



CINDERS

June 1983



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Rail Strike Winds Down; 95% of Workers on Board

As Philadelphia's commuter rail strike dragged into its 12th week, renewed optimism was being expressed on both sides for a quick end to the walkout. Only three of 13 unions still lacked tentative or final agreements with SEPTA and those three--the signalmen's, machinists' and dispatchers' unions--represent fewer than six percent of the rail system's 1,000 employees. Two other small unions vanished from the scene because they no longer have any members in SEPTA's workforce.



While union chiefs have consistently vowed that no one would return to work until all had contracts, leaders of the Brotherhood of Railway Carmen and Transport Workers Union are known to be in favor of returning to work immediately. The Carmen have already voted to return to work and TWU members were to vote on May 30. The small yardmasters union went back to work in late April. It was not known what effect, if any, this apparent breach in union solidarity might have on the remaining negotiations.

The Brotherhood of Locomotive Engineers, a key union because it represents 140 train operators, reached tentative agreement with SEPTA on May 12, but the following week its members failed to ratify the contract in a tie vote. After receiving "clarifications" from SEPTA on certain provisions of the contract, however, the union's eight local chairmen consulted again with their members and appeared ready to approve the pact. "When they ratify," said Common Pleas Court Judge Bernard J. Goodheart, who has been mediating the negotiations, "I believe the whole thing will fall into line. Once the engineers agree, I just don't see how the others can't agree."

A second group of on-train employees, the 220 conductors and passenger attendants represented by the United Transportation Union, ratified their new contract on May 12, leading to speculation that the remaining labor groups would soon come to terms. The engineers' deadlock, however, again disrupted the settlement process.

Most of the contracts approved to date provide that rail employees will receive two paychecks, one at the lower "transit" wage level and another covering "transition" pay that would keep the workers at their previous salaries until the transit wages caught up to them. The engineers, highest paid of all the crafts, were an exception to this rule, with proposed salary levels somewhat lower than under their old Conrail agreement.

In general, a wage increase of six percent will be paid over the 42-month life of the SEPTA contracts, compared with the 19.3-percent boost recently granted SEPTA's 5,500 transit workers over three years. Thus, SEPTA is on the way to achieving its long-sought goal of bringing the rail employees into line with transit pay

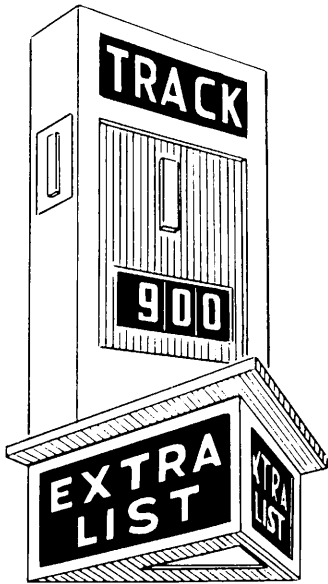
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'Susquehanna & Reading Special' Set for October 2

Nearly 200 miles of Conrail freight-only trackage will be included in the route of the Susquehanna & Reading Special to be operated by Philadelphia Chapter on Sunday, October 2, 1983.

The Chapter's first mainline excursion in two years will feature a highly unusual routing from Philadelphia to Harrisburg via Columbia, Enola yard and Rockville bridge, returning via the former Reading line from Harrisburg to Reading and Philadelphia. The train will consist of two Amtrak F40PH diesel locomotives, ten 84-seat Amcoaches and two Amcafes. Departure from 30th Street station is scheduled for 9:45 AM and return at 6:20 PM, with a one-hour stop at Harrisburg's historic Amtrak station. The trip was approved by Amtrak and Conrail exactly as requested by the Chapter.

Flyers containing detailed schedule and fare information will be available in July, and will be mailed to all members as well as to the Chapter's special excursion list. Members who wish to assist with publicity or staffing of the train are urged to contact President Eastwood as quickly as possible at 215-947-5769. A great deal of help will be needed to make the Susquehanna & Reading Special a success!



JUNE 18-19, 1983: Edaville Railroad Railfan Weekend and Collectors' Flea Market at Edaville Railroad, South Carver, MA. Special freight, passenger and mixed train runs on two-foot gauge Edaville Railroad. Two-day tickets good on all trains: \$14 adults, \$6 children. For information, write: Edaville Railroad, Route 58, South Carver, MA 02366 (telephone 617-866-4526).

JUNE 19: "The Great Locomotive Chase," sponsored by New Jersey Museum of Transportation and Shore Historical Re-Enactment Association, at Allaire State Park, Route 524, Farmingdale, NJ. Civil War groups will re-enact the famed Andrews Raid, using narrow-gauge steam trains of Pine Creek Railroad, 12 Noon to 4 PM. Fare: 75 cents per person. Rain date: July 17.

JUNE 25-26, JULY 2: Skyline Limited via Southern Railway from Alexandria to Front Royal, VA and return, using 4-6-2 #750 and/or green-and-gold FP7 diesels. Fare: \$30 adults, \$27 children, reserved air-conditioned or open-window coaches \$2 extra, \$75 first-class fare on Washington Chapter's car Dover Harbor (July 2 only). Sponsored by Washington area NRHS chapters and Chesapeake Division, RRE. Order tickets from: Steam Train, P. O. Box 762, Gaithersburg, MD 20877, enclosing stamped, self-addressed envelope.

JULY 1: Electric Railroaders' Association will sponsor European tour to Belgium and Netherlands, with flexible return date. Highlights of the trip include visits to Amsterdam, The Hague, Brussels, Charleroi, Oostende and more. Complete flyer giving full details is available from: William J. Madden, ERA, 28-53 Utopia Parkway, Flushing, NY 11358. Please include #10 stamped, self-addressed envelope with your request.

JULY 3, 9-10: Piedmont Limited via Southern Railway from Alexandria to Charlottesville, VA and return, using Norfolk & Western J-class 4-8-4 #611. Fare: \$30 adults, \$27 children, reserved air-conditioned or open-window coaches \$2 extra, \$75 first-class on Dover Harbor (July 3 and 9 only). Sponsored by Washington area NRHS chapters and RRE. Order tickets from: Steam Train, P. O. Box 762, Gaithersburg, MD 20877, enclosing stamped, self-addressed envelope.

JULY 16: Valley Limited on Southern-Norfolk & Western from Alexandria, VA to Hagerstown, MD and return via Riverton Junction, VA and Shenandoah Valley line, using Southern FP7 diesels. Fare: \$34 adults, \$32 children, \$85 first class. Order tickets from: Steam Train, P. O. Box 762, Gaithersburg, MD 20877, enclosing stamped, self-addressed envelope.

JULY 17: Richmond Special steam excursion from Alexandria to Richmond, VA via Richmond, Fredericksburg & Potomac, using 4-6-2 #750 and 4-8-4 #611. Train leaves Alexandria 12:45 PM, arrives Richmond 3:30 PM. Passengers may return on Amtrak Train #90, leaving Richmond 4:55 PM and arriving Alexandria 6:35 PM. One-way fares on steam train: \$14 adults, \$9 children (2-11). Round-trip fares: \$31 adults, \$18 children (2-11). No reservations needed for one-way trip, but round-trip tickets must be ordered in advance from: Old Dominion Chapter, NRHS, P. O. Box 8583, Richmond, VA 23226, Attention: Richmond Special Chairman, enclosing stamped, self-addressed envelope.

JULY 20-24: "Rails to Richmond 1983", NRHS national convention at Richmond, VA, hosted by Old Dominion Chapter. Trips include Norfolk & Western 4-8-4 #611 to Balcony Falls, VA via Chesapeake & Ohio and to Norfolk, VA via N&W, ex-Savannah & Atlanta 4-6-2 #750 to Keysville, VA and Southern FP7 diesels to West Point, VA. CSX Chairman Hays T. Watkins will be featured speaker at July 23 annual banquet. Convention headquarters will be at Hotel John Marshall in downtown Richmond. See article elsewhere in this issue. For further information, write: Old Dominion Chapter, NRHS, P. O. Box 8583, Richmond, VA 23226 (telephone 804-741-0706).

AUGUST 17-20: "Narrow Gauge East," third national Narrow Gauge Convention at Holiday Inn, 260 Goddard Blvd., King of Prussia, PA. Program includes modular layouts, displays, tours, banquet, clinics. Registration: \$40, spouse \$30, children \$25 (before July 1), optional East Broad Top tour \$29 (August 19), banquet \$15. Information from: Narrow Gauge Convention Committee, P. O. Box 96, Audubon, PA 19407.

DELAWARE & ULSTER TO OPERATE "RED HEIFER" TRIPS IN CATSKILLS



A new tourist railroad known as the Delaware & Ulster Rail Ride will operate this summer between Arkville and Fleischmanns in New York's Catskill Mountains, according to an announcement by the sponsoring Catskill Rail Committee. Trains will depart from Arkville station at 10:30 AM, 12:30, 2:30 and 4:30 PM Saturdays and Sundays from June 12 to June 26 and September 10 to October 23, with daily operation from July 2 through Labor Day. Fares are \$3.50 for adults and \$1.75 for children 5 to 11.

Billing itself as the "Route of the Red Heifer," the D&U will feature Brill-built ex-New York Central doodlebug M-405 and trailer #501, similar to the motor train known as the "Red Heifer" which ran in the area prior to World War II. The D&U will operate on four miles of the bucolic Catskill Mountain branch abandoned several years ago. The road also has ex-Western Maryland 44-ton diesel #76 and former Pennsylvania MP54 coaches.

Further information may be obtained by writing to: Catskill Rail Committee, P. O. Box 243, Stamford, NY 12167 (telephone 607-652-2821).



The big news this month comes from a late April press release which gave some indication of the new cars which will eventually replace the Heritage cars in our area. The Amtrak Board at its April meeting approved funding for one prototype diner and two prototype sleepers. Both will have a number of major innovations, in styling as well as mechanics. The profile of the new cars will not look like either Amfleet or Heritage cars, but rather like the Canadian LRC cars. For those who have not seen this type of car, the widest point is at the belt line under the windows, with the carbody sloping slightly inward to the roof and floor levels.

On the side, the cars will have two levels of windows (in effect, a "standee window") which will serve different functions in the sleeper and diner. The upper row of windows on the sleeper will provide a view for the occupants of the upper berth (Pullman had this feature on some standard cars and prewar streamlined cars). On the diners, the windows will serve as a clerestory, admitting additional light which should impart a more open and spacious feeling.

A common carbody will serve for both prototypes (as they will for coaches, lounges and baggage-dorms when production cars are ordered). A carbuilder will fabricate a shell, with other contractors finishing modular interior units, so that Beech Grove will function principally as an assembly point.

The modules will be in sections 6.75 feet long. On the diner, the car will not have a vestibule but an interior door between the three-window kitchen area and the six-window dining area. The sleeper will have an end vestibule, a handicapped room, two deluxe bedrooms and 14 economy bedrooms. Unlike the Superliners, all rooms in the sleepers will have both sinks and toilets. Finally, the cars appear to contemplate fluting like an Amcoach and they will be fully compatible with Heritage cars, since they'll have to run with them during a long testing and transition period.

In other news, Amtrak managed to have a Wyoming injunction overruled and now is free to discontinue service over the old Union Pacific route. However, while the intended route via the Rio Grande is out of commission, the *California Zephyr* will continue to make its old stops at what are now non-agency stations.

Every Amtrak train has consist limits imposed by individual operating railroad regulations and Amtrak policy. The *Broadway Limited*, for example, may run to 19 cars with only two locomotives, but it may not have more than three food service cars and train crews must have access to the rear. The Washington section may operate up to nine cars with a single F40. F40's may pull ten car trains with one unit and 13 with two. But, if one unit has the larger M.A. set (that is, any unit numbered above 230), a pair of F40's may haul up to 16 cars in the Northeast Corridor.

High-speed trains require more power. Hence, the Metroliners may run up to six cars with one AEM-7, while conventional trains may operate up to 14 cars. E60's may haul up to 18 conventional cars.

Cars assigned to each train are based in Amtrak yards around the country (Boston, Sunnyside, Philadelphia, Washington, Chicago, New Orleans, Hialeah, Oakland, Los Angeles, Rensselaer and Seattle). In general a location gets one spare car for each car "line". To illustrate, the *Broadway Limited's* cars are based at Sunnyside and the train requires three sets of cars (except baggage cars which spend time at each end unloading and thus need five sets). You'd expect Sunnyside then, to have four baggage-dorms (counting the spare) and indeed cars 1610-1612 and 1630 are assigned. Bear in mind that operating considerations often cause temporary "borrowing" between equipment pools.

Elsewhere on Amtrak, instruction car 10505 is the former coach 4549, recently rebuilt and converted to HEP. "New" HEP cars released from Beech Grove are baggage 1188 and dome coach 9403, the third one in the series, both outshopped on May 4. Amtrak has purchased 30 cars from Auto-Train. Cars 100-120 are the tri-level cars built new in 1974 and 1976, while cars 4, 7, 10, 14, 20, 22, 23, 25 and 27 are bi-level cars acquired originally by A-T from Canadian National. Reportedly, they will receive 9100-series numbers.

Look for Amtrak to discontinue agency service at many "one-train" stations (and with it, some waiting rooms and express service).

VIA RAIL CANADA has assigned U.S. sleepers as dormitory cars on the *Canadian*. They are 10-6 sleepers consisting of eight ex-Florida East Coast, two ex-Milwaukee Road and one ex-Erie type. Most of the remaining VIA sleepers, of course, were built in the United States, but for Canadian service. VIA continues to clean house with a sale in May of 36 cars with another 62 due soon. Ice air-conditioned cars are being decimated, with no more than 25 coaches left. Some of these may also have been retired, but I haven't caught up with them yet.

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ON THE SCENE *(Continued from Page 3)*

SEMTA's Detroit-Pontiac commuter service now consists of three rush-hour trains requiring a total of three locomotives and 14 cars. Classic steam-heated equipment is still used, with 12 ex-Pennsy and 11 ex-Union Pacific cars available. One car, ex-UP 4808, has been modified as a snack bar, and car 4807 is in storage. All 23 cars recently were assigned names taken from local towns. The seven ex-*Keystone* coaches still survive, and one may be rebuilt as a prototype — already HEP, it would continue in commuter service if the program is successful. An April 30 fantrip sponsored by the Blue Water Chapter, NRHS, used three SEMTA locomotives and 18 coaches (save only 108, 111, 4807, 4810 and 4814). Last SEMTA locomotive to be rebuilt will be the 903, to be completed in 1983.

SOUTH SHORE LINE has all 36 new cars in use (although two are temporarily out of service from a grade-crossing collision). Until eight additional cars are received this fall, six old cars soldier on. They arrive Chicago at 5:45 AM, go right back out to Gary and return at 7:52 AM. These six cars then split into two three-car trains leaving Chicago at 2:15 PM for Michigan City and 3:15 PM to Gary. The first train drops one car at Gary for the second train to pick up. Now four cars, that train returns to Chicago at 5:35 PM and leaves for Michigan City at 5:58 PM. No old cars operate weekends, and there are no RTA cars on the line at all now. Surviving old cars are 11-16, 18-19 and 21-22, all lengthened, but not modernized.

At last check the six leased SEPTA coaches being used by Metro-North were in service on the Danbury trains, although they have also been spotted at Brewster. The Danbury trains also seem to draw the two leased Amtrak E8's (495 and 497).

LONG ISLAND's GP38's are equipped with three different types of horn. Some have the K5LA horns so familiar on Amtrak's later units, while others have three and five-tone examples. LIRR's summer parlor service is now being marketed as the Sunrise Fleet (hence the red stripe to set these cars off from the blue coaches). Five Friday (and one Thursday) trains carry such cars out to Montauk. Returning, there are six trains from Montauk Sunday evening and two Monday morning. As before, Greenport's only service is one train out Friday evening, but that train now leaves Jamaica about a half-hour earlier, and deadheads back. The LI has only one smoking car now on trains ten cars and under. From personal observations, trains over ten cars are limited to two Port Jefferson and one Yaphank diesel train, and perhaps five MU trains.

NEW JERSEY TRANSIT has received the first two F7's leased from CHICAGO & NORTH WESTERN. There will be a total of six units, #417, 418, 420, 423, 424 and 425. NJT has transferred Comet II coaches to Hoboken to operate on the additional diesel-powered trains planned. NJ Transit's current rush-hour requirement for steam-heated cars is 55, including four lounges and a commuter club. Seventy-two cars are considered active. The former Erie Lackawanna MU's total 103 active motors and 102 active trailers (plus 13 motors and seven trailers officially stored). Requirements call for 77 sets of motors and trailers, or 154 cars in the rush hour.

France will place the northern segment of its high-speed TGV route into service on September 25, 1983. On January 10, 1984, it will initiate Paris-Lausanne service to Switzerland, which will replace three more TEE trains. The number of TEE trains in Europe continues to decline, replaced by two-class trains of higher quality.

PORT AUTHORITY TRANS-HUDSON named an additional seven cars in April, leaving 11 PA class cars un-named, and all surviving Class K cars, as well.

BOSTON MBTA still has about 80 active PCC cars — all at Arborway except 12 on the Ashmont-Mattapan high-speed line.

There were 34 Class I railroads in the United States at the end of 1982, but a number are jointly controlled or in the process of combining. Eastern lines are Amtrak, Baltimore & Ohio, Bessemer & Lake Erie, Boston & Maine, Conrail, Delaware & Hudson, Long Island, Pittsburgh & Lake Erie and Western Maryland.

In some late Amtrak news, as of May 20, ten cars had been refurbished for Metroliner Service. Six coaches (21914, 21956-21957, 21966, 21971 and 21984) have been completed, as have two clubs (20970, 20979) and two dinettes (20913, 20915). The cars are assigned to two round trips at this time: Trains 283, 289, 286 and 288. Five Amfleet II cars (coaches 25122-25124 and lounges 28023-28024) are still expected from Budd Company.

The consist of the "Real People Express", which operated on the Boston-Washington segment of its trip on Wednesday, May 25, as it passed through Philadelphia was AEM-7's 918 and 934, baggage 1187, sleepers 2980-Pine Creek, 2892, 2913-Pacific Gardens, 2900-Pacific Bay, 2989-Pine Fern, baggage 1249, Amcafe 20033, diner 8504, and Track Inspection car 10000.

RAIL STRIKE WINDS DOWN; 95% OF WORKERS ON BOARD *(Continued from Page 1)*

scales and work rules, though the agency will still be required to bargain with a plethora of individual unions. Contracts with the two operating brotherhoods, BLE and UTU, depart from traditional practice in providing for a basic five-day, 40-hour work week with overtime pay for additional work.

As soon as the strike ends, SEPTA management will be faced with another task almost as formidable as negotiating the new agreements. Recapturing rail riders in sufficient numbers to pay for the settlements will require a turnabout in strategy: individual and group fare discounts, more frequent and reliable service. SEPTA is reportedly gearing up a major campaign to snare at least 50,000 daily riders—a substantial increase from the pre-strike level of 38,000. If this effort fails, the commuter rail system may find itself in even bigger trouble than during the strike.

"Rails to Richmond" Convention Set for July 20-24

The Old Dominion Chapter has announced the schedule for "Rails to Richmond 1983," the NRHS national convention to be held in Richmond, VA July 20-24. Convention headquarters will be at the Hotel John Marshall in downtown Richmond.



Highlights of the convention are as follows:

Wednesday, July 20 - Bus trip to Intervale, VA to ride the steam-powered Alleghany Central Railroad. Leave 7 AM, return 8 PM. Fare: \$40 per person, including lunch.

Thursday, July 21 - Steam trip from Richmond to Balcony Falls, VA via Chesapeake & Ohio, using Norfolk & Western J-class 4-8-4 #611. Leave 7 AM, return 10 PM. Fare: \$70 per person, including lunch, dinner snack and local transportation.

Friday, July 22 - Diesel-powered trip from Richmond to West Point, VA via Southern Railway, using Southern FP7 locomotives. Leave 9:30 AM, return 4:15 PM. Fare: \$40 per person, including lunch and local transportation.

Friday, July 22 - Annual meeting of members and meeting of NRHS board of directors at Hotel John Marshall, 9 PM.

Saturday, July 23 - Steam excursion from Richmond to Keysville, VA via Southern Railway, using ex-Savannah & Atlanta 4-6-2 #750 and assisted by Southern FP7 diesels. Leave 8 AM, return 5 PM. Fare: \$40 including lunch and local transportation.

Saturday, July 23 - Annual banquet at Hotel John Marshall, 7:30 PM. Featured speaker: CSX Chairman Hays T. Watkins. Tickets: \$20 per person.

Sunday, July 24 - Steam trip from Richmond to Norfolk, VA via N&W behind 4-8-4 #611. Leave 8 AM, return 8:15 PM. Fare: \$70 per person, including lunch and local transportation.

In addition to the charges shown above, there is a registration fee of \$20 per person (\$10 for family members). Complete information and order forms were mailed to all NRHS members in early May, along with hotel reservation forms. Ticket orders should be sent to: Old Dominion Chapter, NRHS, P. O. Box 8583, Richmond, VA 23226, enclosing stamped, self-addressed #10 envelope and checks made payable to "Rails to Richmond 1983." For further information, telephone 804-741-0706.

Railfan & Railroad Editor Jim Boyd is also planning one of his unique night photo sessions just prior to the convention. Tentative arrangements have been made to pose Chessie, Seaboard and Southern diesels at the famed three-level crossing near Richmond's old Main Street station at 9 PM on Tuesday, July 19. There will be no charge for this event.

Immediately following the convention, the Roanoke Chapter will operate its 1983 Independence Limited from Richmond to Chicago behind steam locomotive #611. The special will leave Richmond on Monday morning, July 25, using Southern's FP7 diesels as far as Burkeville, VA, where 611 will couple on for the four-day, all-daylight trip to the Windy City. An early afternoon arrival in Chicago is planned on Thursday, July 28, to allow for connection to homeward-bound trains and planes.

Information and fares for the Independence Limited may be obtained by writing: Roanoke Chapter, NRHS, P. O. Box 13222, Roanoke, VA 24032.

Philadelphia-area members going to the convention should note that Amtrak operates four trains daily in each direction between 30th Street Station and Richmond's Staples Mill Road station, with a running time of under five hours. Reservations may be made by calling Amtrak at 215-824-1600 in Philadelphia, 800-562-5380 elsewhere in Pennsylvania or 800-523-5700 in New Jersey.

PENN'S LANDING TROLLEYS OPERATING ON DELAWARE AVENUE

The Penn's Landing trolleys have begun their second season on Delaware Avenue, close to Philadelphia's historic area. Operated by Buckingham Valley Trolley Association, the trolleys run on a one-mile segment of the Philadelphia Belt Line between the Benjamin Franklin bridge and Catherine Street, with the boarding area located at Delaware Avenue and Dock Street.

Both ex-Red Arrow car #26 (Brill 1918) and ex-Wilmington single-truck #120 (Brill 1904) are in regular operation on Saturdays, Sundays and Holidays from 11 AM to dusk. Cars will also run on Thursdays and Fridays in June, July and August. The fares are \$1 for adults and 50 cents for children, with tickets available at the Cruiser Olympia ticket booth near Spruce Street.

The Penn's Landing trolley operation began in 1982 as part of Philadelphia's Century 4 celebration, and may become a permanent attraction in the City's tourist area.

Conrail Continues South Jersey Operations

In its September 1981 issue, Cinders published an article on Conrail's freight operations in South Jersey. Below is a listing of the scheduled freight trains currently operating over branches of the former Pennsylvania-Reading Seashore Lines and Penn Central, updated to May 1, 1983.

Pavonia yard in Camden remains the nerve center of Conrail operations in the South Jersey area. In addition to the local trains listed here, six daily road trains originate or terminate at Pavonia, all of them operating via the Delair bridge route connecting Camden with Philadelphia. They are:

CAED Lv 0430 for Edge Moor (Wilmington), DE
 CAEN Lv 1400 for Enola (Harrisburg), PA
 CAPI Lv 2115 for Conway (Pittsburgh), PA
 EDCA Ar 1345 from Edge Moor, DE
 ENCA Ar 1159 from Enola, PA
 PXCA Ar 0800 from Elkhart, IN (1400 Sunday and Monday)

Pavonia diesel shop maintains about 130 locomotives for use in freight and switching service throughout South Jersey. While traffic volumes are down considerably from 1981 levels, there is activity seven days a week at Pavonia, and local freights venture out on some branch lines even on Sundays.

Effective May 1, 1983, Shore Fast Line, Inc., assumed freight operations over two short branches centering on Pleasantville, NJ, both of which were purchased from Conrail. The new company also plans to operate over the New Jersey Transit-owned main line to Winslow Junction, where interchange would be made with Conrail. SFL has acquired five General Electric 3,000-hp U30B locomotives formerly leased to Conrail, one of which (#2884) arrived at Pleasantville in early May.

TRAIN	FROM	TO	LEAVE	FREQUENCY	NOTE
WPCA-11/10	Camden	Carneys Point	0100	Ex Sun	
WPCA-20/21	Camden	Mt. Holly	0500	As Needed	
WPCA-31/30	Camden	Beesleys Point	0615	Ex Sat/Sun	1
WPCA-41/40	Camden	Millville	1600	Ex Sat/Sun	
WPCA-51/50	Camden	Winslow Junction	1845	As Needed	
WPCA-90/91	Camden	Burlington	0600	Ex Sat	
WPBR-11/12	Bridgeton	Mauricetown	1800	Ex Sun	
WPBR-13/14	Bridgeton	Vineland	1000	Ex Sat/Sun	2
WPBR-21/20	Bridgeton	Vineland-Mauricetown	0830	Ex Sat	
WPBR-30/31	Bridgeton	Camden	0700	Ex Sat	
WPBU-21/20	Burlington	Fieldsboro	1500	Ex Sun	
WPHM-11/10	Hammonton	Lindenwold-Atlantic City	0800	Ex Sat/Sun	
WPMI-20/21	Millville	Newfield	0800	Ex Sat/Sun	
WPPA-11/10	Paulsboro	Thorofare	0800	Ex Sun	
WPPA-20/21	Paulsboro	Pedricktown	1500	Ex Sat/Sun	
WPPA-31/30	Paulsboro	Bridgeport	1600	Ex Sat/Sun	
WPSW-10/11	Swedesboro	Salem	1600	Ex Sun	
WPWB-61/60	Woodbury	Swedesboro	1530	Ex Sat/Sun	

NOTES:

1 - Side trip to Cape May as needed

2 - Side trip to Winslow Junction as needed

All trains operate in turnaround service, the numeric suffixes indicating "out" and "back" assignment numbers.

PTC CAP BADGES FOR SALE BY SEPTA

A number of surplus operators' cap badges issued by the old Philadelphia Transportation Company are now available from SEPTA.



These badges, which are sold "as is," are available only in lots of ten at a price of \$35 per lot. Orders accompanied by certified check or U. S. Postal Money Order should be addressed to:

Mr. Earl Johnston
 Purchasing Department
 SEPTA
 200 W. Wyoming Avenue
 Philadelphia, PA 19140

Return address should include street and house number, because delivery will be effected by United Parcel Service.

Members interested in obtaining these collectors' items are urged to act quickly, before the limited supply of badges is exhausted.

'Cinders' Surveys Area Tourist Roads, Shortlines

As summertime once again approaches, many Chapter members will feel the urge to visit nearby steam-powered railroads and other interesting shortlines. To assist in this quest, Cinders herewith presents its annual survey of small roads in the Tri-State area.

First is a catalog of tourist-hauling carriers within 200 miles of Philadelphia, including the latest available information on train schedules, round-trip fares and dates of operation. Unless otherwise indicated, schedules apply through the end of October 1983. Distances shown are one-way mileages over the normal operating route.

Following this are current locomotive rosters for each tourist road as well as most freight-hauling shortlines within this geographical area. Engines likely to be used in passenger service are designated (*).

* * * * *

BLACK RIVER & WESTERN RAILROAD, RINGOES, NJ (Telephone 201-782-6622)

Schedule: Saturdays, Sundays and Holidays (through November): Leave Ringoes for Flemington 10:45 AM, 12:15, 1:45, 3:15, 4:45 PM. Leave Flemington for Ringoes 11:30 AM, 1:00, 2:30, 4:00, 5:30 PM.
Tuesdays through Fridays (July and August): Leave Ringoes for Flemington 12:30, 1:30, 2:30, 3:30 PM.
Leave Flemington for Ringoes 1:00, 2:00, 3:00, 4:00 PM.
Sundays (through October): Leave Ringoes for Lambertville 12:15, 1:45, 3:15, 4:45 PM. Leave Lambertville for Ringoes 1:00, 2:30, 4:00, 5:30 PM.

Fares: Adults \$4.00, children (5-12) \$2.00, children (3-4) \$1.00.

Distance: Ringoes-Flemington 5 miles, Ringoes-Lambertville 7 miles.

EAST BROAD TOP RAILROAD, ROCKHILL FURNACE (ORBISONIA), PA (Telephone 814-447-3011)

Schedule: Saturdays, Sundays and Holidays (June, September, October): Hourly 11:00 AM to 4:00 PM.
Daily (July and August): Hourly 11:00 AM to 4:00 PM.

Fares: Adults \$4.50, children (5-12) \$2.25.

Distance: Orbisonia-Colgate Grove 4 miles.

Added Attraction: Shade Gap Electric Railway operates vintage trolley cars 11:00 AM to 5:00 PM Saturdays, Sundays and Holidays, connecting with EBT trains at Orbisonia.

GETTYSBURG RAILROAD, GETTYSBURG, PA (Telephone 717-334-6932)

Schedule: Saturdays and Sundays: Leave Gettysburg for Biglerville 1:00 and 3:00 PM (October 1-2, 8-9 at 11:00 AM, 1:00, 3:00 PM).
Special runs: Leave Gettysburg for Mt. Holly Springs July 9, August 13, September 24, October 15, 16 and 22 at 10:00 AM.

Fares: To Biglerville, adults \$3.00, children (under 12) \$1.75.
To Mt. Holly Springs, adults \$8.00, children (under 12), \$5.00.

Distance: Gettysburg-Biglerville 8 miles, Gettysburg-Mt. Holly Springs 24 miles.

MARYLAND MIDLAND RAILWAY, WALKERSVILLE, MD (Telephone 301-898-3211)

Schedule: Saturdays and Holidays: Leave Walkersville for Taneytown 1:00 PM.
Sundays: Leave Walkersville for Woodsboro 2:00 PM.
Wednesdays (July and August): Leave Walkersville for Woodsboro 1:00 PM.

Fares: To Taneytown, adults \$10.00, children \$6.00.
To Woodsboro, adults \$5.00, children \$3.00.

Distance: Walkersville-Taneytown, 17 miles, Walkersville-Woodsboro 5 miles.

NEW HOPE STEAM RAILWAY, NEW HOPE, PA (Telephone 215-862-2707)

Schedule: Saturdays: Leave New Hope for Lahaska 1:30 and 3:30 PM.
Sundays and Holidays: Leave New Hope for Lahaska 1:45, 2:45, 4:15 PM (1:30 and 3:15 PM in November)

Fares: Adults \$4.75, children (under 12) \$2.75.

Distance: New Hope-Lahaska 4 miles.

(Continued on Page 8)

'CINDERS' SURVEYS AREA TOURIST ROADS, SHORTLINES (Continued from Page 7)

PINE CREEK RAILROAD, FARMINGDALE, NJ (Telephone 201-938-5524)

Schedule: Saturdays, Sundays and Holidays: Leave every 30 minutes 12 Noon to 5:00 PM.
Weekdays (July and August): Leave every 30 minutes 12 Noon to 5:00 PM (diesel-powered trains).

Fares: Adults and children 75¢, in addition to Allaire State Park entrance fee (weekends \$2.00 per car, weekdays \$1.00 per car).

Distance: 1-mile loop track.

RAIL TOURS, INC., JIM THORPE, PA (Telephone 717-325-4606)

Schedule: Sundays and Holidays (July through Labor Day and during October): Leave every 30 minutes 12 Noon to 5:00 PM.

Fares: Adults \$1.00, children (5-12) 50¢.

Distance: 1 mile.

STRASBURG RAIL ROAD, STRASBURG, PA (Telephone 717-687-7522)

Schedule: May 28 through June 24: Leave Strasburg for Leaman Place weekdays hourly 11:00 AM to 4:00 PM, Saturdays hourly 11:00 AM to 5:00 PM, Sundays hourly 12 Noon to 5:00 PM.
June 25 through September 5: Weekdays, Saturdays and Holidays hourly 10:00 AM to 5:00 PM and 7:00 PM, Sundays 12 Noon to 5:00 PM and 7:00 PM, with additional trains on the half-hour as needed.
September 6 through October 30: Weekdays hourly 12 Noon to 3:00 PM, Saturdays hourly 11:00 AM to 4:00 PM, Sundays hourly 12 Noon to 4:00 PM.
November 5 through December 11: Saturdays, Sundays and Friday after Thanksgiving hourly 12 Noon to 3:00 PM.

Fares: Adults \$3.50, children (3-11) \$1.75, all-day pass \$5.00.

Distance: Strasburg-Leaman Place 4 miles.

Added Attraction: Railroad Museum of Pennsylvania, Strasburg. Admission: \$1.50 adults, over 65, \$1.00, children (under 12) free.

WANAMAKER, KEMPTON & SOUTHERN RAILROAD, KEMPTON, PA (Telephone 215-756-6469)

Schedule: Sundays and Holidays: Leave Kempton for Wanamaker hourly 1:00 to 5:00 PM.
Saturdays (July and August, September 3, 10): hourly 1:00 to 4:00 PM.
Gasoline-powered car "Berkys" also operates hourly 1:00 to 5:00 PM Saturdays in June, weekdays in July and August, Saturdays September 17 through October 29 and first three Sundays in November.

Fares: Adults, \$2.50, children (under 12) \$1.25.

Distance: Kempton-Wanamaker 3 miles.

WILMINGTON & WESTERN RAILROAD, MARSHALLTON, DE (Telephone 302-998-1930)

Schedule: Sundays and Holidays: Leave Greenbank Station (Marshallton) for Mt. Cuba 12:30, 2:00 and 3:30 PM.
Special runs to Ashland or Hockessin, DE as announced.

Fares: Adults \$3.00, children (5-12) \$2.00.

Distance: Greenbank-Mt. Cuba 4 miles.

<p>LOCOMOTIVE ROSTERS OF AREA TOURIST AND SHORTLINE RAILROADS begin on Page 9</p>

Richmond, VA - July 20 - 24

LOCOMOTIVE ROSTERS OF AREA TOURIST AND SHORTLINE RAILROADS

May 1, 1983

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>BLACK RIVER & WESTERN RAILROAD, RINGOES, NJ (c)</u>						
1	0-4-0	15-ton	G-Elec	Mack	1935	Crucible Steel 1
50	0-4-0	20-ton	D-Mech	Davenport	1941	Kingston Trap Rock
56	B-B	T6	D-Elec	Alco	1958	Conrail 9847
*57	B-B	RS1	D-Elec	Alco	1948	Washington Terminal 57
58	B-B	RS1	D-Elec	Alco	1951	Devco 211
*60	2-8-0		Steam	Alco	1937	Great Western 60
204	B-B	RS1	D-Elec	Alco	1947	Devco 204
1554	B-B	RS3	D-Elec	Alco	1953	Central of New Jersey 1554
*4666	Railcar	660	D-Elec	Brill	1930	Pennsylvania 4666
<u>BRANDYWINE VALLEY RAILROAD, COATESVILLE, PA (c)</u>						
8201	B-B	NW2	D-Elec	EMD	1945	Conrail 9236
8202	B-B	NW2	D-Elec	EMD	1949	Conrail 9228
8203	B-B	NW2	D-Elec	EMD	1948	Conrail 9259
8204	B-B	NW2	D-Elec	EMD	1949	Conrail 9230
<u>CANTON RAILROAD, BALTIMORE, MD (c)</u>						
45-48	B-B	SW900	D-Elec	EMD	1956	
50-51	B-B	SW9	D-Elec	EMD	1952	Apalachicola Northern 707, 708
52	B-B	NW2	D-Elec	EMD	1946	Union Pacific 1036
<u>CHESTNUT RIDGE RAILWAY, PALMERTON, PA (c)</u>						
11	B-B	S2	D-Elec	Alco	1946	
51	Railbus	AB	G-Mech	Mack	1922	
<u>DELAWARE COAST LINE RAILROAD, GEORGETOWN, DE (c)</u>						
23	B-B	RS1	D-Elec	Alco	1954	Soo 351
8651	B-B	SW900m	D-Elec	EMD	1938	Conrail 8651
<u>EAST BROAD TOP RAILROAD, ROCKHILL FURNACE, PA (3-foot gauge)</u>						
M-1	Railcar		G-Elec	EBT/Brill	1926	
M-4	0-4-0	JCD	D-Mech	Plymouth	1947	Warner Company
*12	2-8-2		Steam	BLW	1911	
14	2-8-2		Steam	BLW	1912	
*15	2-8-2		Steam	BLW	1914	
16	2-8-2		Steam	BLW	1916	
*17	2-8-2		Steam	BLW	1918	
18	2-8-2		Steam	BLW	1920	
<u>EASTERN SHORE RAILROAD, CAPE CHARLES, VA (c)</u>						
10	B-B	S4	D-Elec	Alco	1953	Milwaukee 816
17	B-B	T6	D-Elec	Alco	1958	Conrail 9844
200	B-B	C420	D-Elec	Alco	1963	Long Island 200
203	B-B	C420	D-Elec	Alco	1964	LI 210
1600	B-B	GP8	D-Elec	EMD	1950	Norfolk & Western 3450
1603	B-B	GP8	D-Elec	EMD	1952	N&W 3468
<u>GETTYSBURG RAILROAD, GETTYSBURG, PA (c)</u>						
*38	2-8-0		Steam	BLW	1927	Huntingdon & Broad Top Mountain 38
56	B-B	RS3	D-Elec	Alco	1955	Long Island 1556
70	B-B	RS36	D-Elec	Alco	1962	Norfolk & Western 2870
*76	2-8-0		Steam	BLW	1920	Mississippian 76
407	B-B	S12	D-Elec	BLH	1953	Monongahela 407
3254	2-8-2		Steam			Canadian National 3254
<u>MARYLAND MIDLAND RAILWAY, WALKERSVILLE, MD (c)</u>						
*102	B-B	65-ton	D-Elec	Whitcomb	1944	East Washington 102
301	B-B	RS3	D-Elec	Alco	1955	Long Island 1559
<u>MARYLAND & DELAWARE RAILROAD, FEDERALSBURG, MD (c)</u>						
14	B-B	T6	D-Elec	Alco	1959	Norfolk & Western 10
16	B-B	T6	D-Elec	Alco	1959	N&W 34
18	B-B	T6	D-Elec	Alco	1959	N&W 19
19	B-B	T6	D-Elec	Alco	1958	Conrail 9846
20	B-B	RS1	D-Elec	Alco	1951	Rutland 400
21	B-B	RS1	D-Elec	Alco	1954	Soo 350
22	B-B	RS1	D-Elec	Alco	1943	Atlanta & St. Andrews Bay 905

(MARYLAND & DELAWARE continued on Page 10)

LOCOMOTIVE ROSTERS OF AREA TOURIST AND SHORTLINE RAILROADS (Continued from Page 9)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>MARYLAND & DELAWARE RAILROAD (Continued from Page 9)</u>						
25	B-B	RS1	D-Elec	Alco	1954	Soo 352
42	B-B	RS32	D-Elec	Alco	1961	Conrail 2031
52	B-B	C420	D-Elec	Alco	1966	Conrail 2073
54	B-B	C420	D-Elec	Alco	1966	Conrail 2074
<u>MARYLAND & PENNSYLVANIA RAILROAD, YORK, PA (c)</u>						
81	B-B	NW2	D-Elec	EMD	1946	
82	B-B	SW9	D-Elec	EMD	1951	
83	B-B	SW900	D-Elec	EMD	1936	Steelton & Highspire 23 (Note 1)
84	B-B	SW9	D-Elec	EMD	1952	Pittsburgh & Lake Erie 8952
85	B-B	NW2	D-Elec	EMD	1941	Reading 92
86	B-B	GP7	D-Elec	EMD	1953	Reading 621
<u>MIDDLETOWN & HUMMELSTOWN RAILROAD, MIDDLETOWN, PA (c)</u>						
1	B-B	65-ton	D-Elec	GE	1941	U. S. Army 7272
2	B-B	65-ton	D-Elec	GE	1955	Standard Slag & Stone
<u>MORRISTOWN & ERIE RAILWAY, MORRISTOWN, NJ (c)</u>						
14	B-B	S4	D-Elec	Alco	1952	
15	B-B	RS1	D-Elec	Alco	1944	U. S. Navy 6
16	B-B	C430	D-Elec	Alco	1967	Conrail 2054
<u>NEW HOPE & IVYLAND RAILROAD, NEW HOPE, PA (c)</u>						
9	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 9
*40	2-8-0		Steam	BLW	1925	Cliffside 40
100-101	B-B	DS44-1000	D-Elec	BLW	1947	Copper Range 100, 101
*302	B-B	DS44-1000	D-Elec	BLW	1949	Penn Central 8281
390	B-B	45-ton	D-Elec	GE	1942	U. S. Army (Note 2)
*395	B-B	V0660	D-Elec	BLW	1945	Warner Company 11
400	B-B	44-ton	D-Elec	GE	1947	Hoboken Shore 700 (Note 2)
1533	4-6-0		Steam	Montreal	1911	Canadian National 1533
8311	B-B	S12	D-Elec	BLH	1952	Penn Central 8311
<u>OCTORARO RAILWAY, KENNETT SQUARE, PA (c)</u>						
3	B-B	S2	D-Elec	Alco	1948	Baltimore & Ohio 9063
4	B-B	S2	D-Elec	Alco	1944	B&O 9034
9	B-B	65-ton	D-Elec	GE	1941	Black River & Western 7079
<u>PATAPSCO & BACK RIVERS RAILROAD, SPARROWS POINT, MD (c)</u>						
10	B-B	S1ug		BLW		P&BR 309
12-17	B-B	S1ug		BLW		P&BR 307, 339, 306, 302, 336, 343
18	B-B	S1ug		BLW		
19	B-B	S1ug		BLW		P&BR 359
112	B-B	SW7	D-Elec	EMD	1950	Cambria & Indiana 45
113-114	B-B	SW9	D-Elec	EMD	1951	C&I 31, 30
115	B-B	SW9	D-Elec	EMD	1952	C&I 33
116	B-B	SW7	D-Elec	EMD	1949	Conemaugh & Black Lick 115
117	B-B	SW9	D-Elec	EMD	1952	C&BL 118
118	B-B	NW2	D-Elec	EMD	1947	Missouri Pacific 1005
121-122	B-B	SW7	D-Elec	EMD	1950	Cornwall 121, 122
123-124	B-B	SW9	D-Elec	EMD	1952	Steelton & Highspire 42, 41
125	B-B	SW1200	D-Elec	EMD	1956	
128	B-B	SW1200	D-Elec	EMD	1956	
130-133	B-B	SW1200	D-Elec	EMD	1957	
135	B-B	SW9	D-Elec	EMD	1951	Steelton & Highspire 40
136	B-B	SW7	D-Elec	EMD	1950	Conemaugh & Black Lick 107
137	B-B	SW7	D-Elec	EMD	1949	C&BL 103
140	B-B	V01000	D-Elec	BLW/EMD	1943	P&BR 358
141	B-B	V01000	D-Elec	BLW/EMD	1942	P&BR 356
142-143	B-B	V01000	D-Elec	BLW/EMD	1945	Philadelphia, Bethlehem & New England 251,252
144-145	B-B	DS44-1000	D-Elec	BLW/EMD	1947	Reading 28, 29
146	B-B	V01000	D-Elec	BLW/EMD	1942	P&BR 351
147	B-B	V01000	D-Elec	BLW/EMD	1943	P&BR 355
348	B-B	DS44-1000	D-Elec	BLW	1948	Ironton 750

(Continued on Page 11)

LOCOMOTIVE ROSTERS OF AREA TOURIST AND SHORTLINE RAILROADS (Continued from Page 10)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD, BETHLEHEM, PA (c)</u>						
10	B-B	S1ug		BLW		Conemaugh & Black Lick 12
11	B-B	S1ug		BLW		Reading 712
12	B-B	S1ug		EMD		Patapsco & Back Rivers 120
13-14	B-B	S1ug		EMD		
21	B-B	NW2	D-Elec	EMD	1941	
22-25	B-B	NW2	D-Elec	EMD	1946	
26	B-B	NW2	D-Elec	EMD	1949	Bangor & Aroostook 20
27	B-B	NW2	D-Elec	EMD	1947	Cornwall 101
28	B-B	NW2	D-Elec	EMD	1949	Bangor & Aroostook 21
31-34	B-B	SW7	D-Elec	EMD	1950	
35-37	B-B	SW9	D-Elec	EMD	1951	
38	B-B	SW9	D-Elec	EMD	1952	
39	B-B	SW1200	D-Elec	EMD	1956	
40-43	B-B	SW1200	D-Elec	EMD	1957	
44	B-B	SW7	D-Elec	EMD	1950	Cornwall 120
50	B-B	SW900	D-Elec	EMD	1936	Patapsco & Back Rivers 110
51-52	B-B	SW900	D-Elec	EMD	1937	
<u>PINE CREEK RAILROAD, FARMINGDALE, NJ (3-foot-gauge)</u>						
1	0-4-0	12-ton	D-Mech	Plymouth	1942	Haws Refractories
*2	0-4-0	25-ton	D-Elec	GE	1942	U. S. Army
*3	4-4-0T		Steam	Stephenson	1887	Cavan & Leitrim 3L (Ireland)
5	0-4-0		D-Mech	Plymouth	1923	Not Known
6	2-8-0		Steam	BLW	1912	Quincy Mining 6
*6	2-truck-Shay		Steam	Lima	1927	Ely Thomas Lumber 6
*26	2-6-2		Steam	BLW	1925	Surry, Sussex & Southampton 26
40	0-4-0	25-ton	D-Elec	Whitcomb	1940	Midvale-Heppenstall 40
<u>POCONO NORTHEAST RAILROAD, WILKES-BARRE, PA (c)</u>						
601	B-B	SW1	D-Elec	EMD	1942	Conrail 8408
901	B-B	SW900	D-Elec	EMD	1955	Conrail 8638
<u>RAHWAY VALLEY RAILROAD, KENILWORTH, NJ (c)</u>						
16	B-B	70-ton	D-Elec	GE	1951	
17	B-B	70-ton	D-Elec	GE	1954	
<u>RAIL TOURS, INC., JIM THORPE, PA</u>						
*10	B-B	44-ton	D-Elec	GE	1946	Coudersport & Port Allegany D-1 (Note 3)
*972	4-6-0	D10	Steam	Montreal	1912	Canadian Pacific 972
<u>SHORE FAST LINE, PLEASANTVILLE, NJ (c)</u>						
2875-2876	B-B	U30B	D-Elec	GE	1967	Conrail 2875, 2876
2880	B-B	U30B	D-Elec	GE	1967	Conrail 2880
2884	B-B	U30B	D-Elec	GE	1967	Conrail 2884
2887	B-B	U30B	D-Elec	GE	1967	Conrail 2887
<u>STEELTON & HIGHSPIRE RAILROAD, STEELTON, PA (c)</u>						
60	B-B	S2	D-Elec	Alco	1948	Richmond, Fredericksburg & Potomac 67
62 (2nd)	B-B	S1ug		Alco		South Buffalo 101
63-65	B-B	S2	D-Elec	Alco	1948	Richmond, Fredericksburg & Potomac 63, 65, 64
66	B-B	S4	D-Elec	Alco	1951	Lehigh Valley 166
67	B-B	S1ug		Alco		LV 167
68-69	B-B	S2	D-Elec	Alco	1948	Richmond, Fredericksburg & Potomac 58, 69
70	B-B	SW9	D-Elec	EMD	1952	Conemaugh & Black Lick 119
71-72	B-B	SW7	D-Elec	EMD	1950	C&BL 117, 106
<u>STRASBURG RAIL ROAD, STRASBURG, PA (c)</u>						
1	0-4-0	HL	G-Mech	Plymouth	1926	
4	0-4-0		Steam	BLW	1903	Colorado Fuel & Iron 4
21	Railbus	AC	G-Mech	Mack	1921	Buffalo Creek & Gauley A
*31	0-6-0		Steam	BLW	1908	Canadian National 7312
33	B-B	44-ton	D-Elec	GE	1948	Pennsylvania 9331
89	2-6-0		Steam	Canadian	1910	Canadian National 89
*90	2-10-0		Steam	BLW	1924	Great Western 90
*1223	4-4-0	D16sb	Steam	Juniata	1905	Pennsylvania 1223 (Note 4)
*7002	4-4-2	E7s	Steam	Juniata	1902	Pennsylvania 8063 (Note 4)
<u>UPPER MERION & PLYMOUTH RAILROAD, WEST CONSHOHOCKEN, PA (c)</u>						
1002	B-B	NW2	D-Elec	EMD	1947	Texas & Pacific 1002

(Continued on Page 12)

LOCOMOTIVE ROSTERS OF AREA TOURIST AND SHORTLINE RAILROADS (Continued from Page 11)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>WANAMAHER, KEMPTON & SOUTHERN RAILROAD, KEMPTON, PA</u>						
*2	0-4-OT		Steam	Porter	1920	Colorado Fuel & Iron 2
20	0-4-0		G-Mech	Whitcomb	1932	Not Known
35	B-B		D-Elec	Mack	1939	Mack Trucks 3 (Note 5)
*65	0-6-OT		Steam	Porter	1931	Safe Harbor 65
<u>WILMINGTON & WESTERN RAILROAD, MARSHALLTON, DE (c)</u>						
1	0-4-0	Fireless	Steam	Porter	1950	Delmarva Power & Light 1
1	0-4-0	JLB	G-Mech	Plymouth	1943	American Car & Foundry
*3	0-6-OT		Steam	Vulcan	1943	U. S. Navy
14	2-8-0		Steam	Alco	1918	Buffalo Creek & Gauley 14
34	B-B	65-ton	D-Elec	GE	1942	U. S. Army 7349 (Note 6)
37	2-8-2T		Steam	Alco	1924	Pacific Lumber 37
58	0-6-0		Steam	BLW	1907	Virginia Blue Ridge 4
60	0-6-0	B6sa	Steam	Juniata	1913	Pennsylvania 60
92	2-6-0		Steam	Canadian	1910	Canadian National 92
*98	4-4-0		Steam	Alco	1909	Mississippi Central 98
113	0-6-0		Steam	Alco	1923	Central of New Jersey 113
425	4-6-2		Steam	BLW	1928	Gulf, Mobile & Northern 425
2839	4-6-4		Steam	Montreal	1937	Canadian Pacific 2839 (Note 7)
*4662	Railcar		D-Elec	Pullman/Brill	1928	Pennsylvania 4662
6894	0-6-0		Steam	Cooke	1912	New York Central 6894 (Note 8)
8408	B-B	SW1	D-Elec	EMD	1940	Baltimore & Ohio 8408
<u>WINCHESTER & WESTERN RAILROAD, GORE, VA (c)</u>						
78	B-B	S6	D-Elec	Alco	1955	Southern Pacific 1278
80	B-B	S6	D-Elec	Alco	1955	SP 1280
351	B-B	RS11	D-Elec	Alco	1957	Norfolk & Western 351
863	B-B	RS11	D-Elec	Alco	1959	N&W 2863
8411	B-B	SW1	D-Elec	EMD	1940	Baltimore & Ohio 8411

NOTES:

- 1 - Rebuilt from Model SC, 1957
- 2 - Leased out for industrial use
- 3 - Owned by Stewartstown Railroad
- 4 - On loan from Railroad Museum of Pennsylvania
- 5 - Former electric locomotive
- 6 - Leased from South Branch Valley Railroad
- 7 - Owned by Royal Hudson Locomotive Company
- 8 - Stored at Hagerstown, MD

ABBREVIATIONS:

- (c) - Common carrier * - In passenger service, 1983
 G-Elec - Gas-electric G-Mech - Gas-mechanical
 D-Elec - Diesel-electric D-Mech - Diesel-mechanical
 Alco - American Locomotive Company
 BLH - Baldwin-Lima-Hamilton Corp.
 BLW - Baldwin Locomotive Works
 EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company

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 ---Extra 2200 South, Don Dover, Editor ---Frank Tatnall
 ---Robert Wilt

STEAM TRIPS OUT OF READING SET FOR EARLY FALL

Six steam excursions have been scheduled on Conrail lines out of Reading, PA in late September and early October, sponsored by the Berks County Historical Society.

Part of this year's commemoration of the 150th anniversary of the founding of the Reading Railway System, the excursions will be operated with ex-Canadian Pacific ten-wheeler #972 and several Reading coaches, all owned by Rail Tours, Inc. and based in Jim Thorpe, PA.

Tentatively, the trips will line up this way:

- FRIDAY, SEPTEMBER 30 - Reading to Pottsville, PA and return
 SATURDAY, OCTOBER 1 - Reading to Pottsville, PA and return
 SUNDAY, OCTOBER 2 - Reading to Philadelphia (West Falls) and return
 FRIDAY, OCTOBER 7 - Reading to Tamaqua, PA and return
 SATURDAY, OCTOBER 8 - Reading to Tamaqua, PA and return
 SUNDAY, OCTOBER 9 - Reading to Philadelphia (West Falls) and return

Detailed schedules and fares were not available as this issue of Cinders went to press. Further information will be included in our summer issue, or may be obtained by writing to the Historical Society of Berks County, 940 Centre Avenue, Reading, PA 19601, enclosing stamped, self-addressed envelope.

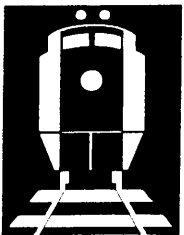
Passengers will also be carried on the ferry trips between Jim Thorpe and Reading, but dates and fares for these events are not yet known.

PHILADELPHIA



FRANK G. TATNALL, JR.


Is Reading Terminal unsafe? If it is, SEPTA commuters may find themselves stranded even after the current rail strike is settled. Two consulting engineers last month reported that a wall supporting the station's concourse is in imminent danger of collapse. In a story carried by the Philadelphia Daily News, the engineers have told the Philadelphia Redevelopment Authority that the building is structurally unsound, which means that the passenger concourse may have to be closed to all passenger traffic. While SEPTA has not yet accepted these findings, there exists the possibility that the 90-year-old building may be shut down until repairs can be completed. The Reading Terminal area is still in the running as the site for the City's proposed 300,000-square-foot convention center (see May Cinders).



Philadelphia's commuter rail strike has resulted in a ten to 15-percent increase in center city automobile traffic, according to figures released by the Delaware Valley Regional Planning Commission. Red Arrow transit routes into 69th Street Terminal have experienced a 28-percent increase in business, or 16,000 trips a day, since the strike began. Bus, trolley and subway routes of SEPTA's City Transit Division have recorded five-percent increases in ridership, totaling about 40,000 additional daily trips.

A number of new shops will soon open in the Suburban Station concourse between 15th and 16th Streets, as part of a real estate development program.....The first suburban timetables to be reissued after the strike ends will be for the truncated Marcus Hook and Swarthmore-Media lines.....Rebuilding of the Chestnut Hill East commuter line began in mid-May, with hundreds of new ties strung out along the right-of-way.....SEPTA's plan to spend \$747,000 for fencing along the Chestnut Hill West line was killed by the authority's board last month, after loud protests from residents in the area.


Island Avenue in Southwest Philadelphia will not be closed to traffic between Lindbergh Blvd. and Bartram Avenue. PennDOT had planned to close the busy roadway to permit construction of a bridge over the Airport High-Speed line, but protests of area residents convinced the highway builders to install a temporary grade crossing instead.....SEPTA is applying new larger "S" logos to its commuter rail cars.....SEPTA's ex-Conrail SW7 #8904 has been repainted gray and numbered 1-SW7. The locomotive is based at Paoli car shop.....Last month SEPTA repainted the shelter at Highland Avenue, on the Chestnut Hill West commuter line, and the action caused a furor at the influential Chestnut Hill Community Association. Seems that CHCA has leased the building from SEPTA and recently painted it light and dark green. Suddenly it had a new coat of red paint, which SEPTA officials admitted was a mistake on the part of Blue Ribbon Services, a SEPTA contractor which has been painting a number of commuter rail stations.....Ten RDC's belonging to NJ TRANSIT are still in storage at Atlantic City, in spite of the fact that passenger service to the shore resort was discontinued last summer.

SEPTA  SEPTA now has 122 officers in its police department, which was formed in 1981. SEPTA officers have full police powers and have had a major role in reducing crime and vandalism on the transit system. In 1982 these officers made a total of 1,413 arrests, including 364 persons charged with vandalism.....SEPTA plans to close the Sharon Hill trolley line this summer south of Springfield, in order to allow repair of a bridge at Aldan.....Gulph Mills station on the Norristown High-Speed line has received extended platforms, which permit the loading and unloading of two-car trains.

The Pennsylvania State Senate has shelved a bill which would add two new Philadelphia representatives to the SEPTA board (see April Cinders).....SEPTA Treasurer George Miller told the transit authority board last month that PennDOT is withholding over \$7 million in state subsidies for the current fiscal year, which could jeopardize SEPTA's operations by the end of June.


Last November SEPTA issued a comprehensive report entitled "Planning Options for SEPTA North Philadelphia Surface Streetcar Routes." Its conclusion stated that "from the viewpoint of today's circumstances, and based on SEPTA's view of capital and operating economies, the material in this report would tend to indicate that the North Philadelphia streetcar lines should be converted to bus operation." The report stressed, however, that there is justification for retaining certain lines, such as Route 60-Allegheny Avenue and portions of Route 23 on Germantown Avenue, if the City of Philadelphia makes sufficient financial commitments and agrees to speed the flow of SEPTA vehicles. Because of the long-term deterioration of both physical plant and equipment, the report warned that "continuation of the status quo is not an available or acceptable option." The reaction to this report among City and State planners is not yet known.

PHILADELPHIA EXPRESS (Continued from Page 13)

 At 3:35 PM on Wednesday, May 25, AMTRAK's "Real People Express" arrived at 30th Street Station. The ten-car train carried a crew from the popular NBC television show enroute from Chicago to Washington, with stops at all major cities along the way. In Philadelphia, the "Real People" people made a quick trip to the Liberty Bell at Independence Hall, then returned to their train for a 5 PM departure. The special had the following consist: AEM-7 electric locomotives 918-934, baggage 1187, Heritage sleepers 2980, 2892, 2913, 2900, 2989, baggage 1249, Amcafe 20033, diner 8504, office car 10000....."Trading Places," a new movie starring Dan Aykroyd and Eddie Murphy, will open in Philadelphia on June 24. It features scenes filmed in and around 30th Street Station.

The reason for those yellow "speed bumps" at 30th Street is now apparent. AMTRAK installed them so that unwary motorists would slow to three miles per hour and not be swallowed by the cavernous potholes in the driveway around the north side of the station.....The upper level of 30th Street Station remains deserted as AMTRAK's Harrisburg trains continue to arrive and depart on the lower level during the SEPTA strike..... UNION PACIFIC posted the best on-time record for AMTRAK trains during 1982 (96.8 percent), with SEABOARD COAST LINE second (96.3 percent). CHESSIE had an 80.4-percent on-time record and CONRAIL 77.1 percent. DELAWARE & HUDSON was dead last with 40.2 percent (Modern Railroads).

New Jersey DOT was expected to submit an operating plan on June 1 calling for AMTRAK to run five to six trains a day in each direction between Philadelphia and Atlantic City, with service to begin no later than September 30, 1985. A House appropriations subcommittee in Washington, however, has recommended that the State be required to contribute \$15 million to the project as a condition for receiving \$30 million in Federal funds already authorized by Congress, and that Amtrak guarantee to cover both the operating and fixed costs of the line. NJT Commissioner John P. Sheridan responded that the proposed conditions would "put the entire project in jeopardy." The NJT plan also contains "windows" for three commuter runs to be operated by another agency and suggests that a new station be built in Atlantic City. Heavy opposition has been expressed in South Jersey to the Amtrak "Gamblers' Expresses" which would provide no local service to intermediate points.

 CONRAIL has been certified as profitable by its government monitor, the U. S. Railway Association. The USRA board made that determination last month and included the finding in a June 1 report to Congress. Under Federal law, USRA is charged with conducting still another profitability test of Conrail, which if positive will permit the sale of the railroad as a single entity until June 1, 1984. The second test will be to determine if Conrail achieves profitability between June 1 and October 31, 1983. The law defines a "profitable" railroad as one which has sufficient revenues to cover all of its expenses, including maintenance of equipment and facilities, and can borrow enough money from private sources to meet its capital needs. USRA Chairman Stephen Berger, however, has cautioned that Conrail may not be out of the woods yet, in spite of its remarkable earnings performance in the past year. "We have great confidence in Conrail's management," Berger said, "but given the nature of our industrial base, the rest of the country may come out of the recession but Smokestack America might not come out." Berger was referring to the "smokestack" industries such as steel and automobiles which dominate Conrail's territory in the Northeast and Midwest.

A leading candidate as purchaser of CONRAIL is a holding company to be formed by NORFOLK SOUTHERN and SANTA FE, according to a report last month in Traffic World. Thus far, the only organization to publicly express interest in purchasing the 15,000-mile Conrail system is a group of the road's own unionized employees, but sources at the U. S. Department of Transportation, which will conduct the sale, indicate that the government does not believe an employee buyout is feasible.

CONRAIL has started a \$14.3-million project to rebuild parts of its Philadelphia-Harrisburg mainline west of Phoenixville, PA. Nearly 50 miles of welded rail and 48,000 ties will be installed on the former Reading line, and 134 grade crossings will be improved. The entire project is scheduled for completion in November. Conrail said that it has already invested \$24.7 million in rebuilding the 110-mile route, including installation of 41.2 miles of welded rail.....As a result of single-tracking the New York branch between West Trenton and Weston, NJ (see May Cinders), CONRAIL has relocated the division post between the Philadelphia and New Jersey Divisions from MP 38.6 at Pennington ("Glen" interlocking) to MP 35.5 near West Trenton ("Wing" interlocking).....CONRAIL is filing to abandon its unused, ex-Reading branch between Coatesville and Joanna, PA.

CONRAIL has retired 135 surplus diesel locomotives since publication of the Conrail roster in April Cinders. Retirements include 36 U25B's, 17 SD45's and the only two U28B's on the roster. CHICAGO & NORTH WESTERN has received 14 ex-CR SD35's, the latest in a long line of Conrail power to be purchased and rebuilt by CNW.....CONRAIL has acquired two E8A passenger locomotives from AMTRAK for use on inspection trains. They are HEP-equipped units #498 and 499. In exchange, Conrail turned over four SW8 switchers to Amtrak, the three listed in last month's Cinders plus #8625.

SHORE FAST LINE began operations May 2 on two short branches in South Jersey, and was planning to take over switching duties on the NJ TRANSIT-owned line between Winslow Junction and Atlantic City on June 1. SFL, which is affiliated with NEW HOPE & IVYLAND, has acquired five ex-CONRAIL U30B locomotives (built by General Electric in 1967), with #2884 based at Pleasantville, NJ and the other four still at New Hope, PA in late May. The 3,000-hp units are being repainted green with red or yellow ends and large "Shore Fast Line" lettering, reminiscent of the logo of the long-departed interurban line of the same name. The reason for all the big power, we hear, is SFL's intention to haul unit trains of stone and sand.

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PHILADELPHIA EXPRESS (Continued from Page 14)

The 24-car Ringling Bros. "Blue Unit" circus train arrived at Hershey, PA May 23 from New Haven and departed a week later for Glens Falls, NY via CONRAIL-D&H. The 39-car "Red Unit" was due in Philadelphia on May 28 for a 13-day stay while Gunther Gebel-Williams and company perform at the Spectrum.

CONRAIL has produced a new safety film aimed at children which graphically demonstrates the dangers of trespassing on railroad property. Entitled "Trespass!," the film was shot on Conrail property and features Conrail employees rather than actors. It will be distributed to schools and civic groups. Last month the film received an honorable mention award from the American Film Festival, sponsored by the Educational Film Library Foundation.....CONRAIL last month began a new series of full-page ads in the Wall Street Journal and Philadelphia Inquirer, which will later appear in Forbes, Business Week and other publications. The ad headlined a statement by Chairman L. Stanley Crane: "We're ready to go up against any other carrier--including Amtrak--with Conrail's modern freight transportation system."



STRASBURG RAIL ROAD this summer will replace famed American-type #1223 with an even older member of the Pennsy historical collection-- E7s Atlantic #7002. The 1902 Juniata graduate will be placed in active service as the 1223 is again retired to the Railroad Museum of Pennsylvania. The 7002 is actually #8063 but was renumbered by the PRR to impersonate the original 7002, which in 1905 had set an American speed record by hauling the old Pennsylvania Special at 127.06 mph. It is likely that Strasburg, with the museum's permission, will re-renumber the locomotive to 8063..... Ex-Pennsy 4-4-0 #1223 and a train of four PRR tuscan red wooden cars ran one over the STRASBURG on Sunday, May 22. At Leaman Place, the 1223 met pilot to pilot with the John Bull from the museum collection, which was hauling an 1855-vintage Cumberland Valley car. Later in the day, a ceremony was held at Strasburg to officially welcome ex-PRR GG1 #4935 to the state museum. The events were in connection with the annual meeting of the PRR Technical & Historical Society.....Decapod #90 has received tasteful new "Strasburg" lettering on its tender.

There was no Railroad Spectacular at East Broad Top this year, but according to Railfan & Railroad Magazine the annual steam-up may be resumed in the future. Meanwhile, regular operations of EBT and the Railroad Yesterday traction museum began May 28 at Orbisonia, PA.....After discussion at the May 20 Chapter Meeting, President Eastwood by unanimous vote was empowered to write the NRHS national organization with regard to high prices of the 1983 convention in Richmond. In particular, the membership felt that the registration fee of \$20 per person to be entirely unjustified. It is planned to docket the subject for the next NRHS directors' meeting.

Robert B. Johnston retired last month as general manager of PATCO, after 40 years in the industry and 15 years as top man at the high-speed line. He originally hired on with the Port Authority in 1962 and was responsible for the responsibility of planning, designing and constructing the 14.5-mile Lindenwold line. It opened in 1969 and has since been recognized as a paragon of fast, efficient operation. Johnston is succeeded by Robert Swab, formerly of the Louis T. Klauer consulting firm.....The Philadelphia Port Corp. has announced plans for a new \$10-million auto import facility at Hog Island, near International Airport in Southwest Philadelphia.

Morrison-Knudsen will reopen the former Erie Lackawanna-General Electric shops at Hornell, NY, which have been idle for the past two years. M-K initially will use the facility to rebuild 200 transit cars for New York City MTA (Central New York Chapter Green Block).....Pouch Terminal of Staten Island, NY has donated a Hamilton Mack gas-electric locomotive to the New Jersey Museum of Transportation at Farmingdale. Built in 1911 it is the last survivor of four Model BS units constructed at Mack's Plainfield (NJ) plant.....A new line, the SUGAR LOAF & HAZLETON, is starting operation on ex-Lehigh Valley, ex-CONRAIL branches out of Hazleton, PA. SW7 #8917 has been acquired from CR for power (Hawk Mountain Chapter Hostler).....Western Maryland 4-6-2 #202, displayed for years in a Hagerstown, MD park, has been purchased by a private collector for possible restoration (Harrisburg Chapter Rail Review).....The former Penn Central Schuylkill branch between Reading and Hamburg, PA may soon become a shortline known as the Blue Mountain & Reading. The Reading spur has been purchased by PennDOT from the Penn Central Corp. (Pottstown Chapter Colebrookdale Local).

Four new chapters were admitted to NRHS at the May 7 directors meeting in Bluefield, WV. They are: Eastern Michigan, Ann Arbor, MI; Leatherstocking, Oneonta, NY; Pee Dee, Laurinburg, SC; Sunbelt, Tulsa, OK. In addition, the Space Coast Chapter has changed its name to Florida East Coast (NRHS News).....The last of the famous D'Autremont brothers has been paroled from Oregon State Prison, 60 years after their conviction for robbery of a SOUTHERN PACIFIC train which resulted in the deaths of three crew members and a mail clerk. D'Autremont and his two brothers were immortalized in a country and western song about the 1923 incident, which is considered to be the last real train robbery in the West (Pacific Northwest Chapter Trainmaster).

Ex-Savannah & Atlanta Pacific #750, newly-restored by SOUTHERN RAILWAY for excursion service, was damaged on a test run in April when a crank pin broke and the rear driving axle was bent. However, Southern's Birmingham shop has obtained new siderods, axle and crank pin, and drivers were being pressed onto the axle last month. It is expected that the 750 will be able to run most of its scheduled trips this season, including one at the Richmond convention.MARYLAND & DELAWARE has sold ex-CONRAIL Alco RS32 #2035 to the East Tennessee & Western North Carolina Railroad, Johnson City, TN.....CANADIAN NATIONAL RAILWAYS has decided to retain ownership of its U.S. subsidiary, the CENTRAL VERMONT, rather than trying to

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PHILADELPHIA EXPRESS (Continued from Page 15)

sell the 377-mile line (see May Cinders).....Completion of the Guilford System merger has been delayed by another Federal court hearing in the BOSTON & MAINE bankruptcy case.

The Borough of Norristown will apply for a \$600,000 Federal grant to fund the design and engineering of SEPTA's proposed transportation center in Norristown. The \$6-million center will serve as centerpiece of rebuilding plans for the downtown area, and is scheduled for completion in 1988.....West Jersey Chapter, NRHS has authorized a second printing of its Atlantic City Railroad book. A new book entitled West Jersey Rails is nearing completion, made up of articles from the Crew Caller newsletter.

The U.S. Supreme Court has knocked out a Pennsylvania Public Utility Commission rule requiring locomotives to have speed recorders, because the recorders are not mandated by Federal regulations.....Railroads are now making fewer air brake inspections as a result of changes last year in Federal rules for power brake inspection and maintenance. Freight trains may now move through interchange points without brake inspection if they remain substantially intact, and the maximum distance that freight trains may travel between inspections has been extended from 500 to 1,000 miles. FRA analysis indicates that these changes will save U.S. railroads more than \$100 million a year (Railway Age).

General Electric will spend \$316 million to automate its locomotive plant in Erie, PA, increasing production, boosting employee productivity and cutting inventory costs. The plant now employs 7,300 workers and can turn out 600 locomotives a year. Under the plan, capacity will be increased to 800 units annually and employment increased by ten percent (Champlain Valley Chapter Shortline).....New Jersey DOT officials have proposed that \$174 million in Federal funds be diverted from defunct interstate highway projects to other transportation uses in South Jersey. While most of the money would be used for highways, \$40 million is listed for extension of the PATCO high-speed line from Lindenwold to Atco.

"MYSTERY EXPRESS" TO OPERATE ON AMTRAK NEW YORK-MONTREAL

A series of "Mystery Express" excursions designed for the whodunit fan will begin at 9:45 PM on Friday, June 10, when four special cars leave Penn Station, New York, on the rear of Amtrak's Montrealer bound for the Canadian city. The unusual tours are sponsored by RAILPLEX/20th Century Tours of New York.

A "murder" will be committed on board the train and "Express" passengers will have the chance to help identify the miscreant. Fare is \$350 per person, which includes food and refreshments aboard the train, hotel accommodations in Montreal and return passage to New York aboard Amtrak. Two sleepers--one of them a Slumber-coach--will be available for the mystery addicts.

Tentative plans have been made to operate the same excursion on subsequent weekends at two-week intervals, beginning on Friday, June 24. It appears that the Montreal trips have replaced earlier "Mystery Express" routing via the Delaware Otsego system and Conrail in New York State.

Information and reservations may be obtained through Madison Travel Bureau, 28 Waverly Place, Madison, NJ 07940 (telephone 201-377-2462).

NEW ENGLAND, COLORADO RAIL TOURS ARE PLANNED

Overland Chapter, NRHS has announced two escorted bus-rail tours during September and October, 1983.

"New England Rails" will begin in Boston September 15 and extend through September 24, covering such points of interest as the Cape Cod & Hyannis Railroad, the Edaville, Steamtown and Seashore Trolley Museums, Wolfeboro and Mount Washington Cog Railroads. Two boat cruises are also featured.

"Colorado Rails" starts in Chicago with the departure of Amtrak's California Zephyr on October 2, returning on October 10. Included in the itinerary are visits to the Cumbres & Toltec and Durango & Silverton narrow-gauge railroads and a trip to Laramie, WY behind Union Pacific's gigantic 4-6-6-4 Challenger #3985.

All-inclusive fare for the New England trip is \$895 per person (double occupancy) with a \$175 single supplement. For the Colorado trip, fares range from \$875 per person in coach to \$1,277 in deluxe room from Chicago, or \$675 from Denver only. A deposit of \$150 will hold a reservation until 45 days prior to departure when the balance becomes due. Checks should be made payable to: "Overland Chapter, NRHS."

Reservation requests and deposits should be sent to: Mr. V. Allan Vaughn, Overland Chapter, NRHS, 320 Wisconsin Avenue, Apt. 511, Oak Park, IL 60302. Additional information may be obtained from: Mr. Richard M. Billings, Overland Chapter, NRHS, 1412 12th Street, Moline, IL 61265 (telephone 309-764-1834).

PHILADELPHIA CHAPTER'S ANNUAL SUMMER DINNER TRIP - FRIDAY, AUGUST 19

DETAILS TO MEMBERS IN JULY

Conrail Revises Area Freight Schedules

A number of changes have recently been made in Conrail's freight train service. As a result, the Eastern Region schedules published in March Cinders and amended in April should be further revised as follows:

WEST AND SOUTHBOUND

ALEN - Allentown 1201, Reading 1445, Harrisburg 2000, Enola 2100.
 ALPG - (Except Monday) Allentown 2200, Reading 0030, Abrams 0315, Zoo 0700, South Philadelphia 0815.
 ALPY - Allentown 1500, Reading 1730, Abrams 2030, West Falls *2115, Zoo 2330, Edge Moor 0110, Perryville 0400, Baltimore 0510, Potomac Yard 0825.
 CAED - Camden 0430, Frankford Jct. 0600, Zoo 0615, Edge Moor 0730.
 CAPY - Withdrawn.
 MOPI - Morrisville 0900 (via Trenton Branch), Thorndale 1305, Columbia 1515, Enola *1730(to Conway).
 PGEN - Withdrawn.
 PGPI - South Philadelphia 1000, Zoo 1115, West Falls 1145, Abrams 1215, Reading 1515, Harrisburg 1915, Enola *2015 (to Conway).
 SEEN - North Bergen 0645, Oak Island *1015, Port Reading Jct. 1445, Bethlehem 1645, Allentown *1715, Reading 2000, Harrisburg 0015, Enola 0115.
 SEPY - North Bergen 1100, Kearny *1300, Port Reading Jct. 1700, West Trenton 1800, Nicetown *2045, Zoo 2210, Edge Moor 2335, Perryville 0215, Baltimore 0315, Potomac Yard 0700.
 WJAL-22 - Withdrawn.
 WJPJ-1 - Symbol changed to WJPJ-21.
 WPAB-21 - (As required) Morrisville 1300 (via Trenton Branch), Abrams 1600.
 WPMO-5 - Withdrawn.
 WPMO-7 - Morrisville 1100, Nicetown 1400, Park Jct. 1445.

EAST AND NORTHBOUND

ALOI - Allentown 0200, Bethlehem 0215, Port Reading Jct. 0430, Oak Island 0700.
 EDCA - Edge Moor 1045, Arsenal 1201, Zoo 1245, Frankford Jct. 1300, Camden 1345.
 ENAB - Withdrawn.
 ENCA - Enola 0300, Columbia 0445, Thorndale 0715, Zoo 1000, Frankford Jct. 1020, Camden 1159.
 ENED - Enola 1500, Columbia 1730, Perryville 2000, Edge Moor 2330.
 ENOI - Enola 1600, Columbia 1850, Thorndale 2030 (via Trenton Branch), Morrisville *0100, Linden 0415, Oak Island 0600.
 ENPG - Enola 1201, Harrisburg 1300, Reading 1615, Abrams 1815, West Falls 2015, Zoo 2115, South Philadelphia 2230.
 ENSE - Enola 1000, Harrisburg 1100, Reading 1300, Allentown *1630, Bethlehem 1830, Port Reading Jct. 2100, Oak Island 0030, North Bergen 0430 (to Selkirk).
 PIAB - Withdrawn.
 PIMO - Enola *0530, Columbia 0750, Thorndale 0930 (via Trenton Branch), Morrisville 1400.
 PYAL - Potomac Yard 1600, Baltimore 1915, Perryville 2020, Edge Moor 2200, Arsenal 0045, Zoo 0105, West Falls *0140, Abrams 0245, Reading 0515, Allentown 0900.
 PYCA - Withdrawn.
 PYSE-A - Potomac Yard 0245, Baltimore 0515, Perryville 0615, Edge Moor 0730, Arsenal *1015, Zoo 1045, West Trenton 1430, Port Reading Jct. 1530, Oak Island *1730, North Bergen 2000 (to Selkirk).
 PYSE-B - Potomac Yard 1745, Baltimore 2015, Perryville 2115, Edge Moor 2230, Arsenal *0115, Zoo 0145, West Trenton 0530, Port Reading Jct. 0650, Oak Island *1000, North Bergen 1230 (to Selkirk).
 TV-4 - Terminates at Kearny 1815.
 WHRE-30 - Withdrawn.
 WJPJ-2 - Symbol changed to WJPJ-20.
 WPAB-20 - (As required) Abrams 0800 (via Trenton Branch), Morrisville 1100.
 WPMO-6 - Withdrawn.
 WPMO-8 - Park Jct. 1700, Morrisville 2000.
 WPPJ-1 - Withdrawn.

Trains operate daily except as otherwise indicated above or in original schedules. Times shown are arriving or passing times, except at first point of departure. An asterisk (*) denotes crew change. Refer to March Cinders for complete list of origin and destination symbols.

CONRAIL



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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 in July or August.

Annual membership dues: \$18.00 per person, which includes Chapter and National dues. Chapter only dues \$9.00 per person per year. Dues payments should be sent to: Earle P. Finkbiner, Treasurer, 1401 Riverton Road, Cinnaminson, NJ 08077.

Address changes should be sent to the President at: P. O. Box 41, Huntingdon Valley, PA 19006-0041.

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EXCHANGE COPIES SHOULD BE SENT TO: Wm. P. MacIver, Jr., Exchange Editor, 150 N. Bethlehem Pike, Apartment D-11, Ambler, PA 19002.

Our Meeting:

Two color-sound films from the Conrail Film Library, "Mainline, U.S.A." and "Renaissance of a Railroad," will be featured at the June 17 Chapter meeting at the Engineers' Club. The former was produced by the Association of American Railroads and the latter by the Pennsylvania Railroad, both of them containing many scenes of rail action. In addition, Canada's modern transit systems are shown in "Solutions: Canadian Transit Technology," produced by the National Film Board. It highlights the technical development of Canada's urban transportation systems--particularly rail and shows the capability of Canadian manufacturers in this field.

All members and guests are encouraged to have dinner in the Engineers' Club dining room, beginning at 6 PM. **ADVANCE RESERVATIONS ARE NECESSARY**, and should be made to Vice President Tatnall **ON OR BEFORE WEDNESDAY, JUNE 15, 1983** at 215-828-0706. The cost of dinner is \$8 per person.

The program portion of our meeting begins at 7:30 PM in the Conference Room on the third floor, and the officers' meeting will be held at 7:00 PM in the first floor lounge. We meet at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

We urge you to come out, bring a friend, and enjoy a leisurely dinner and a professional movie program as we close out another meeting year -- all on **FRIDAY, JUNE 17, 1983**.

PHILADELPHIA CHAPTER
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