



CINDERS

June 1984



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Volume 45 Newsletter of the Number 6

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Dinner Trip Set for Friday, July 20

Philadelphia Chapter's annual summer dinner trip will be held this year on Friday evening, July 20, at Missy's Inn, 37 North Main Street in Doylestown. Dinner will be served at 7:15 PM but cocktails will be available beforehand. The dinner price will be \$13.50 per person, with the following menu:

- Fruit cup
- Garden salad with house dressing
- Rolls & butter
- Roast top sirloin of beef OR Baked stuffed breast of capon
- Potato & vegetable
- Beverage
- Chocolate parfait

Once again, Bill Wagner is arranging the event. Reservations, to include choice of main entree, should be sent directly to Bill at his home address below, with payment to "William C. Wagner." A postcard reminder will be sent to members about July 1. Deadline for reservations is Monday, July 16, 1984.

William C. Wagner
271 Norfolk Road
Warminster, PA 18974-3725

With the recent service improvements by SEPTA on the single-track Doylestown branch, it is now possible to ride the train to and from Doylestown for an evening activity. The restaurant is within easy walking distance of the Doylestown station. For those riding the train, the following schedules are suggested:

<i>(Read Down)</i>					<i>(Read Up)</i>	
Train 478	Train 480		READING TERMINAL	Ar.	Train 485	Train 487
5:05 PM	5:28 PM	Lv.	WAYNE JUNCTION		9:39 PM	10:39 PM
-	5:40		JENKINTOWN		9:28	10:28
-	5:50		LANSDALE		9:18	10:18
5:50	6:23		DOYLESTOWN	Lv.	8:50	9:50
6:12 PM	6:45 PM	Ar.			8:28 PM	9:28 PM

The one-way peak fare from Reading Terminal to Doylestown, applicable on both of these outbound trains, is \$3.50 per person. The return off-peak fare is \$2.75 to Reading Terminal.

All members and their friends are urged to join their fellow rail enthusiasts at this traditional summertime event.

Our Meeting:

Philadelphia Chapter's June, 1984 meeting will be held on Friday evening, June 15, in the Conference Room of the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, beginning at 7:30 PM.

This month's entertainment will be provided by YOU, the members. We are going to try an open-house for 35mm slides of any subject relating to railroading or transit. Even "loon" shots of railfans will be welcome! Everyone is encouraged to bring his or her favorite slides, old or new, for showing to an appreciative audience. Members are asked to keep their contributions to a reasonable number of slides, in order that everyone will have an opportunity to be represented. A suitable projector will be provided, but there will be no prizes awarded.

We urge you to join your fellow members for dinner in the Club Dining Room, BY ADVANCE RESERVATION, at 6 PM (\$8.50 per person). Reservations MUST BE MADE ON OR BEFORE WEDNESDAY, JUNE 13, to President Tatnall at 215-828-0706. Come, join your fellow members as we close out another meeting year — Friday, June 15!



Amtrak has identified approximately 121 cars as prime candidates for Heritage conversions which, practically speaking, means they are the only "steam" cars worth saving. Although I haven't yet seen the list, it's reasonable to assume that most of the cars are postwar Budds.

The *River Cities* has not been doing well at all during its initial operation. I believe I've read that only an average of five people have been riding between St. Louis and Centralia, IL, the "missing link" as Amtrak advertising has put it.

Elsewhere in the midwest, the Chicago-Grand Rapids 403-b train will start during June. The train will run to Chicago in the morning and return afternoons. The route to be followed is the old C&O (Pere Marquette) line via St. Joseph and Holland, MI. Also in this area, Amtrak now fully owns Chicago Union Station.

At least three refurbished Amcoaches (21900-01 and 21906) have been sent to Los Angeles for the west coast Metroliner service. The assigned Amdinette, 20236, has not been refurbished as yet. Elsewhere in Amfleet items, numerous Amfleet I cars are showing up in the current livery (similar to the Metroliner Service cars). A new wrinkle, and a most welcome one, is the conversion of some Amcafes into the more popular Amdinettes (offering table service). Car 20236 was the last Amdinette, but I have seen "new" cars 20239 and 20240.

The new interlocking installed south of the Baltimore tunnel is called BRIDGE. Its function is to separate freight and passenger trains and to expand the route from two to four tracks. As we've noted before, the theory is to consider the easternmost track or tracks as the freight line, since the yards are all on the east side of the tracks between Newark and Washington. Trenton was the only exception, but it's closed, and Morrisville is reached via the leads to the Trenton branch.

Between May 1 and May 24, Beech Grove released two "new" Heritage cars — baggage 1189 on May 2 and 11-bedroom sleeper 2235 on May 17.

North of the border, VIA Rail Canada's *Canadian* will go to a full summer consist in mid-June, but meanwhile, the former CP cars are seeing greater use on this train. The diners are especially welcome, since they haven't run at all for several years. You can reserve seat space in the through Vancouver-Montreal sleeper between Toronto and Montreal, when it runs on the rear of Trains 54-55. Presumably, preference is given to assigning seat space in one of the four sections in the car.

In commuter rail news, Metro-North has received 58 of the new Budd M-3 MU cars and has re-equipped all weekend service to Brewster with four-car trains of the new cars. Externally, a spotting clue is the windows, which include a small portion at the top which can be opened for ventilation should the air-conditioning fail. The cooling system has been beefed up and interior ductwork reduces the seating capacity by four. Upholstery is now blue and red.

With the introduction of the new cars, M-N has been drawing down its fleet of leased Amtrak "steam" coaches as new MU's enter service. The cars are being replaced early because of their comparatively low seating capacity. The first group to be released were sent to Amtrak's Niagara Falls facility, where prior cars have encountered a history of vandalism. An additional 20 "steam" cars, including SEPTA coaches 2002 and 2015, have been set aside for disposition by M-N. All ten former D&H coaches are included (Car 33 was the last of this group noted in service). For the record, the first revenue electric run on April 30 out of Brewster of the M-3's was cars 8021-8020-8023-8022 on Train 904.

The newly-electrified Brewster line consists of double track line, completely relaid with welded rail and equipped with new high-level island platforms. Elevators are being installed to permit handicapped access. Signalling has been replaced by new "tri-color" signals, which are similar to the type installed on the former Reading electrified lines. Ironically, they replaced searchlight (single lens) signals, which many railroads have considered "state of the art" for over 40 years. New remote-controlled interlockings have been installed at Chappaqua and Golden's Bridge to permit crossovers and reverse movements have been expedited by reverse signalling and cab signalling as well.

Initial priority in assigning the new cars went toward relieving rush-hour crowding on existing MU trains. But, it is hoped that half of the weekday service to Brewster can be converted to electrics by July 1, with additional trains converting as deliveries permit.

(Continued on Page 3)

ON THE SCENE (Continued from Page 2)

Across the Hudson River, NJ Transit shows eight active E8's on its roster: 4248, 4251, 4253, 4267, 4272, 4285, 4305 and 4326. Six NJ Transit U34CH locomotives have been repainted to date: 4159, 4160, 4164, 4167, 4176 and 4178. At May 24, the 4161 and 4179 were in the shops but the balance of the 32-unit fleet was alive and well. NJ Transit also took back the two E8's leased to Metro-North in mid-May.

The 140 MU cars which will be assigned to Hoboken are receiving a general sprucing up. The fleet will consist of 14 single cars (1304-1317) and 126 paired cars (1334-1465, except 1340 and 1435, being repaired, 1341 and 1436, which are running as a mis-matched pair, and 1462-1463, which are excluded). This will leave 16 single and 74 paired cars running on the Northeast Corridor lines.

Apart from the weekday schedule changes noted in Frank Tatnall's column last issue on the Trenton line, NJ Transit also added a weekday midday round trip to Bay Head from New York, leaving Penn Station at 1:15 PM and Bay Head at 2:24 PM. An evening round trip between Bay Head and Newark now terminates at Matawan, connecting for points east with an MU.

Miami's new rapid transit line, at least the southern half, went into service May 21. Initial riding was below expectations, but ridership is expected to grow as word gets around to motorists.

New Federal criteria for capital funding seems to favor only one new "heavy rail" project—a scaled-down Wilshire subway in Los Angeles.

New York's repainted subway cars, a project of former SEPTA (and now MTA) boss David Gunn, are officially "fox red" with silver roof trim. Inevitably, they are now known as "silver foxes" in the press.

A recent business assignment allowed me to visit Fort Worth's Tandy Center subway once again, but unfortunately track work was causing bus substitution that day. The operation links a large retail and office complex in downtown Fort Worth via a subway under Taylor Street out to a hillside portal near the Trinity River. A huge parking lot stretches on for blocks and the cars stop at four stations in the lot. The cars have been rebuilt twice and today simply look like boxes on wheels. Typically, weekdays find two cars in use and four weekends; a total of eight cars have been rebuilt. Additional cars were purchased (from Washington and Boston) for parts, but appear to have been cut up (the existing cars are all ex-Washington).

Finally, before I reflect on some historical notes, remember that this summer is your last chance to get a number of pictures or rides before we meet next fall on (1) trains running in and out of Reading Terminal and the "Blueliner" MU cars (if they are running at all); (2) Brewster diesel-powered trains (rush-hours only, now) and (3) old MU cars operating out of Hoboken terminal. Have a good summer!

Looking back, the sleeping accommodations most modern rail travelers are used to came along fairly late in the game. The roomette came about as late as mid-1937, and the *City of Los Angeles* installed the first regularly-assigned car at year's end (by contrast, the re-equipped *20th Century Limited* and *Broadway Limited* did not begin operation until June 1938).

The first Pullman cars to include the double-bedroom were a small group of 13 bedroom cars built in mid-1930, at the tail end of heavyweight Pullman construction. The New York Central assigned their cars to the *20th Century Limited* and the *Detroit* while Pennsy's went on the *Liberty Limited* and *Broadway Limited*. Baltimore & Ohio received two additional cars which eventually went to Chicago-St. Louis service over affiliated Alton Route. Many cars were rebuilt with bedrooms, starting in mid-1930 with the first *Villa*-series cars, with ten sections and three bedrooms (incidentally, at the time, Pullman called both single and double bedrooms "single rooms").

The last standard-weight cars to be rebuilt were 90 cars of various types between 1947 and 1951. Generally, roomettes were installed in the former section areas (or part of the area), while bedrooms replaced drawing rooms and smoking lounges. For example, the *Oak*-series cars, which were the last scheduled cars on the Reading, started out as 12-section drawing room cars. In 1949, they were rebuilt, with roomettes instead of sections, two double bedrooms in place of a drawing room, another double bedroom in place of the ladies' bath and both a single and double bedroom in the space occupied by the men's room.

RAIL WATERCOLOR EXHIBIT TO BE OPEN PRIOR TO JUNE 15 MEETING

"Nineteenth Century Railroading in Pennsylvania," an exhibit of watercolor paintings by J. D. Kennedy, will continue on display through June 30 at the Historical Society of Pennsylvania, 13th & Locust Streets in downtown Philadelphia.

Though the normal gallery hours are 9 AM to 5 PM Tuesdays through Fridays (1 to 5 PM Mondays), NRHS members will be able to view this unique exhibit between 5 and 7 PM on Friday, June 15, just prior to the Philadelphia Chapter meeting. Arrangements for the special showing have been made by Waldo Tulk of the Historical Society, who is also a Chapter member. Admission is free.

Everyone planning to attend the June 15 meeting is urged to take advantage of this opportunity to visit the gallery, which is located less than two blocks from the Engineers' Club.

'Cinders' Surveys Area Tourist Roads, Shortlines

The "good old summertime" is almost here, and many Chapter members will once again wish to visit our nearby steam-powered railroads and shortlines. To assist in this pilgrimage, Cinders herewith presents its annual survey of small carriers in the Tri-State region.

First is a listing of tourist-hauling railroads within 200 miles of Philadelphia, including the latest available information on train schedules, round-trip fares and dates of operation. Unless otherwise indicated, this information applies through the end of October 1984. Distances shown are one-way mileages over the normal operating routes.

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

* * * * *

BLACK RIVER & WESTERN RAILROAD, RINGOES, NJ (Telephone 201-782-9600)

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.

Special runs: Leave Gettysburg for Mt. Holly Springs July 7, August 18, September 22, October 6, 14 and 20 at 10:00 AM.

Fares: To Biglerville, adults \$3.50, children (under 12) \$2.00.
To Mt. Holly Springs, adults \$8.50, children (under 12) \$5.25.

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

MARYLAND MIDLAND RAILWAY, UNION BRIDGE, MD (Telephone 301-775-7718)

Schedule: Former Western Maryland mainline - Leave Westminster for Highfield June 30 and September 3 at 12:00 Noon. Leave Union Bridge for Highfield June 9, September 29, October 13 and 27 at 1:00 PM.

Former PRR Frederick Branch - Leave Walkersville for Taneytown June 2, July 7, August 4, September 1, October 6 and 20 at 1:00 PM. Leave Walkersville for Woodsboro June 3, July 8, August 5, September 2, October 7 and 21 at 2:00 PM.

Fares: Westminster to Highfield, adults \$20.00, children (12 and under) \$10.00.
Union Bridge to Highfield, adults \$15.00, children (12 and under) \$8.00.
Walkersville to Taneytown, adults \$10.00, children (12 and under) \$5.00.
Walkersville to Woodsboro, adults \$5.00, children (12 and under) \$3.00.

Distance: Westminster-Highfield 36 miles, Union Bridge-Highfield 24 miles, Walkersville-Taneytown 17 miles, Walkersville-Woodsboro 5 miles.

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'CINDERS' SURVEYS AREA TOURIST ROADS, SHORTLINES (Continued from Page 4)

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

Schedule: Sundays and Holidays: Leave New Hope for Lahaska 1:00, 2:30, 4:00 PM (1:00, 3:00 PM in November).

Fares: Adults \$5.00, children (under 12) \$3.00.

Distance: New Hope-Lahaska 4 miles.

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

Schedule: Saturdays, Sundays and Holidays: Leave every 30 minutes 12:00 Noon to 5:00 PM.
Weekdays (July and August): Leave every 30 minutes 12:00 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 717-325-3673)

Schedule: Saturdays, Sundays and Holidays (July through Labor Day and during October): Leave every 30 minutes 12:00 Noon to 4:30 PM.

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

Distance: 1 mile

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

Schedule: May 26 through June 29: 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 12:00 Noon to 5:00 PM.
June 30 through September 3: Weekdays, Saturdays and Holidays hourly 10:00 AM to 5:00 PM and 7:00 PM, Sundays hourly 12:00 Noon to 5:00 PM and 7:00 PM, with additional trains on the half-hour as needed.
September 4 through October 28: Weekdays hourly 12:00 Noon to 3:00 PM, Saturdays hourly 11:00 AM to 4:00 PM, Sundays hourly 12:00 Noon to 4:00 PM.
November 3 through December 9: Saturdays, Sundays and Friday after Thanksgiving hourly 12:00 Noon to 3:00 PM.

Fares: Adults \$3.75, children (3-11) \$1.75.

Distance: Strasburg-Leaman Place 4 miles.

Added Attraction: Railroad Museum of Pennsylvania, Strasburg. Admission: \$2.00 adults, \$1.50 senior citizens, children (6-17) \$1.00.

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

Schedule: Sundays and Holidays: Leave Kempton for Wanamaker hourly 1:00 PM to 5:00 PM.
Saturdays (July and August): hourly 1:00 PM to 4:00 PM.
September 1 and 8: hourly 1:00 PM to 5:00 PM.
Gasoline-powered car "Berksy" also operates hourly 1:00 to 5:00 PM Saturdays in June and Saturdays September 15 through October 27. On first three Sundays in November "Berksy" leaves at 1:15, 2:00, 2:45, 3:30, 4:30 PM.

Fares: Adults \$2.50, children (3-12) \$1.25.

Distance: Kempton-Wanamaker 3 miles.

Added Attraction: Schuylkill & Lehigh HO-gauge model railroad at Kempton open to public on Sundays through October.

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

Schedule: Sundays and Holidays: Leave Greenbank Station (Marshallton) for Mt. Cuba 12:30, 2:00, 3:30 PM.
October 13, 20, 27: Leave Greenbank Station for Hockessin at 1:00 PM.

Fares: To Mt. Cuba, adults \$3.00, children (5-12) \$2.00.
To Hockessin, adults \$5.00, children (5-12) \$3.00.

Distance: Greenbank-Mt. Cuba 4 miles, Greenbank-Hockessin 10 miles.

LOCOMOTIVE ROSTERS OF AREA TOURIST AND SHORTLINE RAILROADS

(Corrected to May 1, 1984)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>ANTHRACITE RAILWAY, EAST GREENVILLE, PA (c)</u>						
9	B-B	65-ton	D-Elec	GE	1941	Black River & Western 7079
55	B-B	SW1	D-Elec	EMD	1950	Conrail 8556
4118	B-B	RS3	D-Elec	Alco	1952	Delaware & Hudson 4118 (leased)
<u>BALTIMORE & ANNAPOLIS RAILROAD, GLEN BURNIE, MD (c)</u>						
50	B-B	70-ton	D-Elec	GE	1950	
<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
8871	B-B	SW7	D-Elec	EMD	1950	Conrail 8871 (leased)
<u>BLUE MOUNTAIN & READING RAILROAD, HAMBURG, PA (c)</u>						
413	B-B	NW2	D-Elec	EMD	1948	Conrail 9220
<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>						
46-48	B-B	SW900	D-Elec	EMD	1956	
<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
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
2882	B-B	U30B	D-Elec	GE	1967	Conrail 2882
3254	2-8-2		Steam		1917	Canadian National 3254

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LOCOMOTIVE ROSTERS OF AREA TOURIST AND SHORTLINE RAILROADS (Continued from Page 6)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>JERSEY SOUTHERN RAILROAD, SEABROOK, NJ (c)</u>						
16	B-B	S2	D-Elec	Alco	1948	Wyandotte Terminal 106
<u>LANDISVILLE RAILROAD, LANDISVILLE, PA (c)</u>						
8526	B-B	45-ton	D-Elec	GE	1944	U. S. Army 8526
<u>MARYLAND & DELAWARE RAILROAD, FEDERALSBURG, MD (c)</u>						
14	B-B	T6	D-Elec	Alco	1959	Norfolk & Western 10
15	B-B	T6	D-Elec	Alco	1958	Conrail 9849 (Note 1)
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
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 2)
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>MARYLAND MIDLAND RAILWAY, UNION BRIDGE, MD (c)</u>						
*102	B-B	65-ton	D-Elec	Whitcomb	1944	East Washington 102
244	C-C	SD24	D-Elec	EMD	1959	Burlington Northern 6244
250	C-C	SD24	D-Elec	EMD	1959	BN 6250
252	C-C	SD24	D-Elec	EMD	1959	BN 6252
255	C-C	SD24	D-Elec	EMD	1959	BN 6255
*301	B-B	RS3	D-Elec	Alco	1955	Long Island 1559
*303	B-B	RS3	D-Elec	Alco	1955	Long Island 1556
<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 65
16	B-B	C430	D-Elec	Alco	1967	Conrail 2054
17	B-B	C430	D-Elec	Alco	1967	Conrail 2053
18	B-B	C424	D-Elec	Alco	1964	Toledo, Peoria & Western 800
801	B-B	C424	D-Elec	Alco	1964	TP&W 801
<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 1)
395	B-B	V0660	D-Elec	BLW	1945	Warner Company 11
400	B-B	44-ton	D-Elec	GE	1947	Hoboken Shore 700
1533	4-6-0		Steam	Montreal	1911	Canadian National 1533
2880	B-B	U30B	D-Elec	GE	1967	Conrail 2880
2887	B-B	U30B	D-Elec	GE	1967	Conrail 2887
<u>NEW YORK, SUSQUEHANNA & WESTERN RAILROAD, LITTLE FERRY, NJ (c) (Note 3)</u>						
2	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 8
20	B-B	S2	D-Elec	Alco	1945	Fonda, Johnstown & Gloversville 20
21	B-B	S2	D-Elec	Alco	1946	FJ&G 21
100	B-B	RS2	D-Elec	Alco	1949	Delaware & Hudson 4022
101	B-B	RS3	D-Elec	Alco	1952	D&H 4088
102	B-B	RS3	D-Elec	Alco	1952	Reading 465
103	B-B	RS3	D-Elec	Alco	1952	RDG 492

(NEW YORK, SUSQUEHANNA & WESTERN continued on Page 8)

LOCOMOTIVE ROSTERS OF AREA TOURIST AND SHORTLINE RAILROADS (Continued from Page 7)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>NEW YORK, SUSQUEHANNA & WESTERN RAILROAD (Continued)</u>						
104	B-B	RS3	D-Elec	Alco	1952	D&H 4117
206	B-B	S2	D-Elec	Alco	1942	
238	B-B	RS1	D-Elec	Alco	1945	
240	B-B	RS1	D-Elec	Alco	1945	
252	B-B	RS1	D-Elec	Alco	1945	
1800	B-B	GP18	D-Elec	EMD	1962	
1802	B-B	GP18	D-Elec	EMD	1962	
1804	B-B	GP18	D-Elec	EMD	1962	
2000	B-B	C420	D-Elec	Alco	1966	Louisville & Nashville 1312
2002	B-B	C420	D-Elec	Alco	1964	Long Island 221
3000	B-B	C430	D-Elec	Alco	1967	Conrail 2050
3002	B-B	C430	D-Elec	Alco	1967	Conrail 2052
3004	B-B	C430	D-Elec	Alco	1967	Conrail 2051
3006	B-B	C430	D-Elec	Alco	1967	Conrail 2056
3008	B-B	C430	D-Elec	Alco	1967	Conrail 2055
<u>OCTORARO RAILWAY, KENNETT SQUARE, PA (c)</u>						
2	B-B	RS2	D-Elec	Alco	1949	Toledo, Peoria & Western 202
3	B-B	S2	D-Elec	Alco	1948	Baltimore & Ohio 9063
4	B-B	S2	D-Elec	Alco	1944	B&O 9034
5	B-B	RS2	D-Elec	Alco	1949	TP&W 205
<u>PANTHER VALLEY RAILROAD, JIM THORPE, PA (c)</u>						
2896	B-B	U33B	D-Elec	GE	1968	Conrail 2896
<u>PATAPSCO & BACK RIVERS RAILROAD, SPARROWS POINT, MD (c)</u>						
10	B-B	Slug		BLW		P&BR 309
12-17	B-B	Slug		BLW		P&BR 307, 339, 306, 302, 336, 343
18	B-B	Slug		BLW		P&BR 340
19	B-B	Slug		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	S&H 40
136	B-B	SW7	D-Elec	EMD	1950	C&BL 107
137	B-B	SW7	D-Elec	EMD	1949	C&BL 103
140	B-B	VO1000	D-Elec	BLW/EMD	1943	P&BR 358
141	B-B	VO1000	D-Elec	BLW/EMD	1942	P&BR 356
142-143	B-B	VO1000	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	VO1000	D-Elec	BLW/EMD	1942	P&BR 351
147	B-B	VO1000	D-Elec	BLW/EMD	1943	P&BR 355
<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD, BETHLEHEM, PA (c)</u>						
10	B-B	Slug		BLW		Conemaugh & Black Lick 12
11	B-B	Slug		BLW		Reading 712
12	B-B	Slug		EMD		Patapsco & Back Rivers 120
13-14	B-B	Slug		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	P&BR 110
51-52	B-B	SW900	D-Elec	EMD	1937	

(Continued on Page 9)

LOCOMOTIVE ROSTERS OF AREA TOURIST AND SHORTLINE RAILROADS (Continued from Page 8)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<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
701	0-4-0	10-ton	D-Mech	Davenport		
<u>POCONO NORTHEAST RAILROAD, WILKES-BARRE, PA (c)</u>						
601	B-B	SW1	D-Elec	EMD	1942	Conrail 8408
1201	B-B	SW9	D-Elec	EMD	1952	Montour 77
1751	B-B	GP9	D-Elec	EMD	1959	Conrail 7242
<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 4)
*972	4-6-0	D10	Steam	Montreal	1912	Canadian Pacific 972
<u>SHORE FAST LINE, HAMMONTON, NJ (c)</u>						
2875-2876	B-B	U30B	D-Elec	GE	1967	Conrail 2875, 2876
2884	B-B	U30B	D-Elec	GE	1967	Conrail 2884
<u>STEELTON & HIGHSPIRE RAILROAD, STEELTON, PA (c)</u>						
60	B-B	S2	D-Elec	Alco	1948	Richmond, Fredericksburg & Potomac 67
62	B-B	Slug		Alco		South Buffalo 101
63-65	B-B	S2	D-Elec	Alco	1948	RF&P 63, 65, 64
66	B-B	S4	D-Elec	Alco	1951	Lehigh Valley 166
67	B-B	Slug		Alco		LV 167
68	B-B	S2	D-Elec	Alco	1946	RF&P 58
69	B-B	S2	D-Elec	Alco	1948	RF&P 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 5)
*7002	4-4-2	E7s	Steam	Juniata	1902	Pennsylvania 8063 (Note 5)
<u>SUGAR LOAF & HAZLETON RAILROAD, GOWEN, PA (c)</u>						
183	B-B	SW7	D-Elec	EMD	1951	Conrail 8917
<u>UPPER MERION & PLYMOUTH RAILROAD, WEST CONSHOHOCKEN, PA (c)</u>						
1002	B-B	NW2	D-Elec	EMD	1947	Texas & Pacific 1002
<u>WANAMAKER, KEMPTON & SOUTHERN RAILROAD, KEMPTON, PA</u>						
*2	0-4-0T		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 6)
*65	0-6-0T		Steam	Porter	1931	Safe Harbor 65
<u>WEST SHORE RAILROAD, MIFFLINBURG, PA (c)</u>						
8525	B-B	SW1	D-Elec	EMD	1950	Conrail 8525

(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>WILMINGTON & WESTERN RAILROAD, MARSHALTON, 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	0-6-0T		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 7)
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 8)
*4662	Railcar		D-Elec	Pullman/Brill	1929	Pennsylvania 4662
6894	0-6-0		Steam	Cooke	1912	New York Central 6894 (Note 9)
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 - Leased out for industrial use
- 2 - Rebuilt from Model SC, 1957
- 3 - Includes units of Cooperstown & Charlotte Valley Railway and Lackawaxen & Stourbridge Railroad
- 4 - Owned by Stewartstown Railroad
- 5 - On loan from Railroad Museum of Pennsylvania
- 6 - Former electric locomotive
- 7 - Leased from South Branch Valley Railroad
- 8 - Owned by Royal Hudson Locomotive Company
- 9 - Stored at Hagerstown, MD

ABBREVIATIONS:

- (c) - Common carrier * - In passenger service, 1984
 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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PHILADELPHIA RANKS THIRD IN NRHS MEMBERSHIP

Philadelphia Chapter has retained its position as third largest among the 136 active chapters in the National Railway Historical Society, according to paid-up membership figures as of April 20, 1984. These figures, released last month by NRHS Chairman V. Allan Vaughn, show Philadelphia narrowly behind second-place Pacific Northwest.

In the year and a half since the last survey, Philadelphia Chapter has increased its membership from 271 to 292, but front-running Washington, DC Chapter also grew from 338 to 354. Total NRHS membership rose during the period from 9,688 to 10,024, with the number of associate members increasing from 700 to 836.

The top ten chapters and their membership figures are as follows:

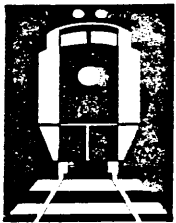
1 - Washington, DC.....	354
2 - Pacific Northwest (Portland, OR).....	294
3 - Philadelphia.....	292
4 - Mohawk & Hudson (Albany, NY).....	250
5 - Intermountain (Denver, CO).....	248
6 - Baltimore.....	217
7 - Atlanta.....	208
8 - Lancaster.....	196
9 - Old Dominion (Richmond, VA).....	195
10 - Cincinnati.....	164

PHILADELPHIA



FRANK G. TATNALL, JR.

June 1984 may be the month in which rail shuttle service finally begins between Market East and Suburban Stations in downtown Philadelphia. Under discussion since late last year, the free service awaits City Council's final approval of an operating agreement with SEPTA for the new \$325-million center city rail tunnel. This action may occur as early as June 7, after which SEPTA could launch the single-car shuttle on only a few days' notice.



To implement the shuttle service, SEPTA last month issued a bulletin order designating the 1.6 miles of new railroad between the east end of Suburban Station and "CP-Brown" interlocking as the "Center City branch," controlled by the train dispatcher at "Wayne." To become effective when the shuttle begins, the order specifies that the four tunnel tracks be numbered from south to north in Pennsylvania Railroad fashion, with new #1 track connecting to existing #1 track in Suburban Station, #2 track with existing #6, #3 with #7 and #4 with #9. Suburban Station will continue to be controlled by "Broad" tower at 18th Street but "Vine" interlocking at milepost 0.8 in the tunnel will be operated from a new block and train order station at Market East (milepost 0.5), to be known as "Mark." "Brown," where the tunnel line connects with the present Ninth Street branch to Reading Terminal, will be controlled from "Race Street" tower. Speed limit for the shuttle operation will be 20 mph, and cab signals will not be used in the tunnel.

Meanwhile, preparations continue for the startup of full service through the tunnel on Labor Day weekend. Finishing work is being done on newly-widened platforms 3 and 4 at Suburban Station, which utilize the space formerly occupied by tracks 5 and 8 respectively. None of the new escalators, however, has yet been placed in operation. A new block and train order station, tentatively named "Schuylkill," will be installed at the east end of 30th Street Station's upper level, to be placed in service as needed after the tunnel opens.

Public hearings on SEPTA's reorganization of commuter rail routes through the tunnel (see May Cinders) will be held June 25 at 6:30 PM in the Community Room of Willow Grove Park Mall, Willow Grove; June 26 at 6 PM in Villanova University's Connelly Center, Villanova; and June 28 at 9 AM in the SEPTA board room, 21st floor, 130 South 9th Street, Philadelphia. Seven tariffs have been filed to establish the new routes designated R-1 through R-8 (the Bryn Mawr local route R-4 requires no new tariff).

Things do not look as bright, however, for the rust-covered, \$90-million Airport High Speed Line. Originally scheduled for completion in 1971, then 1976, 1982 and--for sure--1984, the service now is being touted for a startup in April 1985. SEPTA officials have been quoted in the media as saying that it is impractical to consider opening the line coincident with the center city tunnel this September. With estimated ridership of only 1,200 to 1,500 a day, SEPTA feels it unwise to begin running airport trains until after the tunnel operation reaches a "steady state," thus avoiding the risk of alienating service-conscious airline passengers. Officials of the City's Department of Public Property, not surprisingly, are questioning any decision to mothball the virtually complete, 9.4-mile line. And the Inquirer last month joined in with an editorial branding the delay as "unacceptable," and pointing out that the City and SEPTA should get to work negotiating an operating agreement for the airport service. "A poor start, with passengers missing planes because of late trains, must be avoided," the Inquirer declared. "Nonetheless, SEPTA should tackle the task with a greater sense of urgency than it has shown so far. It is a major metropolitan transit system, not a Toonerville trolley."

A mammoth nine-alarm fire roared through the vacant Harrison Court building at 10th & Filbert Streets in downtown Philadelphia on May 3, also damaging 17 other buildings and disrupting transportation throughout the densely-populated area. Soon after the first alarm was sounded at 1:50 PM, burning embers were seen falling for blocks around and flames seared the north wall of the new Gallery II shopping complex across Filbert Street. Some 25,000 people were forced to evacuate the Gallery, as well as nearby office buildings and stores. Windows enclosing the unopened Market East commuter rail station beneath the Gallery were broken by the heat and some water seeped into the station, but there was no smoke damage. Bernard Goldentyer, general manager of the tunnel project, said that he was "surprised there wasn't more damage," and that the fire would not delay the start of shuttle rail service. He added that the huge mural that runs for nearly two city blocks along the station wall appeared to be undamaged.

MU cars parked on the easternmost tracks at Reading Terminal, one block west, were moved to other tracks but service continued with few delays. Route 23 trolleys were halted on 11th and 12th Streets. At least eight bus routes operating along Market and Arch Streets were detoured away from the scene and Market Street subway trains did not stop at 11th Street station for the rest of the afternoon. The fire, largest in the downtown area for at least a quarter century, was finally declared under control at 4:42 PM. According to newspaper reports, a total of 43 engine companies, 11 ladder companies and three rescue units of the Philadelphia Fire Department were at the scene, but only two firefighters received minor injuries.

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PHILADELPHIA EXPRESS (Continued from Page 11)

Four days of rain caused severe flooding in some parts of the Philadelphia area late in May, disrupting rail service and highway travel. Officially, 4.79 inches of rain fell on Philadelphia between Sunday, May 27 and Thursday, May 31, causing the Schuylkill River to overflow its banks in Fairmount Park and further upstream. The Norristown commuter rail line was knocked out by flooding west of Conshohocken between 6 and 8:30 AM May 30, and fallen tree limbs snarled train service that morning on the Media-West Chester line. The Delaware River around Trenton, NJ reached its highest level since the devastating flood of 1955, but no rail service was affected in that area.

Horrendous delays on the Paoli and Manayunk commuter lines during the afternoon rush hour of May 29 served to reopen hostilities between SEPTA and AMTRAK. Signal failures from "Zoo" to Bryn Mawr, a power outage on #4 track between Overbrook and Bryn Mawr and a malfunctioning switch at 52nd Street all combined to back up westbound commuter trains from about 5 to 8 PM, although most AMTRAK trains including the diesel-powered Broadway Limited managed to get through the area with far less difficulty. Riders on SEPTA train #359, which was halted at Overbrook first by the power failure and later by stuck brakes, were hours late in getting home, as were those on following trains which continued to back up behind the disabled train. Many passengers, in fact, climbed off the stalled trains and hiked to the nearest street or bus line in West Philadelphia.

The next day SEPTA leveled a blast at AMTRAK by distributing a seat notice to Paoli riders headlined: "Tuesday's Service Failures Were Caused By a Series of Electrical & Mechanical Problems and Very Poor Communications." In it SEPTA charged publicly that Amtrak personnel for more than two hours had failed to report the power failure and service shutdown. SEPTA concluded its statement by saying: "We can only offer our sincere apologies and promise to find ways to have Amtrak be more sensitive to our needs..."

SEPTA is busy erecting identification signs at many commuter rail stations, designed to be seen from the street. Oddly enough, the unused Bryn Athyn station on the out-of-service Newtown line also received a large sign mounted on a steel pole embedded in concrete.....The about-to-open One Reading Center office building at 11th & Market is placing advertising cards in commuter trains headlined: "Our elevators make stops at Bryn Mawr, Devon, Jenkintown and Chestnut Hill," a reference to the convenient transportation to be provided by the new commuter rail tunnel directly beneath the building.....Recent statistics gathered by the Delaware Valley Regional Planning Commission and reported in the Inquirer indicate that, of the 2,076,000 jobs which existed during 1980 in the nine-county Philadelphia area, only 36.6 percent were in the city itself. Of significance to SEPTA, the figures show that the percentage of employed persons living in the four suburban counties of Pennsylvania who worked in Philadelphia declined from 55.2 in 1970 to 44.9 in 1980.

SEPTA this month begins a program of reserving choice parking spaces at its suburban rail stations for holders of monthly TrailPasses. Along the mainline to Paoli, a total of nearly 1,200 spaces will be set aside for regular rail riders at a charge of \$5 to \$10 per month. Purchasers will receive permit cards to display on their dashboards and cars without the permits will be towed. The program is in response to complaints of overcrowded lots and will help discourage vanpoolers from parking their cars at SEPTA stations. The program may be extended to other commuter lines, especially those ex-Reading lines with free lots where vanpoolers are known to congregate.

SEPTA has shipped the first of 25 Budd-built Silverliners to a firm in Chesapeake, VA which will over-haul the cars to extend their service life. Six cars moved last month via CONRAIL-EASTERN SHORE RAILROAD and were floated across Chesapeake Bay from Cape Charles to Norfolk.....SEPTA is said to be considering the future acquisition of up to 50 more electric MU cars, already dubbed "Silverliner V's".....Four ex-SEPTA, ex-Pennsy MP54 MU's--still in red, white and blue paint--are stored at the Delaware Car Company shop in Wilmington. They are #413, 427, 437, 453.....J. P. Lee, Jr., a former Reading employee, has been named acting assistant general superintendent for the ex-Pennsy Philadelphia District of SEPTA's Regional High Speed Line. J. R. Canfield is general superintendent and C. C. Deweese is assistant for the Reading District. The two districts are headquartered at 30th Street Station and Reading Terminal, respectively.

City-owned RDC-1's #9151 and 9152, now stored at Wayne Junction, should move to the WILMINGTON & WESTERN sometime in July, according to Historic Red Clay Valley's newsletter The Lantern. Equipped with completely overhauled diesel engines, the two cars will be used for charter operations on the W&W out of Marshallton, DE and on OCTORARO RAILWAY's Wilmington & Northern line, beginning this fall. The 22-year-old cars are being leased to HRCV for five years at a cost of \$1 per year per car, with option to purchase them or to renew the lease.

Three more of NJ TRANSIT's derelict GGI locomotives were towed from Wilmington, DE to Elizabethport, NJ late last month, leaving only three of the motors still stored at AMTRAK's Wilmington shops. The latest three returnees were #4873, 4875 and 4883. They join seven other G's at E'Port, including tuscan red #4877.....GP40P #4101 is expected to be the first of 13 such units to be equipped with a head-end power package later this year.....Martin Garelick has resigned as vice president and general manager of NJ TRANSIT RAIL OPERATIONS.

NJT on May 18 issued its bid invitation list for more than 200 retired passenger cars, including eight MP54 electrics stored at Wilmington, DE and 38 ex-Jersey Central open-window coaches.....It appears increasingly certain that the new power system on NJT's Morristown and Gladstone lines will be placed in service on Labor Day. Thus, the opportunities to ride and photograph the ancient Lackawanna MU cars are vanishing. Dating from 1930 and earlier, these heavy DC-powered cars will be replaced by AC-powered stainless steel Arrow III's.

(Continued on Page 13)

NJ TRANSIT

PHILADELPHIA EXPRESS (Continued from Page 12)

Mayor Goode last month came down hard on the side of continued and improved trolley service in North Philadelphia. In disagreeing with SEPTA's announced plan to permanently convert Routes 6, 50 and 60 to bus operation, and its implied threat to eventually bus the other four PCC-operated routes, the Mayor clearly stated that the City's policy is to "preserve and revitalize all seven of the surface trolley lines." He further pointed to a "demonstrated need for non-polluting transit service in the densely populated neighborhoods not served directly by the Market-Frankford or Broad Street lines, a need which I believe a modern electric trolley system can fulfill."



These comments appeared in a letter dated May 11 to Mary C. Harris, one of two City representatives on the SEPTA board, with copies to Judith E. Harris, the other board member, and to SEPTA Chairman Lewis F. Gould, Jr. Noting that "over the long term, the capital investment for an upgraded trolley service is somewhat higher than for buses," Mayor Goode said that "this will be offset by increased ridership and revenue, and lower operating expenses when compared with buses... I encourage you to work with other SEPTA board representatives to program the necessary capital projects to achieve this objective."

With regard to the two lines now "temporarily" running with buses, he urged that Route 50-Lawndale/South Philadelphia be restored to electric operation "as soon as practicable," and that buses should remain on Route 60-Allegheny Avenue "while the City seeks a Federal demonstration grant for innovative service on this route." The latter is an apparent reference to oft-stated City plans for a reserved medial area on Allegheny Avenue and traffic signal coordination to speed rail service. Christopher Zearfoss, chief of transit operations and planning for the City's Department of Public Property, told the Inquirer that the Mayor had resolved a long-standing question. "We know we have a mandate to move forward and start improving the lines, so almost 30 years of indecision and neglect can be brought to an end," he said.

The seven North Philadelphia trolley routes carry some 100,000 riders a day, more than the combined total for all 12 of SEPTA's commuter rail lines. Now those riders and other transit observers will be watching to see how and how soon the Mayor's decision is implemented.

Governor Thornburgh on May 1 signed a mass transit aid bill which had been rushed through the Legislature to prevent SEPTA from running out of cash. Under the aid package, SEPTA will receive \$21.5 to \$23 million in additional State funding to help reduce the authority's projected deficit of \$45 million for this fiscal year. The five counties in Southeastern Pennsylvania are now expected to add their contributions.

Philadelphia City Council on May 24 approved \$44 million for SEPTA's operating budget in the fiscal year beginning July 1, but said it would not transfer the money in the usual lump sum so as to more closely monitor SEPTA's actions. Several Councilmen expressed dissatisfaction with a proposal by SEPTA to raise base transit fares from 75 to 85 cents effective July 1, while reducing fares for many suburban rail commuters. Councilman John Street went so far as to propose that the City withdraw from SEPTA completely, saying that Philadelphia residents were being "jerked around by the jerks on the SEPTA board." Meanwhile, SEPTA completed hearings on its new fare structure, encountering the greatest opposition at the center city hearing on June 4.

SEPTA reported last month that its City Transit Division showed an increase of 10.2 million riders, or 5.9 percent, during the first ten months of the current fiscal year compared with the same period the previous year. The greatest growth appeared on the Broad Street subway, which received a fleet of 125 new cars in 1983 and had many stations rebuilt. Ridership on that line was up an astonishing 2.2 million or 11.2 percent. The Market-Frankford line recorded a gain of 2.4 million (seven percent), buses were up by 4.4 million (4.6 percent), trolleys by 700,000 (four percent), and trackless trolleys by 500,000 (7.8 percent). Suburban Transit Division patronage was also up but the Regional High Speed commuter lines lost ridership as a result of the long strike in 1983.

The \$200-million-plus rebuilding of the Frankford elevated structure should be shifted from SEPTA to the City Public Property Department, according to a resolution passed unanimously by City Council last month. "The Frankford Elevated is a catastrophe waiting to happen," exclaimed Councilman Francis Rafferty, but Mayor Goode was not swayed. He said the project would remain with SEPTA as determined last year by former Mayor Green. "I think the persons who run the system and operate the system ought to be in control of repair of the system as well," Goode said in a Daily News report.

Channel 10 television carried a special report on its May 14-18 newscasts entitled: "SEPTA: What's Wrong?" Among the subjects explored was idling of buses at depots, decaying el tracks and the discovery of asbestos in Suburban Station. No solutions were proposed.....Nine SEPTA bus routes were detoured on Sunday, May 13, as the coast-to-coast Olympic torch relay passed through Philadelphia by way of Independence Hall, the Italian Market, the Art Museum and West Philadelphia.

Modern Railroads, in its May issue, carries a city-by-city digest of U. S. rail transit systems. For SEPTA, it shows 24.2 miles of heavy rail lines with 406 cars; 124.8 miles of light rail lines with 141 LRV's, 130 PCC's and 19 older "P&W" cars; and 195.1 miles of commuter rail lines with 343 MU's, nine RDC's and six locos. An additional 7.6 miles are shown as under construction (the Airport Line).

At least 27 old Broad Street subway cars are still in existence, according to a list published by Buckingham Valley Trolley Association. In addition to the six museum cars available for charter (#1, 55, 166, 200, 1020, 1025), 12 have been sold to museums. These are: #14, 70, 124 to Northern Ohio, #23 and 140 to

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Toledo, #94 and 126 to Oregon, #182 to BVTA, #1007 and 1009 to Railways to Yesterday, #1018 and 1023 to Seashore Trolley Museum. Six more (#39, 51, 112, 127, 174, 175) are in work service, #31 was sold to a restaurant in Connecticut and two others are held at Fern Rock.....Seashore's two "bridge" cars left Fern Rock May 11 via CONRAIL for the trip to Kennebunkport, ME. The BOSTON & MAINE received the cars at Albany, NY on May 16.BVTA plans to move car 182 to Pier 5 this month after stripping parts off #178 and 197, and RTY is arranging with CONRAIL to move #1007 to Mt. Union, PA for highway transfer to its museum at Orbisonia.

The billion-dollar contest to see who gets CONRAIL is heating up, with a government-imposed deadline of June 18 on additional bids. So far, only New York-based Alleghany Corp. and a group of CONRAIL's own unionized employees have entered firm bids, but both NORFOLK SOUTHERN and Timothy Mellon's Guilford Transportation Industries have announced that they too will submit offers for the now-unprofitable railroad. Conrail Chairman L. Stanley Crane added seasoning to this stew by saying in press interviews last month that he opposed the sale of CONRAIL to either of its major eastern competitors, NS or CSX, because that would not be "in the best interest of Conrail's management or Conrail's labor." He said further that such a sale would be anti-competitive and "that is not to the benefit of the customer."

Congressman James J. Florio of New Jersey, the influential chairman of the House Commerce Subcommittee on Transportation, made it plain last month that he is suspicious of the Administration's efforts to sell Conrail and will carefully review any and all sale proposals before approving the necessary enabling legislation. At the same time, Senator John Heinz of Pennsylvania said that he "strongly opposes" a sale to Alleghany or to another major railroad, and promised to stall such an offer in Congress if it's approved by the DOT. Heinz told the Daily News after a meeting with

Crane that the Conrail chairman hopes to see the railroad taken over by a coalition of employees, management and private investors, a view that Heinz said he supports. He referred to Alleghany, which once held a large share of Penn Central stock, as the "company that bankrupted Penn Central," adding that "we don't want the fox reinvented to the chicken coop."

CONRAIL has renamed most of its major lines in the East, in an effort to simplify operations. In this area, for instance, the "Harrisburg Line" now extends from South Philadelphia to Harrisburg by way of Reading, taking in the former Delaware Extension, High Line branch and ex-Reading mainline, Reading Belt branch and Lebanon Valley branch. The "Reading Line" is the new name of the Bethlehem, East Penn and Reading Belt branches from Bethlehem to Wyomissing, near Reading. The "Trenton Line" includes the former City, Richmond, Low Grade, New York Short Line and New York branches from Park Junction, Philadelphia to Port Reading Junction, NJ via West Trenton. West of Harrisburg the former Pennsy mainline is now known as the "Pittsburgh Line" and from Lindenwold to Winslow Junction, NJ the old PRSL main is the "Winslow Line." From Oak Island, NJ to Sayre, PA via Allentown, the ex-Lehigh Valley main has been renamed the "Lehigh Line."

A less noticeable change made last winter was the redesignation of the old Reading mainline from Reading to Port Clinton, PA, later known as the Pottsville branch, as part of the Shamokin secondary track. This term is now used to describe the remaining single-track line all the way from Reading to Shamokin, PA via Tamaqua, while the former main from Port Clinton to Pottsville, PA is now the Pottsville secondary.....June 4 is the date by which the people from Monroe County, Pennsylvania said they would have the funds to buy the 88-mile Scranton branch from CONRAIL (see May Cinders), or else the dismantling of the ex-Lackawanna mainline could begin.....The ex-Reading passenger station at Royersford may soon be demolished unless an interested developer can be found to buy it.

For the third time in five years, CONRAIL has won the prestigious "Golden Freight Car Award" presented annually by Modern Railroads Magazine for outstanding achievement in railroad marketing. Conrail this year won the award for its highly-successful shortline marketing program, in which it has worked with 78 small railroads to develop new business and retain business which otherwise would have been lost as a result of the abandonment of uneconomic branch lines. In 1983 the new program was responsible for about 11,000 carloads and \$12 million in revenue, Conrail said. In the small railroad category, the Bay Colony Railroad of Massachusetts also won a Golden Freight Car for its marketing efforts.

CONRAIL last month began operating some of its piggyback trains without cabooses, in line with the industry's new agreement with the United Transportation Union (see May Cinders). AMTRAK, however, has not yet agreed to allow cabooseless freight trains to operate on the Northeast Corridor or the Harrisburg mainline.....CONRAIL last month received the first 17 of the 40 new SD50 diesel locomotives to be delivered this year by General Motors.....CONRAIL has begun shipping its long-stored E44 and E33 electric freight locomotives to General Electric at Erie, PA as trade-ins on new GE diesels, according to a story in the Harrisburg Patriot. The 66 remaining units, which were taken out of service in 1981, have been stored in the Harrisburg area since that time.

Just ten years ago this month, Philadelphia Chapter's entertainment program featured "Penn Central 1974," the so-called "horror" film produced by PC to show the people in Washington how desperate things were on the railroad. The movie, picturing wrecks, derailments and broken tracks, was called in shortly after our showing. Set against the present-day scene of glossy, well-maintained tracks on CONRAIL, the memory of that film dramatizes the startling progress made in just one short decade.....June is the final month of a unique advertising program with the theme "CONRAIL delivers as promised or your money back!" (See April Cinders).....

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....The James E. Strates Shows carnival train passed through Philadelphia May 20 enroute from Washington, DC to Yonkers, NY. It will return here July 2 on CONRAIL for delivery to CHESSIE and will make its usual stand at the Delaware State Fair in Harrington July 17-28.....The 43-car Ringling Bros. "Blue Unit" circus train was due at CONRAIL's South Philadelphia yard June 4 from New York. It will remain until June 18, when it departs for Oklahoma City.



AMTRAK will formally rededicate its Wilmington (DE) station on June 8 after a three-year, \$8-million rebuilding program. Ceremonies will begin at 10 AM and bands will play for the public during the day. In the evening a black-tie gala entitled "Locomotion" will be sponsored by Wilmington Waterways in cooperation with the Junior League of Wilmington and the Delaware State Chamber of Commerce. Adding to the festive atmosphere will be WILMINGTON & WESTERN's 4-4-0 #98 and two coaches which will be on display along Market Street near the station. Old 98 will blow her whistle and shuffle back and forth (HRCV Lantern).....Budget Rent-A-Car and AMTRAK have signed an agreement under which Budget will place counters or direct telephones in 300 Amtrak stations nationwide. Among the first stations to receive a Budget counter will be 30th Street in Philadelphia, where Hertz and Avis are already represented.

AMTRAK has extended its discount "All Aboard America" fares through September 3, and they will apparently become permanent. Tickets purchased during this period may be used through October 3 but are not good in sleepers July 1-August 19. The one-zone round-trip fare remains at \$175, while the two-zone ticket rises to \$250 and the systemwide fare to \$325 (Rail Travel News).....AMTRAK has held a solid lead in revenue passenger mile growth during the first five months of fiscal 1984 (beginning in October 1983), as compared with domestic airlines and intercity bus companies. During the period Amtrak showed an increase of 16.7 percent compared to last year, while airlines reported a small gain of 2.4 percent and the bus lines dropped by 5.7 percent (Amtrak News).

Congress has ordered the General Accounting Office to make a study of AMTRAK trains operated with only one man in the cab along the Northeast Corridor. Since the firemen were removed from these passenger trains over a year ago, questions have arisen regarding the wisdom of operating 120-mph trains with only the engineer up front (The Locomotive Engineer).....AMTRAK will rebuild its bridge across the Susquehanna River at Perryville, MD, with some 3,300 new ties to be installed and the structure painted. During the repair period, the two-track bridge will have one track out of service (Lancaster Chapter Dispatcher).....AMTRAK's board has approved an \$8.2-million improvement program for the Northeast Corridor, including rail grinding on 216 miles of track, undercutting 25 miles of track to improve drainage and replacing deteriorated ties. The program will be completed by June 1985.

AMTRAK is pressing Congress for \$724 million in operating and capital funds for fiscal year 1985, a figure already authorized by the House. The Administration, however, wants to give Amtrak only \$680 million. Meanwhile Amtrak President Claytor says that the railroad's revenue-to-cost ratio should reach "at least" 58 percent in FY '85, compared with 54 percent in 1983 and 48 percent in 1981. Claytor also told Congress that he sees no problem in continuing all existing trains—all will meet the avoidable loss per passenger mile criterion set by law. He said that Amtrak is making real progress in its efforts to further reduce its dependence on subsidy through improved efficiency and higher revenues, and he hopes to reach the point where the system is covering 100 percent of its short-term avoidable operating costs with operating revenues. In 1983 Amtrak met 79.7 percent of these costs with train revenues.

In other remarks, Claytor said that the \$2.5-billion Northeast Corridor Improvement Project (cut to \$2.19 billion by the Administration) will be about 90 percent complete by the end of FY '85 in September of next year. He also advocated the removal of all through freight trains from the Corridor and onto paralleling CONRAIL-CHESSIE lines, because they make it difficult to keep the tracks smooth and Conrail is not paying Amtrak enough under the incremental cost formula prescribed last year by the Interstate Commerce Commission. When asked about the original Metroliner 800-series MU cars, now used on the Harrisburg line, Claytor said they are Amtrak's "most expensive cars to maintain" and are therefore being considered for conversion to locomotive-hauled coaches. With regard to the proposed Atlantic City service, Claytor estimated construction would take 30 months, though upgrading the track alone to 79 mph standards should require only 18 months. This work cannot begin, however, until completion of an environmental assessment begun in March which could take up to six months to complete. He assured the Congressmen, however, that operating revenues would cover costs once the service begins (which now seems unlikely before 1986). Some 26 million people visited Atlantic City last year, making it the nation's most popular destination for tourists (NARP News).

NEWS BRIEFS: It looks as if "Lemo" tower will be moved this month to Strasburg (see March Cinders). Philadelphia Chapter has pledged a \$5,000 loan toward the preservation project.....That doubleheaded steam trip from Strasburg to Harrisburg and return is confirmed for September 29.....Next year's NRHS convention will be held in Lancaster, PA August 21-25.....Former National Chairman E. Lewis Pardee has been awarded a life membership in NRHS by West Jersey Chapter.....AMTRAK's local sales manager, Tom Sabo, has been promoted to the new job of director-telemarketing sales.....The Pottstown-Reading Chapter has gotten permission to put an "&" in its name. Now it's appropriately the "P&R" Chapter.....NRHS has decided to relocate its national office from the Empire Building to larger quarters in Suburban Station Building, Philadelphia. The Library of American Transportation may also go in there, rather than to Chattanooga.

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MORE BRIEFS: A gross example of "railfan rumor" run amok was the recent story that Guilford had bought ex-Mexican 4-8-4 #3028, stored at Colonie, NY, to run on excursions and even in freight service! This was soberly reported by the B&M Historical Society, Narragansett Newsletter and others, but it has been officially debunked through Mohawk & Hudson Chapter and RRE.....Narragansett Newsletter now says (May issue) that because of the well-publicized troubles with its SPV-2000, Budd Company will no longer build the diesel-powered cars. This story originated in the Hartford Courant.....The City of Altoona is advertising in Trains with the slogan "You've got a friend in Altoona, PA." Send for a "railroad country packet" to Convention & Visitors' Bureau of Blair County, 1212 7th Avenue, Altoona, PA 16601.....Presidential Candidate Gary Hart rode PATCO May 24 from Woodcrest to Camden.

MARKERS: NORFOLK SOUTHERN has signed an agreement to buy North American Van Lines from Pepsico, Inc., if the ICC okays.....NS's famed "Heritage" FP7 diesels have been renumbered from SOUTHERN 6138, 6141, 6143 and 6147 to 3496-3499 (Roanoke Chapter Turntable Times).....That movie company camped out at 30th Street Station last month was filming scenes for the new Harrison Ford crime thriller entitled "Witness".....Don't miss Robert Redford's new flick "The Natural," with its scenes of Midwest Chapter's 2-8-2 steamer #4070.....CSX's "Orange Blossom Special" piggyback train now runs seven days a week between Florida and Wilmington.....NEW HOPE & IVYLAND ran its first two 50-car stone trains last month to Pleasantville, NJ via CONRAIL-SHORE FAST LINE.

LATE BREAKING NEWS: Former BOSTON & MAINE President Alan G. Dustin has been hired as general manager of NJ TRANSIT RAIL OPERATIONS, succeeding Martin G. Garelick, who is retiring at the age of 60. Dustin, who began his railroad career with the DELAWARE & HUDSON in 1947, resigned from the B&M earlier this year after its takeover by Guilford Transportation Industries.....Those three prototype body shells to be built by Budd Company for AMTRAK (see April Cinders) will actually be assembled at Budd's Fort Washington (PA) facility. Delivery will begin next year (RRE Journal).....SEPTA's new Woodland heavy repair shop at 49th & Woodland Avenue is due to open late this month or next.....This month marks the 100th anniversary of the construction of PRR's 6.7-mile Chestnut Hill branch. A ceremony is planned for June 11 at SEPTA's classic Chestnut Hill West station, built before the turn of the century and recently rebuilt by the new Chestnut Hill Bank to be housed in the building.....AMTRAK has reportedly sold Pennsylvania Station in Newark, NJ to a group of investors for \$56 million, who will in turn lease the facility to NJ TRANSIT (Rail Travel News).



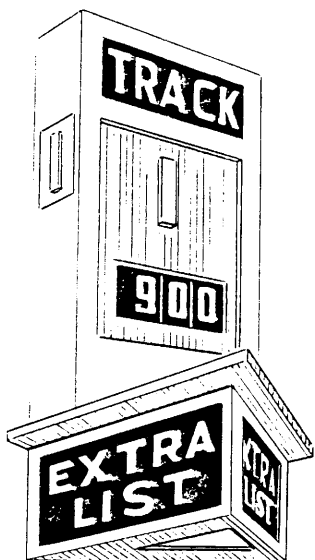
PCC FROM COAST TO COAST

By Fred W. Schneider III and Stephen P. Carlson.
Published by Interurban Press, P. O. Box 6444,
Glendale, CA 91205, 1983. Hardbound, 288 pages.
Price: \$36.95

In 1980, Fred Schneider and Stephen Carlson published PCC--The Car That Fought Back (Interurban Press) which detailed the history of the creation of this modern electric streetcar. The need for a high performance streetcar led to the formation of the Electric Railway Presidents' Conference Committee in 1929, and for the next seven years that body sponsored research on trucks, traction motors and body designs leading to the first production model PCC in 1936. Following the general decline of electric transit systems after 1945, a new organization, Transit Research Corporation, maintained the patents and continued to conduct research. It sold foreign manufacturing rights, and eventually more than 25,000 cars based on the PCC design were built. This volume does not repeat any of the material from the earlier book, but presents a case study of each urban transit system which bought the PCC, explains why the cars were purchased, where and how they operated, and their ultimate disposition. Thirty chapters arranged alphabetically by system detail the history of the PCC from Atlantic City to Vancouver with separate chapters on Mexico and operations outside of North America.

The PCC represented the last major effort by electric street railways to hold their traffic in the face of the inroads made by the automobile and the bus. The design was sleek in exterior appearance and was far less costly to operate and to maintain than previous streetcars. The interiors were comfortable, if spartan, and could be modified for one or two-man operation. System after system bought the PCC, a few before 1941, but most after 1946. Alas, the PCC did not defer the inclination of private and public carriers alike to shift to buses and pull up the rails. Schneider and Carlson tell a basic story with about 30 variations. The cars were excellent in design, but the fixed-rail systems were not versatile enough, especially as the neighborhoods they served often became victims of urban blight.

The book is lavishly illustrated with fine photographs clearly reproduced. The layout is effective, the design is handsome, and the authors have included two separate charts delineating foreign PCC operations. The vast number of PCCs in the Soviet Union and Eastern Europe is of particular interest. Unfortunately there are no maps, though there is a "map bibliography" which lists possible sources of maps for the systems which operated the cars. This volume will be of interest to traction buffs and those concerned with the recent fate of our major urban street railway lines. --Keith L. Bryant, Jr., in the Lexington Newsletter.



JUNE 10, 1984: Queen City Limited diesel-powered excursion train from Baltimore to Cumberland, MD and return, sponsored by Baltimore Chapter NRHS. Train will operate via Chessie System through Washington, DC, leaving Baltimore (Camden Station) at 7:30 AM, Laurel 8 AM, Silver Spring 8:45 AM, arriving Cumberland at 12 Noon. Return trip will leave at 6 PM, arriving Baltimore 10:30 PM. Fares: \$40 adults, \$35 children. Western Maryland Chapter NRHS will operate additional short trips from Cumberland to Piedmont, WV during layover. Order tickets from: Baltimore Chapter NRHS, P. O. Box 10233, Baltimore, MD 21234-0233. For information, telephone 301-444-4432.

JUNE 16-17: The Susquehannock, special Amtrak train, from Harrisburg and Williamsport, PA to Corning, NY and return, sponsored by Lycoming County Tourist Bureau. Train will leave Amtrak Harrisburg station 8 AM Saturday with passengers staying overnight in Williamsport. On Sunday train will leave former Pennsylvania Railroad station at 8 AM for trip through the Grand Canyon of Pennsylvania via Conrail's freight-only Corning branch, arriving in Corning at 11:30 AM. After tour of Corning Glass Center & Museum train will depart Corning at 3:30 PM, arriving Williamsport 6:30 PM and Harrisburg at 10:30 PM. Fares: \$75 per person for Harrisburg to Corning, round trip, \$55 for Williamsport-Corning round trip, including bus transportation to hotels and attractions. Order tickets from: Lycoming County Tourist Bureau, P. O. Box 67, Williamsport, PA 17703 (telephone 717-326-1971).

JUNE 16-17: "The Train Fair" at Pyramid Mall, Route 7, Oneonta, NY, sponsored by Leatherstocking Chapter NRHS. The fair will feature model operating layouts, trains and supplies, railroadiana and collectibles and free railroad movies. Hours: 10 AM-8 PM Saturday, 12 noon-5 PM Sunday. Admission: \$2 adults, \$1 children under 12 (under 6 free). For information, write to: Leatherstocking Train Fair, P. O. Box 681, Oneonta, NY 13820-0681 (telephone 607-432-1167).

JUNE 16-17: Edaville Railroad 15th annual Railfan Weekend and Flea Market at South Carver, MA, 10 AM to 5 PM. Admission and train ticket: \$6 adults, \$3 children. For information, write: John Bryden, Edaville Railroad, P. O. Box 7, South Carver, MA 02366-0007 (telephone 617-866-4526).

JUNE 24: Special train, the Harrisburg Express, operating over Conrail freight-only lines from Newark, NJ to Harrisburg, PA via Allentown and Reading, returning via Enola yard, Enola and Trenton branches, sponsored by Tri-State Chapter NRHS. NJ Transit equipment will be used. Train departs Newark Penn Station 8:30 AM, returns about 8:30 PM. Fare: \$40 per person. Order tickets from: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope.

JUNE 30: Diesel-powered excursion on Maryland Midland Railway from Westminster to Highfield, MD and return. Train departs at 12 Noon. Fare: \$20 per person. Order tickets from: Maryland Midland Railway, P. O. Box A, Union Bridge, MD 21791.

JUNE 30, JULY 1: Steam excursions on Southern Railway from Alexandria to Charlottesville, VA and return, using Norfolk & Western 4-8-4 #611, sponsored by Washington, DC and Potomac Chapters NRHS and Chesapeake Division RRE. Train leaves Alexandria 9 AM, returns 7 PM. Fares: \$32 adults, \$29 children (5-11), \$75 first class (July 1 only). Order tickets from: Steam Train, P. O. Box 456, Laurel, MD 20707, enclosing stamped, self-addressed envelope.

JUNE 30-JULY 4: 50th anniversary convention of Electric Railroaders' Association at Toronto, Ont. Events include trolley trips on Toronto Transit lines, tour of Ontario Electric Railway museum at Rockwood, Ont., and annual banquet. Convention headquarters will be the Delta Chelsea Inn. For further information, write: William J. Madden, ERA, 28-53 Utopia Parkway, Flushing, NY 11358.

JULY 7: Special train on Octoraro Railway from Chadds Ford, PA to Elsmere, DE, Sylmar, MD and return, sponsored by Delaware Valley Chapter NRHS and Anthracite Railroads Historical Society. Train leaves Chadds Ford 8:30 AM, returns about 8 PM after covering trackage west of Oxford, PA not included in previous excursions. Ex-Toledo, Peoria & Western RS2's and Wilmington & Western ex-MU cars will be used. Fares: \$29 adults, \$26 children under 12. Order tickets from: Delaware Valley Chapter NRHS, P. O. Box 1179, Morrisville, PA 19067-0313, enclosing stamped, self-addressed envelope.

JULY 7-8: Steam excursion from Alexandria to Norfolk, VA and return, using N&W #611. Southbound trip on Saturday will be via Seaboard-N&W through Richmond, returning on Sunday via N&W-Southern through Lynchburg. Tour of N&W's Lamberts Point coal pier is planned. Fare: \$95 per person round trip, with one-way coach tickets available for individual segments of trip. Train departs Alexandria 8 AM Saturday, arriving Norfolk at 3:45 PM. On Sunday train leaves Norfolk 8:30 AM, arrives Alexandria 9:30 PM. Order tickets from Steam Train at address shown above.

JULY 8-17: "Rails to Hudson Bay" excursion from St. Paul, MN to Churchill, Man., and return, sponsored by Overland Chapter NRHS. For information and reservations, contact: Richard Billings, Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265 (telephone 309-764-1834).

JULY 14: Diesel-powered excursion from Alexandria to Waynesboro, VA and return, using Southern green-and-gold FP7's. Train leaves Alexandria 7:30 AM, returns at 9 PM. Fares: \$35 adults, \$32 children (5-11), \$85 first class. Order tickets from Steam Train at address shown above.

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EXTRA LIST (Continued from Page 17)

JULY 15: Steam excursion on Southern Railway from Alexandria, VA to Charlottesville, VA and return, using N&W #611. Train leaves Alexandria 9 AM, returns 7 PM. Fares: \$32 adults, \$29 children (5-11), \$75 first class. Order tickets from Steam Train at address shown above.

JULY 20: Philadelphia Chapter's annual summer dinner at Missy's Inn, Doylestown, PA, beginning at 7:15 PM. Restaurant is within walking distance of SEPTA Doylestown station. See story on page 1, this issue.

JULY 21-24: Independence Limited steam excursion from Alexandria, VA to Detroit, MI, via Southern-N&W using #611. Overnight stops at Bluefield, WV, Portsmouth, OH and Muncie, IN. For information, write: Roanoke Chapter NRHS, P. O. Box 13222, Roanoke, VA 24042, enclosing stamped, self-addressed envelope.

AUGUST 11: Annual National Railroad, Transportation & Travel Paper Collectible Show at Marriott Hotel, Stamford, CT, 9 AM to 3 PM, sponsored by National Association of Timetable Collectors. Large variety of timetables, maps, rulebooks, tourist literature, dining car items, trolley and airline material will be for sale. Admission: \$2 per person. For information, contact Max Brunswick, NAOTC, 155 W. Rock Ave., New Haven, CT 06515.

AUGUST 18: Diesel-powered excursion from Washington, DC to Morgantown, MD and return via Amtrak mainline and Conrail freight-only Popes Creek branch, sponsored by Baltimore and Washington, DC Chapters, NRHS. For information, write: Baltimore Chapter NRHS, P. O. Box 10233, Baltimore, MD 21234-0233.

AUGUST 25-26: 50th anniversary celebration of world's first railfan excursion, sponsored by Massachusetts Bay RRE. Includes special train on Boston & Maine from Boston to Pittsfield, MA and return via Hoosac Tunnel on Sunday, plus Boston trolley tour and banquet on Saturday. See article elsewhere in this issue. For information, write: Mass May RRE, P. O. Box 136, Ward Hill, MA 01830.

AUGUST 29-SEPTEMBER 3: NRHS national convention in Cincinnati, OH, featuring steam excursions behind N&W #611, plus additional trips using ex-Nickel Plate 2-8-4 #765. Sponsored by Cincinnati Chapter. Complete information and registration packet has been mailed to all NRHS members.

SEPTEMBER 13-29: "Alpine Rails '84" tour to Austria and Switzerland, sponsored by Overland Chapter NRHS. For information, contact Overland Chapter at address shown above.

SEPTEMBER 21-OCTOBER 13: Philadelphia Chapter international rail tour to India, a fully deluxe rail tour including full-week trip on the Palace on Wheels, billed as the most luxurious train in the world. In addition to rides on three different gauges, considerable non-rail sightseeing is given attention on this unusual tour. Complete price is \$3,375 per person, including air fare from New York and hotels on double occupancy basis. A \$500 deposit is required for each reservation. For information and reservations, write: Philadelphia NRHS India Tour, c/o Challenger Tours, P. O. Box 8965, Trenton, NJ 08650 (telephone 609-586-4664). See the June 1984 issue of National Geographic Magazine for a feature article entitled "India by Rail."

SEPTEMBER 30: Diesel-powered excursion from Philadelphia to Harpers Ferry, WV and Martinsburg, WV and return, using Amfleet equipment, sponsored by Philadelphia Chapter NRHS. Train will be routed via Amtrak Northeast Corridor and Chessie System Old Main Line, returning via Washington, DC. Flyers will be sent to all members or write: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

OCTOBER 19-29: "Texas Rails '84" tour from Chicago to the Lone Star State and return, sponsored by Overland Chapter NRHS. For information, contact Overland Chapter at address shown above.

New Computer Game Tests Amateur Dispatchers

Since the recent announcement of a new home computer game called "Train Dispatcher," this writer has acquired a copy of the game and had a chance to play it.

"Play" is really a poor choice of words. "Train Dispatcher" is definitely NOT in the same category as "blow 'em into hyper-space" kiddie games, but rather an intelligent computer simulation of an active railroad division. The player is the division's dispatcher who has an eight hour shift in which to move trains in both directions over his division. The number of trains to be handled is determined by the level of difficulty (there are five) that the player chooses for himself. Additional problems that face the dispatcher include train blocks out of service for maintenance, trains with scheduled yard departures, and even trains that stop enroute because the crews have "hogged."

The simulated division is 150 miles long and is divided into 20 blocks; five blocks are double track and six have passing sidings. The dispatcher must line the routes and arrange meets so as to move the trains from yard to yard with minimum interruption. The player's final score is computed by how efficiently this is done.

The video displays are most impressive. The primary working display is a CTC Board simulation that shows the location and position of all switches, the location and position of all trains on the division, the status of each block (cleared or not), the dispatcher's shift clock, and constantly updated numeric rating that indicates how well (or how poorly!) the player is doing. To clear a route, the dispatcher changes his display

(Continued on Page 19)

NJ TRANSIT

NJ TRANSIT LOCOMOTIVE ROSTER

(Corrected to May 1, 1984)

ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSE-POWER	WHEEL ARRANGEMENT	TOTAL UNITS	FORMER OWNER/NUMBER
417, 418, 420, 423-425	F7A*	EMD	1949-50	1500	B-B	6	See Note 1 below
436, 438	SW9	EMD	1952	1200	B-B	2	EL same
958-963, 967, 971-973(x)	E60CP*	GE	1975	6000	C-C	10	Amtrak same
4100-4112	GP40P	EMD	1968	3000	B-B	13	CNJ 3671-3683
4113-4129	F40PH2*	EMD	1981	3000	B-B	17	
4151-4182	U34CH*	GE	1970-73	3400	C-C	32	EL (NJ DOT) 3351-3382
4246, 4248, 4251, 4253, 4257, 4258, 4267, 4270, 4272, 4285, 4305, 4320-4328, 4330-4335	E8A	EMD	1950-53	2250	A-1-A	26	See Note 2 below
4458, 4459(x)	E44A	GE	1963	5000	C-C	2	CR same
4460-4465(x)	E44	GE	1962-63	4400	C-C	6	CR same
4872-4884(x)	GG1	PRR	1939	4620	2-C+C-2	13	PC same
5681, 5902, 5904-5908, 5910	GP7	EMD	1952	1500	B-B	8	See Note 3 below
7000, 7010, 7013, 7016	GP9	EMD	1955	1750	B-B	4	CR same

Note 1 - ex-C&NW 4073C, 4073A, 4087C, 4076A, 4074A, 4100A respectively

Note 2 - ex-PC 4246, 4248, 4327, 4258, 4257, ICG 4033, PC 4251, 4270, ICG 4020, PC 4325, 4272, 4320-4323, 4305, 4253, 4326, ICG 4023, PC 4328, SOU 6914, 6907, 6904, 6903, 6913, 6908 respectively

Note 3 - ex-CNJ 1523-1525, 1528, 1527, 1531, 1529, 1530 respectively

(*) - equipped with head-end power (HEP)

(x) - electric locomotive (12,000 volts AC)

A number of units listed are stored or set aside for retirement.

SOURCES:

--NJ TRANSIT

--*Diesel Locomotive Rosters*, by Charles W. McDonald:
Kalmbach Books, 1982

ROAD ABBREVIATIONS:

C&NW - Chicago & North Western Railway

CNJ - Central Railroad of New Jersey

CR - Consolidated Rail Corp.

EL - Erie Lackawanna Railway

ICG - Illinois Central Gulf Railroad

NJ DOT - New Jersey Dept. of Transportation

PC - Penn Central Transportation Company

SOU - Southern Railway System

BUILDER ABBREVIATIONS:

EMD - Electro-Motive Division, General Motors Corp.

GE - General Electric Company

PRR - Pennsylvania Railroad, Altoona Works

NEW COMPUTER GAME TESTS AMATEUR DISPATCHERS (Continued from Page 18)

to a close-up view of the switch to be lined. In this mode, the display shows the selected track and the track and signals (in correct color) at each end of the switch. The computer's keyboard keys are used to change the switch position and/or the direction of travel permitted over the adjacent blocks. Other displays include a table of times that blocks are out of service for maintenance-of-way forces to complete their work and one that lists train departures and crew off-duty times.

This writer found "Train Dispatcher" to be fascinating; it must, at least, begin to approach the actual duties of a dispatcher. Warning: explaining to an inquisitive 5-year-old where the trains are on the CTC board can be an all-day project.

This game will run on a variety of popular home computers. It is not necessary to use a color display to play "Train Dispatcher" but it is highly recommended because of the color-correct home signals at the switches and the fact that block status is indicated on the CTC board by the color of the track in that block. A well-written instruction manual is included which explains the operation of the game and suggests operating strategies. Also supplied is a keyboard overlay that is used to remind the player of the functions of the computer's keys while the game is running. The game is not currently available locally, but may be ordered from the authors; their ad listing prices and availability for specific computers appears in the current railfan magazines. This writer's order was filled promptly.

NOTE: "Train Dispatcher" is available for Atari 400/800, Apple IIe, Commodore 64 and VIC 20 home computers. For more information, write: Signal Computer Consultants, Ltd., 470 Streets Run Road, Pittsburgh, PA 15236.

--Wray Dudley in *Highball*, newsletter of Old Dominion Chapter, Richmond, VA.

NEW HOPE STEAM TRIP IS BIG SUCCESS

The April 29 steam-diesel excursion on the New Hope & Ivyland Railroad turned out to be a highly successful venture for its co-sponsors, the Delaware Valley and Philadelphia Chapters NRHS. The special operated over the entire 17.4-mile length of the NH&I from New Hope to Warminster, PA and return, through mostly rural areas of Bucks County.



Volunteers of the New Hope Steam Railway, headed by J. C. McHugh and Chuck Vallette, actually ran the train and proved themselves most cooperative. Also contributing to the success of the trip were a good turnout of passengers, hard-working car hosts from both chapters, and an unexpectedly warm and bright spring day.



The train consisted of 2-8-0 #40, built by Baldwin in 1925, six former Reading coaches and "helper" diesel locomotive #2880. The steam engine was freshly painted with its tender lettered "New Hope," the cars were in a variety of colors--three orange, two "NH&I" green and one Reading-style dark green--and the 1967 General Electric U30B diesel was still dressed in its ex-Conrail blue paint.

Departure from the turreted station at New Hope was at 10:45 AM, 15 minutes late, with the diesel attached to the rear of the train to assist on grades. A runby was staged in an open field just north of Buckingham Valley, as #40 laid out a fine plume of smoke for the photographers after the diesel had been detached and parked out of sight. A few minutes later a water stop was made beside the classic former Reading depot at Wycombe, and two miles beyond that the NH&I's steel-deck bridge over Neshaminy Creek at Rushland was the scene of a second photo run. A bonus runby was held at Johnsville just before the special arrived at SEPTA's modern Warminster station about 2 PM, where #40 posed with a SEPTA Silverliner IV car 50 years its junior.

Returning, diesel #2880 was on the point, followed by #40 running in reverse on the head end. Departure from Warminster was at 2:50 PM and a final photo runby was executed in good light on a curve north of Wycombe. From there, a non-stop run brought the train back to New Hope at 4:50 PM, ten minutes ahead of schedule.

A total of 208 revenue passengers were carried on the train, and both chapters realized a substantial surplus from the day's operation. In addition to NHR personnel, thanks are due to Trip Chairman Don Lotz, president of Delaware Valley Chapter, and his assistants, to Frank Tatnall, Larry Eastwood and Mike Burshtin of Philadelphia Chapter who served as car hosts, and to Chapter Member Kermit Geary, Jr. who arranged the photo runbys. Larry Eastwood also handled mailings, preparation of the trip flyer and handout. NH&I President Jim McHugh, a Chapter member, was seen flagging a number of crossings during the trip.

New Hope Steam Railway will operate regular steam excursions between New Hope and Lahaska, PA on Sundays during the 1984 season (see listing elsewhere in this issue).

"TIP-UP" ALCOS TO POWER OCTORARO SPECIAL JULY 7

Former Toledo, Peoria & Western Alco RS2's are expected to team up on a Brandywine & Octoraro Valley rail excursion scheduled for Saturday, July 7. Sponsored by the Delaware Valley Chapter NRHS and the Anthracite Railroads Historical Society, the special train will leave the U.S. 1 crossing, Chadds Ford, PA, at 8:30 AM.



With Octoraro RS2's #2 and 5 (ex-TP&W #202 and 205) on the point, the train will journey south for 12.1 miles along the former Reading Wilmington & Northern branch which bisects the beautiful "chateau" country of northern Delaware. After reaching Elsmere Junction near Wilmington, the train will reverse direction and return to Chadds Ford. The second part of the trip will cover the Pennsylvania Railroad's rural Octoraro branch for 27.5 miles to Sylmar, MD, marking the first time in more than 30 years that a passenger train has operated over this line south of Oxford, PA. A number of photo runbys are planned and the train is scheduled to return to Chadds Ford about 8 PM. Passengers are advised to pack a lunch.



All of the trackage on this tour is now operated by the Octoraro Railway based in Kennett Square, PA. The OCTR currently provides freight service on a total of 64.8 miles of track, all of it in Chester County, Pennsylvania and New Castle County, Delaware. Of this, 27.5 miles is ex-PRR, 27.1 ex-RDG and 10.2 ex-Baltimore & Ohio.

Seats are limited in the former Pennsy MP54 coaches to be used on the train. Tickets at \$29 for adults and \$26 for children under 12 should be ordered from: Delaware Valley Chapter NRHS, P. O. Box 1179, Morrisville, PA 19067-0313, making checks payable to "Delaware Valley Chapter NRHS" and enclosing a stamped, self-addressed envelope.

SEE YOU IN CINCINNATI!

RRE MARKS '50th' OF PIONEER FANTRIP

On August 25, 1934, the Railroad Enthusiasts operated the first chartered railfan special in history, a steam-powered train over the now-abandoned Hoosac Tunnel & Wilmington Railroad in western Massachusetts and Vermont.



Fifty years later, the Massachusetts Bay Division of RRE will celebrate this occasion with a fantrip on the Boston & Maine from Boston to Pittsfield, MA and return. A special ceremony marking the date will take place at the east portal of famed Hoosac Tunnel, where the old HT&W joined the B&M's mainline. The journey will also be noteworthy because a B&M passenger train has never before traveled over the 21-mile former New York Central branch between North Adams and Pittsfield. The train is scheduled to leave Boston at 7:45 AM, and the fares will be \$39 for adults and \$24 for children 12 and under. Fares increase by \$5 on orders received August 11 or later.

In addition to the B&M trip, the anniversary weekend includes three events on Saturday, August 25. One of these is a tour of the Boston trolley system using historic Type 5 car #5734 and "picture window" PCC #3295. The tour, which begins at the Watertown Car House at 9 AM, will cover all Green Line routes including the Watertown line, which has had no regular service since 1969. An additional stop will be made at Park Street station downtown at 9:35 AM. Fares for this trip are \$18 for adults and \$14 for children, with a limit of 80 passengers.

Also on Saturday, RRE has arranged a "railfan-whalefan adventure" to Gloucester, MA and return, including trips on B&M commuter trains and a voyage aboard the whale-watching vessel "Daunt II." Fares for this activity are \$22 for adults, \$16 for children, and the train leaves Boston at 11 AM. That evening a banquet will be held at the Summerside Lodge, the restored B&M depot in Malden, MA, with a family-style roast beef dinner to be followed by a program of rail interest. Dinner will be served at 7 PM and tickets sell for \$12 per person.

Tickets for all events should be ordered without delay from: Mass Bay RRE, P. O. Box 136, Ward Hill, MA 01830. Checks should be made payable to "Mass Bay RRE" and a stamped, self-addressed envelope enclosed with each order.

Conrail Updates Radio Frequencies

Since the report on area radio frequencies published in April *Cinders*, Conrail has made certain changes in use of channels. The following towers in the Tri-State area now use Conrail road channel 2 (161.07 MHz) as their primary frequency:

"Stadium"....South Philadelphia	"Bridge".....Wilmington, DE
"Nice".....North Philadelphia	"NK".....Newark, NJ
"Norris".....Bridgeport	"Hack".....Jersey City, NJ
"Steel".....Bethlehem	"Karny".....Kearny, NJ
"Trent".....West Trenton, NJ	"Upper Bay"..Bayonne, NJ

All Amtrak-operated towers continue to use road channel 1 (160.80 MHz) and all of Conrail's South Jersey operations use road channel 4 (160.98 MHz).

TUCKER TO HEAD SEPTA RAIL; DEGRAW PROMOTED

SEPTA has named John F. Tucker, III as chief transportation officer for its Regional High Speed system, effective June 18. Chapter Member Ronald DeGraw will succeed Tucker as chief operations planning officer for the Authority.

With his appointment to this new position, Tucker will assume full operational responsibility for the ailing commuter rail network, which is driving toward a promised Labor Day opening date for the \$325-million center city tunnel. Chief Transportation Officer Charles W. Thomas will remain in charge of SEPTA's transit operations.

WATCH FOR CHAPTER MEMBERSHIP ROSTER IN SUMMER "CINDERS"

PHILADELPHIA CHAPTER, NRHS, Inc.
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Secretary.....Marie K. Eastwood
National Director.....James S. Myers
Membership Chairman.....Samuel L. James
Editor.....R. L. Eastwood, Jr.

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: \$18.00 per person, which includes Chapter and National dues. Chapter-only dues \$9.00 per person per year. Membership applications should be forwarded to: Samuel L. James, Membership Director, 114 Myrtle Ave., Havertown, PA 19083-5706.

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

CINDERS is published monthly except July by Philadelphia Chapter NRHS Inc. Correspondence regarding Cinders should be directed to the President at P. O. Box 7302, Philadelphia, PA 19101-7302.

EXCHANGE COPIES SHOULD BE SENT TO: Wm. P. MacIver, Jr., Exchange Editor, 150 N. Bethlehem Pike, Apartment D-11, Ambler, PA 19002-4343.

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