, \$4.8 million for preliminary work on renovating four subway-surface stations in West Philadelphia, and \$12 million for the purchase of 70 new buses.....After some two weeks of testimony in a suit filed by the Association of Community Organizations for Reform Now (ACORN), Common Pleas Judge Stanley Greenberg refused to order SEPTA to roll back its proposed 20¢ increase in school fares and to reduce the price of transfers. The judge allowed the current 60-day restraining order against the school fare boost to remain in effect, but it will expire just prior to the scheduled opening of Philadelphia schools on September 10.

Guardian Angels, the volunteer youth group which patrols streets and transit systems in an effort to deter crime, is now operating in 22 cities across the country. According to the New York Times, the group now has a membership of 1,388, of which 600 are in New York City and 150 in Philadelphia.....Those four Orange Line cars which SEPTA was planning to lease from Boston's MBTA may not come to Philadelphia after all. Apparently, they are too wide to operate in the Broad Street subway.....SEPTA plans to grind the Route 23 trolley rails in Chestnut Hill in an effort to cut down wheel noise. Set in concrete slabs, the European-style rail was installed three years ago north of Mermaid loop.

President Reagan on August 13 signed the Northeast Rail Service Act of 1981, which charts the future of CONRAIL over the next two to three years. Fashioned in July by a conference committee of Senate and House members, the new law considerably softens the Administration's original plan for the immediate liquidation of Conrail. In its 45 pages the Act lays out an elaborate timetable for ending the Federal government's "obligation to subsidize the freight operations of Conrail" and provides for "an orderly return of Conrail freight service to the private sector."

Among the principal features of the Act: (1) CONRAIL may be sold only as a single entity up to June 1, 1983; (2) If not sold by then, the U. S. Railway Association board must determine if Conrail will become profitable; (3) If the answer is yes, the Secretary of Transportation must continue attempting to sell the railroad in its entirety; (4) If the answer is no, the Secretary may begin offering separate segments of Conrail for sale to other parties; (5) If Conrail is judged profitable but the Secretary is unable to sell the entire railroad by June 1, 1984, he may offer the Government's stock in Conrail to its employees if they submit an acceptable plan; (6) If not, the Secretary may develop a plan for sale of Conrail in pieces, subject to approval by the USRA board or veto by one house of Congress; (7) an additional \$262 million in Federal funding is authorized during the period between enactment of the law and final disposition of the railroad.

**CONRAIL**



The Northeast Rail Service Act also relieves CONRAIL of any requirement to operate commuter trains after January 1, 1983. No later than November 1, 1981 a wholly-owned subsidiary of AMTRAK, the Amtrak Commuter Services Corp., will be created to take over the passenger operations now managed by Conrail, if the commuter authorities are willing to subsidize the difference between revenues collected and the avoidable costs of operation. Each authority, including SEPTA, must decide by April 1, 1982 whether it wants to contract with Amtrak Commuter, run its own service or hire an outside operator. All agreements to transfer the commuter lines from Conrail to someone else must be concluded by September 1, 1982, but Conrail retains trackage rights for freight service over the lines transferred. The Act authorizes \$50 million for assisting in the transition.

Another major provision of the Act is its repeal of "Title V" of the so-called 3R Act of 1973, which provides long-term financial protection to employees of predecessor roads who were laid off by CONRAIL. A total of \$400 million is authorized for lump-sum separation payments of up to \$25,000 per employee, as well as for various retraining programs and other benefits. State full-crew laws are also barred.

Of further interest is a provision allowing Conrail to apply for abandonment of any money-losing line by December 1, 1981. These applications must be approved by the Interstate Commerce Commission unless a bona fide subsidy offer is received within 90 days. Conrail must sell any abandoned line if a responsible party offers to pay at least 75 percent of the line's net liquidation value. On the matter of Conrail's long-running dispute with AMTRAK over trackage-rights payments for freight trains, the ICC is directed to determine a fair and equitable level of payments for Conrail's use of the Northeast Corridor.

One important ingredient in Congress' decision to give CONRAIL more time to become profitable was last May's agreement with 13 major labor unions to defer more than \$200 million in wage increases scheduled for this year. Ratification of this agreement by rank-and-file members, however, has not yet been accomplished. Voting will take place this month. The railroad is expected to reduce its 70,000-person workforce by about 21,000, including some 11,000 employed in passenger services which will soon be spun off.

*(Continued on Page 4)*

## PHILADELPHIA EXPRESS *(Continued from Page 3)*

CONRAIL on August 16 moved its 19 retired GGI's from Wilmington's Edge Moor yard to Rutherford yard near Harrisburg.....Only 20 Alcos remain on CONRAIL's locomotive roster as of August 1. These include C430's #2050-56; RS3's #5500, 5507, 5509, 5514, 5520; C630's #6761 and 6762; and C636's #6781-83, 6785, 6788 and 6792. All but the RS3's are stored and will undoubtedly be retired, but the elderly RS3's are assigned to Harmon and still see occasional work train service in third-rail territory.....CONRAIL has equipped 96 of its aging GP35's with upgraded electrical systems and reclassified them as GP35M's.....J. David Ingles, writing in the September issue of *Trains*, identifies CONRAIL SWI #8401 as the oldest active diesel locomotive on any Class I railroad in the U.S. The switcher was built by Electro-Motive in February 1939 (builder #853) for the New York Central. It's now stationed at Hartford, CT.

CONRAIL this summer is upgrading its ex-Reading mainline between Reading and Harrisburg. As part of the \$4.9-million program, 11.6 miles of welded rail have been installed.....CONRAIL has completed negotiations with Atlantis Terminal Corp. of New York to lease 130 acres in Philadelphia's Port Richmond yard for development of a \$50 million coal exporting facility. The new terminal, to be completed in 1985, will have the capacity to handle 15 million tons of coal annually and is expected to pump \$200 million into the local economy each year.....Nothing further has developed on the PHILADELPHIA BELT LINE's announced plan to begin operating its waterfront trackage this summer. However, on August 27 officials of the DELAWARE & HUDSON met with the PBL board to discuss possible future access to Philadelphia's port facilities over Belt Line trackage now operated by CONRAIL.....After more than five years of negotiations, CONRAIL has merged 285 separate labor agreements covering some 64,000 unionized employees into just 26 new agreements.....CONRAIL last month announced that it would lay off more than half of the 369 workers at its Reading car-repair shop, due to a "surplus of freight car repair capacity."

AMTRAK's board, at its August 26 meeting, voted to implement a series of service cutbacks estimated to save \$43.6 million in Fiscal Year 1982 beginning October 1 (see El Simon's column for details of these cutbacks).



Congress authorized a total of \$735 million for the passenger railroad, which President Alan Boyd has said will require a 15 percent reduction in service over Amtrak's 24,000-mile system. Of the \$735 million, about \$635 million will be used for operations and the balance for capital projects.....AMTRAK has been running full-page ads in local newspapers since the air controllers strike began last month. One headline reads: "Amtrak has 74 reasons why you don't have to be grounded." and proceeds to list all 74 daily train departures from Philadelphia.

AMTRAK E60 electric locomotive #975 left Washington August 3 in tow on the Cardinal, enroute to the Transportation Test Center at Pueblo, CO.....With the imminent phaseout of AMTRAK's last steam-heated equipment and the arrival of additional AEM7 locomotives, there may soon be no need for the 26 E60's in Northeast Corridor service. This is made even more likely by the government's decision not to complete electrification of the New Haven-Boston mainline, allowing some of the 47 AEM7's on order from General Motors to be diverted elsewhere.

Heavy trackwork is proceeding in the Trenton area, with the #4 mainline completely removed between the passenger station and Delaware River bridge. Much work equipment can be seen in operation and the laying of concrete ties in #3 track now extends almost all the way between Trenton's "Millham" tower and New Brunswick.....NJ TRANSIT GGI's, including Tuscan red #4877, are still being seen on New York-Philadelphia Clockers enroute from and to their periodic inspections at Wilmington shop.....Congressman Henry Reuss of Wisconsin has introduced a bill to set up high-speed rail service across the U.S. Under Reuss' bill, AMTRAK would be empowered to acquire one direct right-of-way in each of 20 intercity corridors named in the legislation.....Japanese National Railways will conduct a multi-million dollar engineering study of four potential "bullet train" routes in the U.S. The study, announced last month by AMTRAK, will be financed by a Japanese shipbuilding group. None of the four potential corridors is located in the Northeast, except for one unnamed route out of Chicago.

DELAWARE & HUDSON is a beneficiary of the Northeast rail law signed last month by President Reagan. The legislation allows the government to "subordinate" D&H's \$50 million Federal debt, meaning that someone who purchases the railroad will not have to pay back the money unless the road is abandoned. Other features of the law allow a new owner to acquire the same trackage rights over CONRAIL which D&H now holds, and to gain access to the Port of Philadelphia. Connecticut Investor Timothy Mellon is considering purchase of D&H from its present owner, the NORFOLK & WESTERN, which has stated its desire to get rid of the Albany-based road. Mellon has already purchased the MAINE CENTRAL and is awaiting approval from a Federal court to buy the bankrupt BOSTON & MAINE. Reportedly, Mellon is negotiating with D&H's labor unions for wage deferrals similar to those recently gained by Conrail, and for work rule changes to cut costs.

Two notable railfans passed away during August. Famed Modeler and Author Edwin P. Alexander, 75, of Washington Crossing, PA died August 13 and former Railroad Magazine Editor Freeman Hubbard, 87, died the same day in New York.....NEW HOPE & IVYLAND is planning to send its 2-8-0 #40 to the October 3 "Renaissance Festival" at Hoboken Terminal (see "Extra List"). The locomotive may operate under its own steam from and to Hoboken via CONRAIL's line through West Trenton.....NH&I's rebuilt Baldwin DS-4-4-1000 #302 has been leased to Raritan River Steel Company of Perth Amboy, NJ.....Alco S6 #101 seems to be the main power these days on UPPER MERION & PLYMOUTH, and SWI #19 is in storage. The 25-year-old Alco had been leased to Keystone Coke Company, an on-line industry at Swedeland, PA, which recently discontinued operations.....Baldwin V0-660 switcher #6712 remains in daily service at the Standard Steel Works, Burnham, PA. The 1940-built unit still contains its original DeLaVergne engine.....Ex-FLORIDA EAST COAST Pacific #148, owned by Railfan Sam Freeman, is undergoing boiler repairs at West Springfield, MA. The locomotive has operated on the BLACK RIVER & WESTERN and MORRISTOWN & ERIE in recent years, and was later stored at Lebanon, NJ (Mass Bay RRE). *(Continued on Page 5)*

## PHILADELPHIA EXPRESS *(Continued from Page 4)*

A new state-supported company, the Eastern Shore Railroad, may soon take over operation of the ex-Penn Central line on Virginia's Delmarva Peninsula now run by the VIRGINIA & MARYLAND (see Summer Cinders)..... An extensive article on the ex-Pennsy Schuylkill Valley branch will appear in this fall's issue #4 of the National Railway Bulletin. The article was written by former Chapter member Tim Bruno with additional material furnished by Member Pat Purcell.....The photo of a Nickel Plate Berkshire pulling piggyback trailers in 1957 appearing on page 39 of September Trains Magazine was contributed by Member Bill Vigrass.....Member Walt Stringer of San Diego, CA is a supervisor on that city's newly-opened rail transit line, known as the "Tijuana Trolley"..... Those two ex-CHICAGO TRANSIT AUTHORITY work cars, #S-371 and S-372, are still parked in derelict condition on the NH&I at Ivyland, PA. The cars are Cincinnati-built 4000-series cars purchased by Buckingham Valley Trolley Association, Buckingham, PA.....BVTA members are working on restoration of a 12-bench, Brill-built open car from the Five Mile Beach Electric Railway, Wildwood, NJ.

With legislative battles over the future of AMTRAK, CONRAIL and the Railroad Retirement System now resolved in the recently-approved budget bills, negotiations are expected to begin this month for new agreements between the U.S. rail industry and 13 major unions. The old contracts expired March 31 but talks have been stalled by the uncertainties in Washington. One key labor concession was to pledge an unprecedented two-percent contribution from each worker's pretax wages, in order to stave off a threatened \$1 billion deficit in the Railroad Retirement Fund.....Richard I. Kilroy, 54, has been elected president of the Brotherhood of Railway & Airline Clerks, replacing Fred J. Kroll who died on July 30.

The U. S. Army's Transportation Railway Service Unit was recently reactivated as the nation's only military group with railroad operating capability. It consists of four officers and 101 enlisted men based at Middletown, CT.....As part of a series devoted to early forms of transportation, the U. S. Postal Service will issue a stamp featuring a drawing of a steam locomotive. (Rochester Chapter).....CSX CORP. will hold its annual "shareholders house party" at the Greenbrier, White Sulphur Springs, WV September 5-8..... SAN FRANCISCO MUNICIPAL RAILWAY will purchase 15 additional LRV's this year from Boeing Vertol. These cars were originally built for Boston's MBTA but part of the order was later cancelled.

The owner of New Hampshire's famed Mt. Washington Cog Railway, Mrs. Ellen Teague, of Lafayette Hill, PA, has put the 112-year-old line up for sale. Mrs. Teague, whose family has operated the tourist line for 50 years, is asking \$3 million for the property.....Ex-Penn Central President William H. Moore has been named president of the Virginia & Florida Railroad, an organization formed to carry passengers and their automobiles between Washington, DC and Florida. Investors in V&F include some of the same people who attempted to rescue the Auto-Train Corp. before it went out of business last April 30.....That dome car being used this year in CHESSIE'S Safety Express is an ex-MILWAUKEE, ex-AMTRAK car leased from the Railway Exposition Company of Cincinnati.

The only steam locomotive at the Louisville NRHS convention turned out to be ex-Mobile & Gulf 2-6-0 #97, operating on the French Lick, West Baden & Southern tourist line in Indiana. SOUTHERN RAILWAY's rebuilt 2-8-4 #2716 could not be finished in time for the convention, in spite of round-the-clock work at Southern's Birmingham shops. It is expected, however, to be ready for excursion service by late this month.....One issue to be voted on at the Louisville meeting is a proposal to raise chapter dues for NRHS national membership from \$7.50 to \$9 and associate members' dues from \$8.50 to \$10. The national treasurer's report shows that NRHS had a balance of \$59,966.10 in the bank as of April 30, 1981 (Washington, DC Chapter).....The people at American Coal Enterprises are waiting with baited breath for word that a major coal-hauling railroad will purchase several steam locomotives of the "ACE-3000" design (Chesapeake Division RRE).....CLINCHFIELD's tiny 4-4-0 #1, a veteran of many fantrips over that mountain railroad, is now on display at the B&O Museum in Baltimore. And, a South Shore "Little Joe" electric will also be presented to the museum. CHESSIE's famed "Tom Thumb" replica has returned from its visit to the California State Railroad Museum in May and was again steaming around the B&O Museum area on the first Sunday of each month during the summer (Chesapeake Division RRE).

### STALIN'S LOSS IS MUSEUM'S GAIN

BALTIMORE, MD - What's 89 feet long and 15 feet tall, weighs 273 tons and is still called "little?"

It's "Little Joe," the classic electric locomotive that is the latest acquisition of Chessie System's B&O Museum here. The streamlined titan, once a flagship engine of the "South Shore" Railroad, and a favorite of midwestern railfans, was nosed onto the Museum grounds during the week of August 10, taking its place as the twenty-eighth locomotive preserved in Chessie's world-famous collection.

The enormous engine got its nickname at the beginning of the Cold War in the late 'Forties. Originally built as part of an order placed by Josef Stalin under lend-lease agreements, it was sold instead to the South Shore when US-Soviet relations began to deteriorate. Repainted from Russian gray to distinctive orange and maroon, it worked more than 30 years on the key interchange railway outside Chicago.

One of the largest electric locomotives ever built, "Little Joe" is displayed along with B&O Number 10, a tiny electric box switcher that dates to 1909, and several significant early diesel-electric types. The Baltimore & Ohio was the first American railroad to use electric locomotives in regular service.

The giant engine is the first representation of the South Shore--properly, the Chicago, South Shore & South Bend Railroad--in the Baltimore collection. Along with the Chesapeake & Ohio, Baltimore & Ohio and Western Maryland, the South Shore is part of the Chessie System Railroads, a unit of CSX Corp.

*(Continued on Page 12)*



The long-awaited announcement of cuts to be made in the Amtrak system came at the August 26 Directors' Meeting. By no means was it as painful as it could have been and the basic system, in fact, has lost only one additional train. As promised last spring, four changes will go forward affecting these trains: (1) the *Broadway Limited's* Washington section will operate via Cumberland to Pittsburgh from October 1, saving at least an hour. It's not clear as this is written, but I presume the New York section will continue to operate backwards down to 30th Street Station in Philadelphia, and change power there; (2) the *Inter-American* will continue to operate on a daily basis north of St. Louis, but will revert to a tri-weekly schedule south of that point. It will be terminated at San Antonio, dropping the Laredo extension and the connecting service into Houston. However, through cars between Chicago and Los Angeles will be operated, using the *Sunset* west of San Antonio; (3) the *Shenandoah*, always a "basket case", comes off, but the eastern segment (between Washington and Cumberland) will be served by the Washington section of the *Broadway Limited*; the *Cardinal* was supposed to be discontinued over its entire route. However, a provision in the 1981 budget authorization mandated some sort of service between Chicago and Cincinnati. The tentative name *Midwesterner* was selected, but then Amtrak attorneys concluded that the stub train might not generate the passenger loads mandated by Congress in 1979 (under which the whole train was to be discontinued). So, a final decision was deferred at the August meeting, with the understanding that something would be changed by October 1.

In order to live within the slimmed-down budget allowed by Congress, the following changes will take place on October 1:

1. Three mid-day Metroliner service round trips will be discontinued
2. One Boston-Washington round trip will be discontinued east of New York.
3. Five of 12 Springfield-New Haven round trips will be discontinued
4. The overnight *North Star* will be discontinued between Chicago and Minneapolis-St. Paul, but will remain, with state support, beyond to Duluth. The *Empire Builder* will offer daily service between Chicago and the Twin Cities to compensate.
5. The *Pacific International*, slower than competing bus service, disappears.
6. Two state-supported trains will disappear: the *Beacon Hill* (New Haven-Boston) and the *Black Hawk* (Chicago-Dubuque).
7. Two of the four Chicago-Milwaukee round trips will be dropped; in this service, incidentally, the last Turbo equipment in Chicago was replaced on this run by Amfleet on September 8.
8. The weekend *Blue Ridge* will come off.

The above cuts are not really so bad, except for the people whose travel options or jobs are directly affected. More drastic measures were contemplated, and even distributed to some travel agents and special interest groups.

There will also be some additions, believe it or not. First, there will be one faster New York-Washington round trip, under three hours (shades of 1969!). You should remember, now, that all "Metroliner" service will be Amfleet hauled by AEM-7's.

The fate of Amtrak was literally saved by Oregon's Senator Packwood. As West Virginia has lost trains with its diminished political clout, so Oregon has gained. Portland will gain an overnight Spokane-Portland connection, with through cars off the *Empire Builder* (again, just like the old days). The Seattle section will run via Wenatchee, saving time into that city (and providing more turnaround time). Also, the Portland section will connect both ways with the *Coast Starlight*.

California will sponsor a new overnight Sacramento-Oakland-Los Angeles Amfleet train. Sleepers will be "Heritage" cars left over when the *Desert Wind* went Superliner last spring.

By October 26, the steam coaches in clocker service will have run their last mile, replaced by rebuilt HEP "Congressional" coaches and Metroliner II cars transferred from Metroliner service. This will leave the *Silver Star* as Amtrak's only steam-heated train as cold weather approaches, and the six boiler-equipped E60's (950-955) will be more than adequate for this train. Look for the *Star* to convert to HEP quite soon, however.

Because of the continuing excess of steam cars, Amtrak offered 118 cars for sale in the Spring of 1981,  
(Continued on Page 7)

## ON THE SCENE (Continued from Page 6)

as follows: 1001, 1500, 1503, 1510, 1512-14, 1516-18, 1590, 1800, 2100-01, 2263, 2302, 2366, 2370, 2508, 2765, 2769, 2780, 2781, 2793, 2814, 3221, 3330, 3338-39, 3380-81, 3800, 3802, 3810-12, 3952, 3970, 4402-03, 4460, 4472, 4494-95, 4501, 4506, 4537, 4545, 4547, 4841, 4852, 5226, 5228, 5250, 5265, 5272, 5275, 5400, 5403-05, 5432, 5442, 5450-51, 5455, 5461, 5470, 5601, 5603, 5605-07, 5614, 5616-18, 5632-35, 6035, 6046, 6063, 6088, 6410, 6421, 6423, 6428, 6439, 6444-46, 6450, 7520, 8000, 8005, 8007-08, 8031-32, 8035, 8037, 8039, 8084, 8114, 8118, 9253, 9351, 9355, 9371-74, 9812 and 9993-94.

An additional 190-plus cars have now been also retired and will be offered for sale, as follows: 1199, 1540, 1555, 1571-73, 9995, 2105, 2203, 2211, 2213, 2217, 2233, 2254-56, 2260-62, 2264, 2266, 2268-69, 2303, 2305, 2310, 2312, 2350-52, 2361-62, 2365, 2369, 2371, 2380-82, 2400-01, 2420, 2501, 2505, 2521, 2550, 2552-53, 2555-56, 2558-59, 2772-73, 2785, 2795, 2802, 2804, 2815-16, 2850, 2852-53, 2860, 2862, 2864, 3212-13, 3220, 3228, 3230, 3254, 3325, 3332, 3351-52, 3361, 3365, 3370, 3375, 3390-95, 3500, 3871, 3954, 3960, 3963, 4471, 4473, 4475, 4480, 4482, 4499, 4500, 4505, 4509, 4510, 4518-20, 4529, 4531, 4533, 4546, 4589, 4593, 4890, 4892, 4845, 5253-54, 5257-58, 5262, 5299, 5402, 5407, 5441, 5443, 5452-54, 5459-60, 5467, 5602, 6000, 6047, 6806, 8001-02, 8005-06, 8009-10, 8033-34, 8041, 8044, 8061, 8068-72, 8075, 8080, 8085, 8088-89, 8091-93, 8095, 8097, 8150-51, 8153, 8201, 8340-42, 8352, 8354, 8399, 8401, 9220, 9352, 9353, 9453, 9455, 9106-07, 9110-11, 9118, 9127, 9136, 9140-41, 9146, 9161-62, 9164, 9172-73, 9180, 9187-89, 9192 and PC 6599. The last twenty-one cars are twenty stored baggage cars and an ex-Penn Central RPO, respectively.

Close to 300 additional cars are still in storage, but not approved for retirement.

Elsewhere in equipment, the so-called "Metroliner" service will all be equipped with AEM-7's and Amfleet, effective October 25. The Metroliner II cars thus released will equip the Philadelphia-Harrisburg trains, the *Valley Forge* and perhaps a "clocker" turn or two. The Metroliner I's (non-rebuilt cars) will probably all be placed in storage.

Santa Fe's Topeka Shops turned out its last rebuilt hi-level car, transition coach 39937, on August 19. Over a 16-month period, Topeka turned out four lounge cars (39970-72 and 39975), 35 transition coach-dormitories (39902-39938, except 39922 and 39924), and 21 coaches (39940-39964 except 39941, 39943, 39951 and 39955). Ultimately, the 39951 and 39955 became transition cars 39937 and 39938. On August 17, a "hospital train" removed the remaining cars worth salvaging from Topeka to Beech Grove. This facility will almost certainly rebuild the two remaining lounge cars (9973 and 9974), but it's not clear what will be done with the remaining hi-level cars. For the record, the two prototype cars (9900-9901) were not rebuilt, nor were the six diners (9980-85), nor wreck-damaged 9922. Coaches 9941 and 9943 were intended for conversion to transition coach-dormitories 39922 and 39924, and Beech Grove will rebuild these as well.

Beech Grove, of course, is the primary overhaul facility, and production tailed off in late July and early August due to vacations, but was back up to three new "Heritage" cars per week as August wore on. Lately, they're concentrated on baggage cars and "Congressional" coaches for "clocker" service. To bring the status of Amtrak's various "Heritage" programs up to date, here's a rundown of each program as of August 20:

Of the *Silver Meteor-Broadway Limited* program, originally scheduled to include 158 cars, 11 coaches were cancelled and one additional lounge car was added to the program. Of the 148 cars remaining in the program, all have been completed except: one baggage-dorm (1625); one Slumbercoach (2089); seven lounge cars (3113-16, 3126-28); and three coaches (4021-23). Hence, 136 cars have been completed.

The follow-on 1981 program was intended to cover 109 cars, but will almost certainly be curtailed. To date, 29 cars have been completed, as follows: 11 baggage cars (1126-32, 1137-39, 1173); one Slumbercoach (2094); 12 coaches (7000-03, 7600-06, 7615); five diners (8519-20, 8523, 8526-27). The real need now is to rebuild a group of cars to operate with the Amfleet II coaches due this fall on the *Silver Star*. The job can probably be accomplished with another 50 cars or so.

In Amtrak motive power news, EMD expected to complete its F40 order by Labor Day. As of August 20, only units 387-390 were undelivered. As for the AEM-7's, the 929 was expected by Labor Day, completing the second of three AEM-7 orders. The 930 begins the third order, and is not expected for several months.

As noted in our last issue, schedule changes August 1 were limited to "fine tuning" the schedules, slowing trains in areas of track work, and speeding them elsewhere, while retaining the basic pattern. Most trains were slowed north of Philadelphia, where the Track Laying System is at work, for example. In late July, the TLS was transferred from the area south of Philadelphia to the Trenton area. By the end of its 1981 work season, new concrete ties should be installed under existing welded rail on the two center tracks between Portal and Millham towers, about 80 track-miles. Included is a short stretch of jointed rail near New Brunswick on the westbound track, which, of course, will receive new welded rail at the same time.

In addition, welded rail (on wood ties) is being laid between Portal and the North River tunnels just west of New York City. As this is an extremely busy double track line, the work can only be performed on weekends, laying one new rail segment at a time. This work should be completed by October and will replace the last main track jointed rail in the Corridor, excepting a few short stretched in interlockings and over bridges.

(Continued on Page 8)

## ON THE SCENE *(Continued from Page 7)*

Although VIA RAIL CANADA seems to be in for its own round of retrenchments in October, the past summer saw trains doing as well as the previous year, if book consists were any guide. Still, a few changes were noted in the peak season.

The *Super Continental* lost its ex-Milwaukee Road Super Domes (Sceneramics) and instead operated with an ex-CP dome-coffee shop and dome sleeper-observation west of Winnipeg. A conventional cafe-lounge and club-lounge ran between Toronto and Winnipeg. The *Atlantic* ran a second Dayniter to Halifax and the *Ocean* added a Dayniter to Campbellton and a third sleeper to Halifax. Montreal-Ottawa trains operated with a "cafe-coach" instead of a lunch counter-dinette. The day train from Montreal to Chicoutimi had a cafe-coach instead of a buffet-club-lounge, and the overnight train to Cochrane got a buffeteria-lounge instead of its dinette. The *Northland* had a diner-bar-lounge instead of a dinette.

Most impressive consist was that of the *Super Continental* out of Vancouver: baggage, sleeper-dorm, three coaches (ex-CN), skyline dome (ex-CP), diner-lounge and two Daynitters (ex-CN), four sleepers, a diner, five more sleepers and a dome sleeper-observation. Three of the sleepers were ex-CP, the rest ex-CN. That's a 20-car train!

Finally, CN purchased eight Cape-series sleeper-lounges in 1954, and today they are Canada's only sleeper-lounges. They run Winnipeg-Churchill and on the *Atlantic* between Montreal and Halifax.

In commuter news, NJ TRANSIT has repainted at least three of the five coaches it purchased from the Louisville & Nashville in the late 1960's. All had been painted PC green - the only cars painted this way. Now, their fluted aluminum sides have been painted grey to match the stainless steel cars with which they operate.

A recent trip to Chicago yielded little really new on the commuter scene in the two years since my last visit. Twenty-two F40PH locomotives (for a total of 50) were delivered in late 1979 and 21 are assigned to the Chicago & NorthWestern (the 22nd was added to the Milwaukee Road's pool). Perhaps half of the 280 gallery cars have been repainted into the RTA livery. The only older cars to be seen in Chicago are, of course, the venerable South Shore fleet. An order for new single-level MU's has been placed with Sumitomo of Japan, and next year, things will be different on the South Shore as well.

As summer rolled on in Boston, Back Bay station was dismantled and the right of way looking west from that point had been completely cleared by early August. A review of North Station's morning rush hour disclosed only one B&M GP7 operating on what was now a slimmed-down schedule. The 1301, a push-pull car which would be involved in a fatal collision at Pride's Farm the same afternoon, was noted as I watched the morning activity at North Station. At South Station, GO Transit cars to be seen were on the Framingham line, but two trains of "Shore-liner" coaches departed at 5:10 PM for Attleboro and 5:14 for Stoughton.

MBTA's Ashmont-Mattapan high-speed trolley line is temporarily out of service for rebuilding. Therefore, the only PCC's in service are to be seen on the C line (Cleveland Circle via Beacon Street) - mostly drawn from the 3222-3271 series.

SEPTA's program to rebuild PCC's is limited, in the first phase, to Westinghouse all-electric cars. These were originally 2701-2725 and 2091-2140. To date, the following rebuilt cars have been noted: 2096, 2099, 2100, 2101, 2103, 2113, 2121, 2122, 2124, 2133, 2138, 2712, 2715 and 2721. Courtland Street shop has at least cars 2097, 2105 and 2123 in the rebuilding process at this time. With another 31 cars in the first phase, SEPTA has four Woodland and 33 Callowhill cars to choose from. As cars are needed at Courtland, the new LRV's will allow these cars to be released. Phase II involves another 100 cars, and it's understood these would all be GE-equipped cars. If so, Woodland has 55 cars, Luzerne has 47 and nine are being held in reserve for future work.



### NATIONAL ASSOCIATION OF TIMETABLE COLLECTORS

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## EAST COAST NAOTC BOURSE AND RAILRODIANA SHOW

The New York Metropolitan Area Chapter of NAOTC cordially invites Philadelphia Chapter members to its East Coast Bourse and Railrodiana Show, scheduled for Saturday, October 10, 1981 at the George Washington Motor Inn, U. S. Route 1 (Roosevelt Blvd.) and Exit 28, Pennsylvania Turnpike, Trevese, PA.

The Show opens at 9:00 AM, and will continue to 3:00 PM. Admission is \$1.00 for adults, and 50¢ for children under 12. Reservations are being accepted for tables, which are priced at \$15.00 for NAOTC members and \$25.00 for non-members. Inquiries regarding the show should be directed to Thomas E. Coval, 21 East Robin Road, Holland, PA 18966 (215-357-4570).

We urge you to visit this show, and stop by the Philadelphia Chapter, NRHS table while there.



# Freight Trains Survive in South Jersey



*In September, 1979, Cinders presented a guide to South Jersey Freight Service in order that members would have a concise, informative source when following trains between Philadelphia and the New Jersey shore. Pages 9 and 10 of this issue represent an update of the original guide, which you may wish to remove from your copy of Cinders to use.*



As successor to the well-remembered Pennsylvania-Reading Seashore Lines, Conrail today operates more than 300 miles of ex-PRSL trackage across the extreme southern part of New Jersey. Although NJ Transit's skeletal passenger service still covers 113 of these miles, the main business of the railroad is hauling freight from and to the petrochemical and glass plants, the sandpits and electric generating stations which dot the flat landscape south of Camden.

On a typical weekday some 20 local freight trains venture forth from seven yards scattered between the Delaware River and the famed playground of Atlantic City, with extras and unit coal trains appearing from time to time. The locomotives, of course, always carry Conrail lettering because there IS no other railroad in South Jersey--not even a shortline. There is talk of turning over the Philadelphia-Atlantic City route to a new operator such as the proposed "Atlantic City Railway," but to date nothing of substance has occurred beyond running one or two special trains over the line for Federal and state officials.

Pavonia yard in Camden is Conrail's operating hub for the region. This one-time Pennsylvania Railroad facility serves not only as the major classification point for all South Jersey freight traffic but also handles four daily road trains (ENCA, CAEN, PICA, CAPI) from and to the big Conrail yards at Enola and Conway, PA. These trains enter and leave Pavonia by way of the electrified Delair branch, which crosses the Delaware River on a massive steel bridge to connect with the Amtrak mainline at "Shore" tower near Frankford Junction.

In addition to the Delair branch, other Conrail lines radiating from Camden include the ex-Pennsy Bordentown secondary track to Trenton and the Pemberton secondary to Fort Dix; the Clementon branch to Winslow (where connection is made to the Lindenwold-Atlantic City mainline, Cape May branch and Winslow secondary track); and the Millville branch to Woodbury and Millville. At Woodbury the Millville line subdivides into the Penns Grove branch and the Salem secondary track, and at Glassboro the Bridgeton secondary splits off. Exactly 50 years ago the West Jersey & Seashore Railroad, a PRSL predecessor, ended its electrified passenger service between Camden and Atlantic City over the then-multiple-track line through Woodbury (see Michael Bezilla's article in the National Railway Bulletin issue #5, 1980).

All locomotives operating in South Jersey are based at Pavonia, whose shop forces maintain a total of about 100 units for service in the Philadelphia area. The most commonly-seen are the 17 ex-Reading SW1001's (#9407-9423) and 15 ex-PRSL GP38's (#7660-7674), most of the latter still in black. The GP38's frequently operate in pairs, hauling medium-size freight trains along the single-track routes south and east of Pavonia.

Segments of the Lindenwold-Atlantic City mainline, the Delair and Clementon branches and the Millville branch north of Woodbury are equipped with automatic block signals or traffic control system, while the other branches are primarily manual block. Of the seven manned towers remaining in South Jersey, only "Cooper" at Pavonia yard and "Jersey" at the east end of the Delair bridge and in service continuously. "Brown" tower in South Camden and "Woodbury" are open around the clock except on Sunday mornings, while "Atlantic" at Atlantic City, "Winslow" and "Tuckahoe" are open during the hours of passenger train operation.

Over the past half century the number of rail passengers traveling between Philadelphia, Camden and the shore resorts has dwindled from thousands of vacationers and "day-trippers" to a mere handful of commuters. Accordingly, much of the excess plant once devoted to passenger service has been removed since PRSL was formed in 1933, to the extent that there is now more abandoned rail mileage in South Jersey than remains in operation.

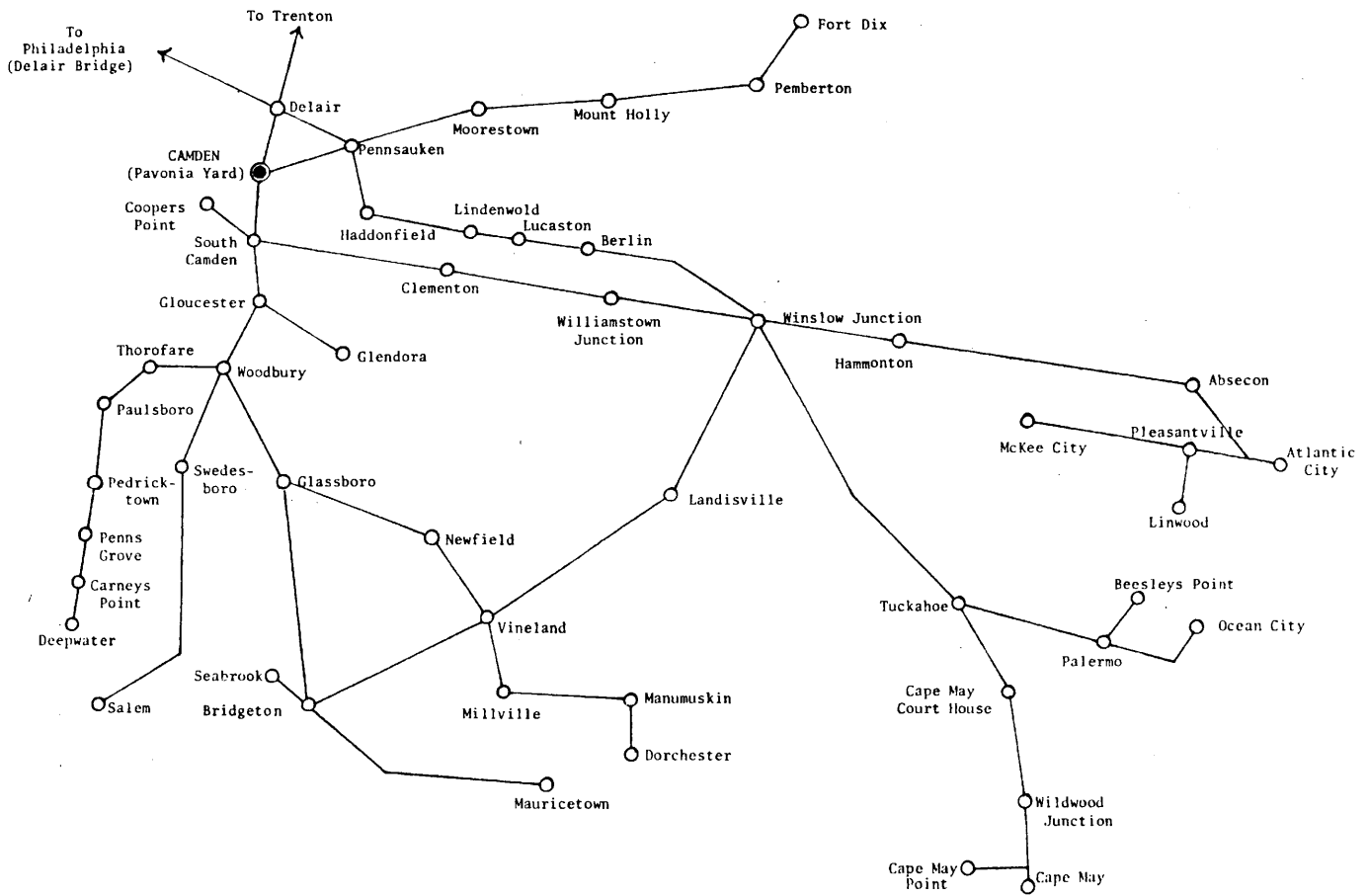
At the same time, however, long-term industrial growth in the region has led to increased freight traffic, much of it on the branchlines southwest of Camden. More tonnage, in fact, is moving over PRSL rails today than 20 years ago, though long stretches of state-owned track to Atlantic City and Cape May--57 and 80 miles from Pavonia respectively--remain virtually devoid of industry. The Atlantic City Electric generating plant at Beesleys Point, near Ocean City, is the only major rail customer along the coastline in Atlantic and Cape May counties.

Following is a list of all scheduled Conrail freight trains operating in South Jersey, updated to August 1, 1981. The "W" indicates local or "way" freight, the "P" designates Philadelphia Division which includes all trackage in the area, and the final two letters identify the originating yard. Numeric suffixes show the "out" and "back" assignment numbers for each train operating in turnaround service.

**CONRAIL**

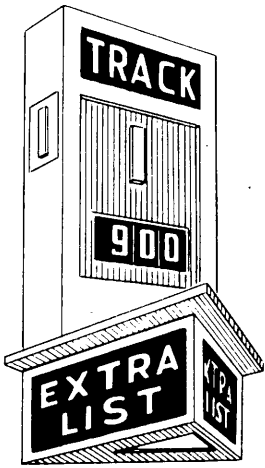


# Conrail Lines in South Jersey



TRAIN	FROM	TO	LEAVE	FREQUENCY	NOTE
WPCA-11/10	Camden	Carneys Point	2300	Ex Sat	
WPCA-20/21	Camden	Fort Dix	0500	Ex Sat/Sun	
WPCA-31/30	Camden	Beesleys Point	1700	Ex Sat/Sun	
WPCA-41/40	Camden	Millville	1600	Ex Sat/Sun	
WPCA-51/50	Camden	Winslow	1845	Ex Sun	
WPCA-71/70	Camden	Swedesboro	1600	Ex Sat/Sun	
WPCA-80/81	Camden	Morrisville	1800	Daily	
WPCA-91/90	Camden	Deepwater	1500	Ex Sun	
WPMI-11/10	Millville	Dorchester	1900	Ex Sat/Sun	
WPMI-20/21	Millville	Dorchester	0800	Ex Sat/Sun	
WPPA-11/10	Paulsboro	Thorofare	0800	Ex Sun	
WPPA-20/21	Paulsboro	Pedricktown	1500	Ex Sun	
WPPA-31/30	Paulsboro	Gibbstown	1600	Ex Sun	
WPSA-10/11	Salem	Swedesboro	1300	Ex Sat/Sun	
WPWB-61/60	Woodbury	Swedesboro	1530	Ex Sat/Sun	
WPBR-11/12	Bridgeton	Mauricetown	0700	Ex Sat/Sun	
WPBR-13/14	Bridgeton	Vineland	0800	Ex Sat/Sun	1
WPBR-21/20	Bridgeton	Mauricetown-Vineland	1200	Ex Sat	
WPBR-30/31	Bridgeton	Camden	1800	Ex Sat	
WPAC-11/10	Atlantic City	Winslow	0700	Mon/Wed/Fri	2
WPAC-11/10	Atlantic City	Linwood	0700	Tue/Thu	3
Extra	Tuckahoe	Cape May	0900	As Needed	

**NOTES:**  
 1 - Side trip to Winslow as needed  
 2 - Side trip to Lindenwold/Lucaston as needed  
 3 - Side trip to McKee City as needed



SEPTEMBER 20, 1981: Chessie's 22-car Safety Express featuring 4-8-4 #614 will operate from Silver Spring, MD to Philadelphia and return via Chessie System. Leave Silver Spring 8:30 AM, Baltimore (Mount Royal station) 10:15 AM, arrive Philadelphia (24th & Chestnut) 1:20 PM, leave Philadelphia 5:30 PM, arrive Baltimore 7:55 PM, Silver Spring 9:55 PM. Coach fares: \$33 adult, \$25 children (under 12). Parlor, dome or observation-lounge fare: \$60. Tickets and information from: Baltimore Chapter, NRHS, P. O. Box 600, Lutherville, MD 21093. Checks should be made payable to "Safety Express" and stamped, self-addressed envelope enclosed. Telephone 301-237-2608 Monday to Friday 8:30 AM-4:30 PM.

SEPTEMBER 25: Tenth anniversary banquet of Pottstown Chapter, NRHS, 6:30 PM at St. Gabriel's Church, U. S. 422 East, Douglassville, PA. Ticket price: \$7 per person. Entertainment will include film on Union Pacific Big Boys and movies by William Folger of Lancaster Chapter. Order tickets from: Arnold Watson, 203 Rosedale Drive, Pottstown, PA 19464, making checks payable to "Arnold Watson."

SEPTEMBER 26: Chessie's Safety Express will operate from Baltimore to Harpers Ferry/Martinsburg, VA and return via Old Main Line. Leave Baltimore (Camden Station) 8:30 AM, return 8:30 PM. Coach fares: \$33 adult, \$25 children (under 12). Parlor, dome or observation-lounge fare: \$60. Tickets and information from: Baltimore Chapter, NRHS at the address shown above.

SEPTEMBER 27: Repeat of September 26 Safety Express trip from Baltimore to Harpers Ferry/Martinsburg, WV and return, except will operate via Silver Spring, MD and Metropolitan branch. Leave Baltimore (Camden Station) 8:30 AM, return 7:45 PM. Fare and ticket information same as September 20.

SEPTEMBER 27: Lehigh Valley Chapter, NRHS will present its annual Railroadians/Model Railroad Show and Sale 10 AM to 4 PM at Dieruff Senior High School, Irving Street, Allentown, PA. Admission: \$1.75 per person, maximum \$3 per family. Information from: Paul A. Kuehner, P. O. Box 300, Laury's Station, PA 18059. (phone 215-799-2530).

OCTOBER 3: Chessie's Safety Express trip from Baltimore to Harpers Ferry/Martinsburg, WV via Old Main Line, returning via Silver Spring. Leave Baltimore (Camden Station) 8:30 AM, return 8:10 PM. Fare and ticket information same as September 20.

OCTOBER 3: "Hoboken Terminal Renaissance Festival" at former Erie Lackawanna terminal, Hoboken, NJ, sponsored by NJ Transit. Displays will include locomotives, cars and other rail equipment, 12 noon to 6 PM. Admission: free. Tuscan red GGI #4877 and various old and new MU cars will be available for inspection and special steam train headed by New Hope & Ivyland 2-8-0 #40 will operate on short excursion trips.

OCTOBER 3: Special Boston & Maine train from Boston (North Station) to North Adams, MA/Mechanicville, NY and return, sponsored by Mass May Division of Railroad Enthusiasts. Information from: Mass Bay RRE, Trip Committee, P. O. Box 136, Ward Hill, MA 01830.

OCTOBER 10: East Coast bourse and railroadians show, sponsored by National Association of Timetable Collectors, at George Washington Motor Inn, Pennsylvania Turnpike Exit 28, Trevose, PA, 9 AM to 3 PM. Admission: \$1 adult, 50¢ children (under 12). Tables may be reserved for \$15 (NAOTC members) and \$25 (non-members). For information, contact: Thomas Coval, 21 East Robin Road, Holland, PA 18966 (phone 215-357-4570).

OCTOBER 11: "Susquehanna Ramble", excursion sponsored by Jersey Central Railway Historical Society, in cooperation with NJ Transit and Delaware Otsego System, using EMD GP18 diesels and former CNJ open-window coaches over New York, Susquehanna and Western Railway, from Passaic Junction, Saddle Brook, NJ. Train leaves this point 8:30 AM, and all day trip includes photo sessions at numerous locations and visit to Little Ferry, NJ engine facilities. Fare: \$26. Order tickets from: Jersey Central Railway Historical Society, P. O. Box 744, Bayonne, NJ 07002. Phone orders (credit card) accepted 24 hours per day at 201-339-3061. This'll be a good one!

OCTOBER 11: "BR&W Fall Spectacular" on Black River & Western Railroad. RS1 diesel-powered special leaves Ringoes, NJ 9 AM, returns 4 PM, and will cover entire BR&W line. Fare: \$7.50 for diesel trip, \$3 for optional steam trip leaving Ringoes 4:45 PM and returning 6 PM. Tickets and information from: Recycling Railroads, Inc., 93 Main Street, Newton, NJ 07860 (phone 201-579-1311).

OCTOBER 17: "Railfan Day, 1981" at Branford Trolley Museum, East Haven, CT, includes railroadians flea market, night photo session, old trolley movies, plus rides on wide variety of equipment. Events begin 10:00 AM, and \$7.50 admission includes admission to Branford Trolley Museum and all scheduled Railfan Day activities. For additional information and advance tickets, write: Railfan Day 1981, Branford Trolley Museum, 17 River Street, East Haven, CT 06512.

OCTOBER 18: SEPTA Red Arrow tour to Norristown, Media and Sharon Hill, sponsored by New Hope Chapter, NRHS. Leave 69th Street Terminal 9 AM, return 5 PM. Fare: \$12. For reservations, contact: Richard C. Roden, 910 West Cobbs Creek Parkway, Yeadon, PA 19050. Checks should be made payable to "New Hope Chapter, NRHS" and stamped, self-addressed envelope enclosed.

OCTOBER 18: Erie Limited fall foliage excursion via former Erie Lackawanna mainline from Hoboken, NJ to Port Jervis, NY and return, including Graham freight line. NJ Transit push-pull equipment will be used. Train leaves Hoboken Terminal 9:30 MA, returns about 5 PM. Fare: \$19.95. Order tickets from: Tri-State Railway Historical Society, P.O.Box 2043, Clifton, NJ 07015, enclosing self-addressed, stamped envelope. (Cont. on Page 12)

EXTRA LIST *(Continued from Page 11)*

OCTOBER 18, 1981: Amtrak special train from Harrisburg, PA to Mystic, CT and return, sponsored by Lancaster Chapter, NRHS, using Amfleet equipment. Leave Harrisburg 5 AM, Lancaster 6:30 AM, Paoli 7:30 AM, returning to Paoli 11:20 PM, Lancaster 12:20 AM, Harrisburg 1:20 AM. Fare: \$48.50 adult, \$45.50 children (12 and under), including admission to Mystic Seaport. Tickets and information from: Lancaster Chapter, NRHS, 342 West Fritz Avenue, Quarryville, PA 17566.

OCTOBER 31: Fifteenth anniversary banquet of Hawk Mountain Chapter, NRHS, 6:30 PM at Kutztown Fire Hall, Keystone Avenue, Kutztown, PA. Ticket price: \$9.50 per person. Entertainment will include complete film versions of "The Great Steam Machine" and "The American Freedom Train," presented by Mike and Marianne Autorino who produced the films. Order tickets from: Hawk Mountain Chapter, NRHS, P. O. Box 372, Allentown, PA 18105, enclosing self-addressed, stamped envelope.

NOVEMBER 15: Special SEPTA Red Arrow excursions commemorating 50th anniversary of bullet cars on Norristown high-speed line, sponsored by Philadelphia Chapter, NRHS. Morning trip on broad-gauge lines to Media and Sharon Hill will leave 69th Street Terminal 9:30 AM, using center-door car #73 and "80" series car. Afternoon trip with bullet cars 208 and 209 will leave 69th Street 1:30 PM, returning 4:30 PM. Trip souvenir will be provided. Fare: \$12 for all-day event. Order tickets from: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101, enclosing stamped, self-addressed envelope. Checks should be made payable to "Philadelphia Chapter, NRHS."

DECEMBER 5-6: Greenberg's Great Train Show at Philadelphia Convention Center, 34th Street below Spruce. Philadelphia Chapter will have a booth for sale of books and railroadiana. Details from: Greenberg's Great Train Show, 729 Oklahoma Road, Sykesville, MD 21784

STALIN'S LOSS IS MUSEUM'S GAIN *(Continued from Page 5)*

The B&O Museum, operated by Chessie in the public interest, is located on the site of the country's first railroad depot and shops complex, where the B&O began operations a century and a half ago. Close to Baltimore's revitalized downtown Inner Harbor, it is open Wednesdays through Sundays year around.

## ADDENDUM TO RAILROAD RADIO FREQUENCY GUIDE

Conrail has instituted a new Channel 3 in this area for use in certain yards, including South Philadelphia. The new frequency is 160.86, and is supplementary to 160.80 (Channel 1) and 161.07 (Channel 2).

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