

# CINDER S

## Summer 1985



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Number 7

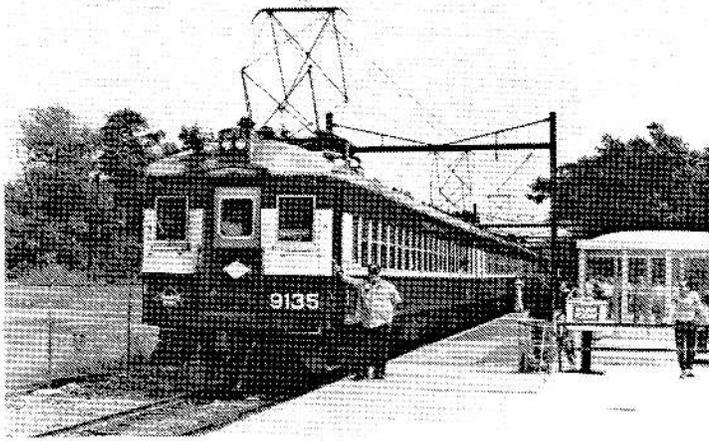
PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

## Chapter's Blueliner Trip Is a Big Success



A five-car train of matched Blueliner MU cars rumbled out of 30th Street Station's Upper Level at precisely 10:20 AM on Sunday, June 16, marking the start of Philadelphia Chapter's first excursion of 1985.

Nearly 300 passengers were on board the train, many of them from beyond the Philadelphia area, indicating the high level of interest in this all-electric SEPTA excursion. In fact, the planned consist of four cars had to be increased by one to eliminate the possibility of overcrowding.



Five-car Blueliner special stands at West Chester station on Sunday, June 16. SEPTA Engineer and Chapter Member Hugh Jenkins poses beside the cab. PHOTO: Frank Tatnall

to West Trenton where most everyone got off to take pictures as the train reversed directions at "Trent" tower. By this time a hazy sun had appeared and it was obvious that the day would be quite warm--no problem because passengers had opened 100 percent of the windows in all five cars.

Made up of ex-Reading blue-and-white cars 9135, 9111, 9117, 9110 and 9126, the chartered train stopped for passengers at Suburban Station before proceeding through the new center city rail tunnel. After picking up additional ticketholders at Wayne Junction and Jenkintown, it ran non-stop

(Continued on Page 3)

## Order Tickets Now for "West Point Special" September 29!

Philadelphia Chapter's West Point Special, scheduled for Sunday, September 29, offers a convenient, comfortable way to visit the historic U. S. Military Academy at West Point, NY, while enjoying the famed Hudson River scenery along the way.

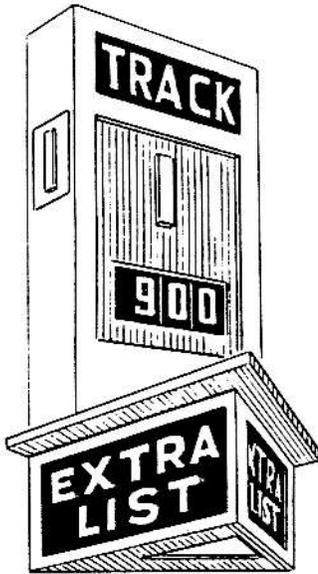


Our F40-powered, Amfleet-equipped train will leave Amtrak's 30th Street Station, Philadelphia, at 8:30 AM, stopping to pick up additional passengers at Trenton, NJ 40 minutes later. The Special will then race up the Northeast Corridor to "Lane" tower near Newark, where it will diverge onto Conrail's freight-only Greenville branch which crosses Newark Bay on a long bridge. Passing "Upper Bay" tower, the train will turn north to follow the National Docks secondary track which skirts the Hudson River waterfront directly across from New York City's skyline.

Upon arrival at the Military Academy, buses operated by West Point Tours will whisk the passengers off on a 2-1/2 hour tour of the grounds, including the landmark Cadet Chapel, the Old Chapel, the Trophy Point overlooking the river and the Visitors Center. Each bus will have an experienced guide on board.

(Continued on Page 11)

AUGUST 17-18, 1985: Greenberg's Great Train, Doll House & Toy Show at Philadelphia Civic Center, 34th Street below Spruce, 11 AM to 5 PM. Admission: \$4 per person (children under 12 free with adult). Philadelphia Chapter will be represented with a sales table.



AUGUST 20-25: "Dutch Country Rails," 50th anniversary convention of NRHS at Lancaster, PA, sponsored by Lancaster Chapter. Brochure and ticket order form has been mailed to all members (see June Cinders for complete listing of trips). For further information, write: Dutch Country Rails '85, P. O. Box 185, Strasburg, PA 17579-0185.

SEPTEMBER 7: Vintage motorcoach transportation to NJ Transit Bus Rodeo and Olde Bus Show at the Meadowlands, via Sandhill Tours GM PD 4103-1296. Coach will leave from Chalfont, Doylestown, Warminster, 30th Street Station and Cottman & Roosevelt Blvd., if desired. Fare: \$10 to NRHS and MBS members. For complete details, write: Earl A. Johnston, Jr., President, Sandhill Tours, 91 Blue Jay Road, Chalfont, PA 18914, or telephone 215-822-8092.

SEPTEMBER 7, 8: Phoebe Snow excursions from Scranton, PA to Norwich, NY and return via Delaware & Hudson and Delaware Otsego lines, sponsored by Lackawanna & Wyoming Valley Chapter NRHS. DO excursion equipment will be used, including full-length dome cars. Diesel-powered train leaves Scranton (Taylor yard) 8:30 AM each day, returns about 6:30 PM. Photo run at Nicholson, PA will be made on former Lackawanna Railroad mainline. Fare: \$35 per person. Order tickets from: Neil Weinberg, Box 369, RD #3, Dalton, PA 18414, making checks payable to "Lackawanna & Wyoming Valley Chapter, NRHS." Saturday trip is believed sold out at this writing.

SEPTEMBER 14: Three excursions on North Shore Railroad (ex-Erie Lackawanna) out of Bloomsburg, PA, using CF7 diesel and three former Lackawanna open-window coaches. Trip at 10 AM goes to Northumberland, at 2:30 PM to Berwick and 4:30 PM to Danville. Fares: for first trip \$15 adults, \$10 children (5-12); for second and third trips \$7 adults, \$5 children. Order tickets from: North Shore Excursion, 356 Priestley Avenue, Northumberland, PA 17857, enclosing stamped, self-addressed envelope.

SEPTEMBER 14: Delaware & Ulster Rail Festival at Arkville, NY, 10 AM to 4 PM. Sale of model trains and railroadiana, train rides aboard ex-New York Central railcar M-405 to Highmount and Kellys Corners. Admission: \$2 adults, \$1 children, \$10 for all-day pass including show and unlimited train rides. Information from: D&U Rail Festival, P. O. Box 243, Stamford, NY 12167 (telephone 607-652-2821).

SEPTEMBER 14, 15, 21, 22: "Iron Horse Rambles" featuring the return of ex-Reading T-1 4-8-4 #2102, sponsored by Reading Company Technical & Historical Society. Four trips will leave Blue Mountain & Reading Railroad's Temple (PA) station, three miles north of Reading, at 9 AM, operating via Conrail lines radiating from that city. Ramble #1 will run to Harrisburg, Rockville, PA and return; Ramble #2 to Philadelphia (West Falls) and return; Ramble #3 to Harrisburg, Rockville and return; Ramble #4 to Allentown, Jim Thorpe, PA and return. Fares for each trip: \$44.50 adults, \$42.50 senior citizens (65 and over), \$35.50 children (6-12). Order tickets from: Rambles, P. O. Box 5143, Reading, PA 19612-5143, making checks payable to "RCT&HS" and enclosing stamped, self-addressed envelope.

SEPTEMBER 21: Susquehanna Scenic Limited operates 85-mile round trip over North Shore Railroad from Northumberland to Hicks Ferry, PA and return, using North Shore CF7 diesel and three open-window coaches, sponsored by Central Pennsylvania Chapter NRHS. Special leaves NS station, Northumberland, at 9 AM, returns about 5:30 PM. Two photo runbys and picnic lunch will be featured. Fares: \$25 per person (pork barbeque lunch \$4 additional). Order tickets from: NRHS Excursion Tickets, 356 Priestley Avenue, Northumberland, PA 17857, enclosing stamped, self-addressed envelope.

SEPTEMBER 21: Fall foliage excursion on Maine Central Railroad from Portland to Rockland, ME and return, sponsored by Massachusetts Bay RRE. Train leaves South Portland 8 AM, routing via Lower Road mainline to Brunswick, thence Rockland Branch. Fare: \$64.95 per person (\$74.95 for orders received after September 10). Order tickets from: Mass Bay RRE, P. O. Box 87, Ballardville Station, Andover, MA 01810, enclosing stamped, self-addressed envelope.

SEPTEMBER 22: Fall foliage excursion on Maine Central from Portland, ME to North Conway, NH and return, sponsored by Massachusetts Bay RRE. Train leaves South Portland 8 AM via Mountain Subdivision of MEC to Intervale, NH, thence to North Conway via Conway Scenic Railroad for a steam train ride to Conway, NH and return. Fare: \$64.95 per person (\$74.95 for orders received after September 10). Order tickets as in previous item.

SEPTEMBER 22: Special diesel-powered excursion on North Shore Railroad from Northumberland to Berwick, PA and return, including optional stop at Bloomsburg (PA) fair. Train leaves Northumberland 12:30 PM, returns about 6:30 PM. Fares: \$20 adults, \$15 children (5-12). Order tickets from: North Shore Excursion, 356 Priestley Avenue, Northumberland, PA 17857, enclosing stamped, self-addressed envelope.

SEPTEMBER 28: Fifth annual Hoboken Terminal Festival, sponsored by NJ Transit, at Lackawanna Station, Hoboken, NJ. Train rides, equipment displays, food and railroadiana sales, Noon to 5 PM. Admission free. Information from NJ Transit at 201-648-7300.

## EXTRA LIST (Continued from Page 2)

SEPTEMBER 28, 29, OCTOBER 5, 6, 12, 13: Diesel-powered excursions on Lackawanna & Stourbridge Railroad from Honesdale to Lackawaxen, PA and return, sponsored by Wayne County Chamber of Commerce. Delaware Otsego Alco RS3 and ex-Lackawanna coaches will be used. Trains leave Honesdale 10 AM and 3 PM each day for 50-mile round trip, returning at 2:30 and 7:30 PM. Fares: \$9.50 adults, \$8.50 senior citizens, \$5 children (3-11). Order tickets from: Wayne County Chamber of Commerce, 865 Main Street, Honesdale, PA 18341, enclosing stamped, self-addressed envelope. For information, telephone 717-253-1960.

SEPTEMBER 29: West Point Special excursion from Philadelphia to West Point, NY and return via Amtrak and Conrail, sponsored by Philadelphia Chapter NRHS. Train of Amtrak F40 diesels and Amfleet equipment will leave 30th Street Station 8:30 AM, Trenton (NJ) 9:10 AM, operating via Northeast Corridor, thence Conrail's freight-only Greenville, National Docks, River and Passaic & Harsimus Lines. Guided tour of U. S. Military Academy included at no additional charge. Fares: \$48.50 adults, \$46 children (5-11). Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope. For further information, telephone 215-947-5769 evenings.

OCTOBER 20: Vintage motor coach excursion from Warminster to Jim Thorpe, PA and return, plus steam trip from Jim Thorpe to Haucks, PA and return, sponsored by Philadelphia Chapter NRHS. Sandhill Tours GM Model 3703 coach (built 1946) will be used. Bus leaves SEPTA Warminster station 9:30 AM, following arrival of R2 train #2212, and returns in time for train 0263 departing Warminster at 9:45 PM. A 35-mile round trip on former Jersey Central Nesquehoning branch behind George Hart's ex-Canadian Pacific 4-6-0 #972 is included in fare. Lunch and dinner stops in Jim Thorpe area by individual settlement. Fare for bus and rail trips: \$20 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

OCTOBER 27: Special Amtrak train from Lancaster, PA to Front Royal, VA and return via Amtrak, Conrail and Norfolk Southern lines, sponsored by Lancaster Chapter NRHS. For further information, write: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

## CHAPTER BLUELINER TRIP IS A BIG SUCCESS (Continued from Page 1)

On the return run a photo stop was made at the impressive new Market East Station, located deep within the center city tunnel. Then the train moved on to Suburban Station, where it was parked on the "0" stub track while riders took advantage of a 50-minute lunch stop in downtown Philadelphia.

Departing on schedule at 1:40 PM, the train headed out along SEPTA's ex-Pennsy West Chester Line. A high-speed photo runby was executed at Swarthmore station and a 15-minute stop was made at Elwyn. South of Elwyn the single-track branch extends for another 15.4 miles through rural Delaware and Chester Counties, the only line segment on which SEPTA uses a manual block signal system. Another runby was staged at Cheyney station and a stop at Westtown allowed throngs of thirsty passengers to invade a nearby Landhope Farms convenience store.

After again changing ends at the rudimentary West Chester station, many more pictures were snapped and the homeward journey began. The 54-year-old Blueliners sprinted along the branch at the maximum permissible speed of 40 mph, halting in bright sun for a quick photo session at the classic Glen Mills station. A five-minute signal delay at South Elwyn and a brief stop at Media resulted in a slightly late arrival at 30th Street at 5:18 PM. The entire trip covered 119 miles of SEPTA's Regional Rail Division.

Two other special trains also operated on SEPTA's rail system during this unusually eventful afternoon. A private steam excursion, using New Hope Steam Railway 2-8-0 #40, carried three carloads of U. S. Steel employees and guests from Morrisville to Warminster and New Hope, PA. Then, a nine-car Conrail inspection train powered by dark green E8 diesels #4022 and 4020 ran from North Jersey to Reading, PA via West Trenton, Wayne Junction and the center city tunnel--the first diesel passenger train ever to venture through the tunnel. In spite of close clearances which required a shutdown of power on one track, the train arrived at 30th Street without incident at 3:42 PM.

The Chapter extends its thanks to SEPTA for making the Blueliner excursion possible. Among those assisting were Director of Operations John F. Tucker, who rode the first half of the trip; General Superintendent Joseph E. Hellman; Supervisors James Kirk and Charles Smith; Engineer Hugh Jenkins, who is also a Chapter member; and veteran Conductor George Ether, who wore his official Reading trainman's uniform by special permission.

Larry Eastwood again served as train director, assisted by President Frank Tatnall, Senior VP Mike Burshtin and wife Lynn, VP Doug Watts and Gerry Wilson.

## SUPPLEMENT TO TOURIST RAIL SCHEDULES IN JUNE 1985 "CINDERS"

BLUE MOUNTAIN & READING RAILROAD, TEMPLE, PA (Telephone 215-562-4083)

Schedule: Fridays, Saturdays and Sundays through October 20: Leave Temple for South Hamburg 10:00 AM, 12:00 Noon, 2:00 and 4:00 PM.

Fares: Adults \$6.00, children (12 and under) \$4.00.

Distance: Temple-South Hamburg 12 miles.



At this writing, Congress was still wrestling with Amtrak's Fiscal Year 1986 budget, and final indications were that Amtrak would suffer a 15% funding cut, but would see stable funding for the next three years. While it's not at all certain how the system will be structured after October 1, I would envision some service cuts in our area, if only because the large number of Corridor trains means you could cut some service (midday Metroliners have been mentioned, for example). Cuts in long-haul service seem less likely at this point.

NJ Transit tickets will no longer be honored on most Amtrak trains between Trenton and New York. Only a few commuter and off-hours trains (like the Night Owl) are still honoring state tickets and then only on weekdays.

I had a recent opportunity to visit San Diego and ride Amtrak's "other corridor" — the San Diegan service. There are seven round trips between Los Angeles and San Diego, operated generally by five trainsets of a locomotive, custom coach, cafe and three coaches. Two round trips add a baggage car and weekends additional cars are operated for tourists out of Los Angeles. Surprisingly, there's considerable local business and, while the train runs briefly along the beach, it must negotiate a curving grade of over 2% up a valley and over a summit to descend once again into San Diego. Since San Diego Metroliner service came to an end, the four 21900-series coaches have been assigned to regular trains in "custom coach" service (no attendant). Two of the four cars have been restencilled from "Metroliner Service" to "Custom Coach". Backup car is refurbished leg-rest coach 21835. Most cars in San Diego service have been refurbished, although several cars were only restriped without receiving a rehab (most obviously, no tread brakes).

\* Proposals to change the Montrealer to a day train to St. Albans, VT, with dedicated bus connection to Montreal have been posted, with comments due by August 25.

In equipment news, three 1450-series baggage-dorms have recently been refurbished and renumbered 1631-1633 (formerly 1450, 1455 and 1454). Beech Grove released car 39985 in June — the first of the former El Capitan high-level diners to be rebuilt as Heritage cafeteria-diners. I've seen the diner-buffet cars on the Silver Star, but only from the kitchen side — they have 48 seats, still, so the changes must be on the kitchen end. The cars modified are diners 8516, 8517, 8520 and 8522, which have become 8553, 8554, 8556 and 8558, respectively. Also from Beech Grove, four former Zephyr coaches, 5012, 5013, 5015 and 5016 are being converted to the Heritage fleet and will be numbered 8713-8716.

At least eight Amfleet II coaches have been modified with a baggage area replacing four seats. The cars are assigned to the Palmetto and are simply renumbered from a 25000 to a 26000 series car (i.e., 25030 is now 26030). Three Amfleet cars damaged in the Hell Gate accident of a year ago were moved in May to Amtrak's new maintenance facility at Bear, DE, and may therefore be retirement candidates. They are cafe 20008 and coaches 21079 and 21084. Thirty-one cars were transferred from storage at Wilmington, Perryville and Edgewood to the Bear facility, which is located near Newark, DE on Conrail's New Castle Secondary. Amtrak acquired the facility (known as "Delpro" or DPF on Amtrak's location code) from Trailer Train, which, Frank Tatnall explains, intended to use to service Railbox cars. With the ending of that program, Amtrak purchased the property to maintain its track maintenance equipment.

Thirty-two cars were offered for sale by Amtrak in July, leaving 21 stored and 41 retired conventional cars on their roster (Ten of these "retired" cars had been on previous sales lists, but not repeated on the current offering. For the record, the stored cars include: two baggage, 18 10-6 sleepers, five coach-lounges, seven leg-rest coaches, seven coaches, five diners, two twin-unit diners (one set), three Auto Train carriers, five dome sleepers, four dome lounges, 11 dome coaches and two Hi-level coaches.

Signalling on the line south of Wilmington, DE is being revised to keep Conrail freight traffic on the east side in both directions. One result is to convert dwarf home signals to high home signals at interlockings. Elsewhere along the Corridor, new interlockings north and south of Metropark have been placed in service as "Iselin" and "Menlo", controlled by "Lincoln" tower at Metuchen.

Amtrak's 120-mph line segments are America's fastest track. For the record, they are: between Philadelphia and New York, tracks 2 and 3 between Elmore and M.P. 20, and between M.P. 28 and M.P. 44, and track 3 between M.P. 62 and M.P. 69. South of Philadelphia, track 3 between Bush and M.P. 78 and between M.P. 83 and M.P. 85, track 1 between M.P. 80 and M.P. 82, tracks 2 and 4 between M.P. 66 and Bush, and tracks 2 and 3 between M.P. 107 and M.P. 120.

## ON THE SCENE (Continued from Page 4)

In Canada, VIA Rail Canada's summer schedules took effect June 1, with several well-publicized additions (or, more correctly, restorations) to its network. I've seen quite a few trains this summer, but I haven't seen a number of western long haul trains yet. That said, the VIA fleet is being intensively used with only a few cars restored to active service to cover the extra service. Specifically, I have only noted sleeper "Terra Nova River" and diners 1364 and 1349.

In July, I made yet another trip to eastern Canada to see the augmented service and found poor weather in Montreal and good weather in Toronto (for train watching, you'd prefer it the other way, since there's little shelter at the best train watching site in Montreal, Wellington tower). LRC's now protect all Montreal-Toronto Rapido trains (the limited stop expresses), plus other schedules marked "no oversize baggage" on the Montreal-Ottawa, Ottawa-Toronto and Toronto-Windsor routes. Any service over six cars rates a second locomotive, on the rear. With a full 100 cars in service, no further LRC conversions are likely. I rode a "2 + 11" formation, virtually sold out, in the middle of a holiday weekend. Food service is actually superior to the old cars, since, on an LRC, meals are served from a cart while conventional "corridor" trains are limited to a snack coach or a cafe-bar-lounge with alcohol sold only in a small lounge. This means people can and do hog seats mile after mile, and no one else can even get a beer.

Just as on Amtrak's Turbos, holidays bring out extra sections equipped with conventional cars. The second section simply arrives a bit later. Actually, VIA is in better shape this summer for coaches, with the LRC's in stronger shape and no reductions in standard cars. Dayneters (52-seat leg-rest coaches) are often used as coaches on these holiday trains.

VIA's famed "Park"-series dome-sleeper-observations continue in service on the Canadian and Ocean. The Canadian has a second dome, a "Skyline" coffee-shop, running from Montreal while the observation comes from Toronto. A "Skyline" car is also assigned to the Super Continental between Winnipeg and Vancouver. Diners are very tight — the 15 Budd cars are assigned to the Canadian and Super Continental (14 cars required) and eight ex-CN "blue" diners are on the Ocean and Atlantic (five cars needed). The oldest sleepers in assigned service are the 10-6 cars on one car line of the Montreal-Toronto Cavalier. I saw four cars in service with several others still around.

Famous Spadina coach yard in Toronto is phasing down in favor of VIA's new facility at Mimico and should be closed by mid-September. Negotiations are in progress to sell the property for construction of a new stadium. Since VIA will move its trains between Toronto Union and its new yard with road power, the distinctive CN S-13 switchers will be out of a job. These units are mechanically like Alco's T-6, with a chunkier body.

VIA has ordered 20 F40PH units from GM Diesel at London, Ontario. Until HEP-equipped cars can be ordered or converted, these will run with steam generator cars. Reports claim that VIA will replace all of the MLW FPA and FPB locomotives, so you'd better get your photos now.

VIA still offers a chance to ride in a drawing room for three passengers — from Toronto-Vancouver on the Canadian (two rooms) and between Montreal and Halifax on the Atlantic (three rooms). "Park"-series observations and "Chateau"-series sleepers have these rooms. Four "Bay"-series sleepers are assigned to Edmonton-Vancouver service on the Super Continental, leaving two cars ("Buckley Bay" and "Hudson Bay") for service elsewhere. These are almost identical to the former Erie car which became Conrail office car #11.

VIA has assigned conventional equipment or LRC's to the Montreal-Ottawa trains formerly assigned RDC's. The Budds then went to three trains added June 1: Montreal-Sherbrooke, Ste. Foy-Mont Joli, and Toronto-Havelock. RDC-4 #6450 has been reactivated and assigned to the tri-weekly Sudbury-White River train. While VIA has several cars of this type in storage, this is the only active RDC-4 anywhere. The RDC-4 was a shortened mail-baggage version, operated by CN and CP, and, in the United States by New Haven and Minneapolis & St. Louis, the latter having some seats and windows added in the baggage room for passengers on their cars. Toronto has no less than 32 Budd RDC's assigned and I saw seven RDC-9's, 10 RDC-2's and 15 RDC-1's on my visit. For a number of years, two RDC-9's have been the only active cars in the old CN black trim: 6000 has CN red ends, while 6004 has VIA yellow ends.

VIA menus on full-service diners continue to offer a choice of two table d'hote meal selections, which vary each day of a trip. In addition, lighter fare is available for breakfast (continental breakfast) and lunch (soup and sandwich).

Ontario Northland, on the other hand, features a la carte menus with as many as nine different sandwiches and entrees like roast beef or ham steak. For the record, ON staffs its own meal service on the Northlanders (the ex-Dutch Swiss TEE's which include a diner-coach). These trainsets also operate on several weekend Toronto-North Bay runs. In addition, ON has leased diner "West Wind", an ex-CN car now owned by an American, for its Polar Bear trains to Moosonee. The "Little Bear", which runs twice a week to Moosonee as the local, uses the "Meechim", an ex-Army hospital car and both of these trains also offer full meal service.

In commuter rail news north of the border, CP's Westmount station closed May 31, replaced by nearby Vendome, which offers direct downtown connection with Line 2 Metro subway trains. In Toronto, GO Transit uses 19 trainsets of bi-level equipment and three of older single-level cars. Basically, there are 500-series locomotives (F40PH or GP40TC units) which provide their own HEP and run with a control car. Other trainsets have 700-series GP40 and GP40-2 units, so they require an FP7 control unit which also provides HEP. There are also B unit power cars which run on trains with a GP40 at each end.

(Continued on Page 6)

## ON THE SCENE (Continued from Page 5)

In commuter rail news at home, Metro-North has received four coaches by late July from Bombardier — the first of a pair of orders which will replace all cars on the Poughkeepsie and Danbury lines. Connecticut has received two of the four rebuilt FL9's repainted in the McGinnis-era New Haven scheme. Twenty-two leased SEMTA coaches will be returned next winter when the lease expires. This will leave 40 Metro-North steam coaches in service on the New Haven line — providing extra capacity until M-4 electric cars can be delivered.

A contract has been signed by Metro-North with Chrome Locomotive to rebuild three RDC's. These may be units 54, 60 and 65, known to be at Harmon. For the record, 19, 53 and 61 are assigned to the Suffern-Port Jervis shuttle, while 11, 47, 63 and leased Amtrak 14 ran in June on the Brewster-Dover Plains shuttle and car 56 ran on the Bridgeport-Waterbury shuttle. Apart from a few MBTA cars and those of Maryland, these are America's only self-propelled RDC runs.

In June, Long Island began a 2-1/2 year project to extend its electrification from Hicksville to Ronkonkoma. The project will take 30 months and will free up about 70 coaches. Service beyond to Riverhead and Greenport will presumably be provided by shuttles.

NJ Transit is converting five stations on its Northeast Corridor Line to high-level platforms. North Elizabeth, Linden, Edison, New Brunswick and Princeton Junction are the locations, and new stations will be built at North Elizabeth and Princeton Junction (outbound side) and Linden is receiving a renovation. Elizabeth is to receive high level platforms as well, but a new location must be confirmed, since the sharp curve at the present station is unacceptable.

In San Francisco, SP's famed "Big Subs" have all been withdrawn from service. By mid-July, four trainsets of new Caltrans double-deck coaches had replaced these sixty-year-old cars. All of the former SP locomotives have been replaced by 18 new F40PH's. SP will retain steam generators and high-speed gearing in two SDP45's for directors' specials, etc., with the remaining units moving to freight or switching service. The Caltrans units have been named for on-line communities.

Pittsburgh & Lake Erie has advertised its trainset of one GP7 and four coaches for sale. Pittsburgh commuter service between the P&LE station and College was scheduled to end July 12.

The German firm of MBB was low bidder on a proposed MBTA (Boston) order for 17 cab and 17 straight coaches with an option for up to 33 more — they'll replace locomotive-hauled RDC's and "Shoreliner" coaches.

Pittsburgh's new downtown subway opened July 3, with service operated by PCC's. The LRV's are still down the road a bit, but the service is now much faster. Work continues on the Mount Lebanon subway, so that line is still out of service. On the other hand, the surface route via Allentown has been restored as Route 52 again.

Construction continues on the first segment of San Diego's East line, which will extend to Euclid Avenue. The junction with the existing line to San Ysidro will take place near the yard at Imperial station, on track which is being realigned for this purpose.

## SHORTLINE MOTIVE POWER ROSTER UPDATE

The following additions, deletions and changes should be made to the motive power listing of area shortline railroads, which appeared in the June issue of Cinders:

BLUE MOUNTAIN & READING RAILROAD, HAMBURG, PA

Change: Road number of CF7 424 to 600

Add: 601, CF7, D/E, EMD 1951, ex-Santa Fe 2446 (F7A 261C)

DELAWARE COAST LINE RAILROAD, GEORGETOWN, DE

Change: Road number of SW900M 8651 to 51

MARYLAND MIDLAND RAILWAY, UNION BRIDGE, MD

Add: 97C, FP7A, D/E, EMD 1951, ex-Milwaukee 97C

NEW YORK, SUSQUEHANNA & WESTERN RAILWAY, LITTLE FERRY, NJ

Delete: 240, RS1 (to Valley Railroad, Essex, CT)

Change: Road number of C420 2002 to 260

WILMINGTON & WESTERN RAILWAY, MARSHALLTON, DE

Add: 3, S2, D/E, Alco 1949, ex-Rohm & Haas 3

WINCHESTER & WESTERN RAILROAD, GORE, VA

Delete: 97C, FP7A (to Maryland Midland Railway, Union Bridge, MD)

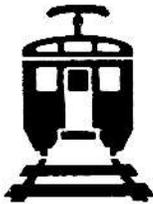
ABBREVIATIONS: D/E - Diesel-electric      Alco - American Locomotive Company  
EMD - Electro-Motive Division, General Motors Corp.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

SEPTA on July 1 adopted a new name for its commuter rail system: Regional Rail Division. The operative word here is RAIL which had been dropped in 1982 as part of SEPTA's drive to integrate the railroad with its transit operations. But in his recent report (see June Cinders), Special Counsel William T. Coleman suggested that employee morale could be improved by re-establishing a distinct rail identification--thus the transit-style term "Regional High Speed Lines" has been scrapped. Train service employees also will get new uniforms more closely resembling the traditional garb of railroad workers.



SEPTA's Blueliner fleet is getting some overdue attention, now that it's becoming obvious that the old cars will be needed for several more years. A total of 28 of the 30 remaining Blues will be upgraded with cab signals, new headlights and radios, fresh paint and some interior sprucing up. Already, #9101, 9103, 9104, 9105 and 9107 have gone to General Electric's Erie Avenue shop for modification, and other cars will soon be on their way. With no funding provided in SEPTA's 1986 capital budget for development of the new "Silverliner V" design, and continuing shortages of existing Silverliners, it seems likely that the venerable Blues will remain as fixtures in the local rush-hour scene. Look for them on the Paoli Line as soon as cab signal work is completed.

Here is the recently revised weekday schedule of Blueliner assignments:

|        | TRAIN # | LEAVES             | TIME    | DESTINATION            |
|--------|---------|--------------------|---------|------------------------|
| SET 1* | 6341    | West Trenton       | 7:43 AM | Powelton yard          |
|        | 6366    | 30th Street        | 4:23 PM | West Trenton           |
| SET 2  | 6711    | Chestnut Hill East | 7:02 AM | Powelton yard          |
|        | 6760    | 30th Street        | 5:05 PM | Chestnut Hill East     |
| SET 3  | 7331    | Suburban Station   | 6:10 AM | Elwyn                  |
|        | 9340    | Elwyn              | 7:09 AM | Roberts yard           |
|        | 9365    | North Broad        | 4:49 PM | Elwyn                  |
|        | 9378    | Elwyn              | 6:00 PM | Roberts yard           |
| SET 4  | 9371    | North Broad        | 6:35 PM | Elwyn (store at Media) |
|        | 9342    | Media              | 7:19 AM | Roberts yard           |

\* - In event of equipment shortage, Silverliners are substituted.

At 12:55 AM on Sunday, July 21, the half-century-old interlocking machine at "Broad" tower in Suburban Station was removed from service. The Union Switch & Signal Model 14 machine, with its 144 levers, was installed by the Pennsylvania Railroad in 1930 to control all movements into and out of then brand new Broad Street Suburban Station. SEPTA's John LaForce reports that the last move with the old machine was an empty draft from #2 platform to Powelton yard, which required display of signal 118L. Replacing the Model 14 is a far more compact solid state machine which controls five separately designated interlockings: "Penn Center" (milepost 0) at Suburban Station, "Broad" (MP 0.4), "20th Street" (MP 0.6), "Schuylkill" (MP 0.8), "30th Street" (MP 0.9) and "West" (MP 1.1) just beyond 30th Street. A separate device controls the new "Walnut" crossovers at MP 1.4 on the West Chester Line.

SEPTA plans to install equipment at "Broad" sometime this year to control "Arsenal," "Cane," "Media" and "Jeff" interlockings, with "60th Street" and "90th Street" to be removed from "Broad" at some future time. These actions will mean the closing of the manned AMTRAK tower at "Arsenal" behind the Civic Center and "A" tower on the Airport Line. Interestingly, parts of the old "Broad" machine will live on as replacements in eight smaller machines of the same vintage in the Broad Street subway. The 20-foot-long model board at "Broad," however, will be junked.

An improperly designed signal circuit, part of a center city tunnel project to rebuild the signal system on SEPTA's Mainline, was blamed for causing the June 26 sideswipe accident at "Schuylkill," just east of 30th Street Station. At 8:20 AM SEPTA's Paoli-bound train 545, with Silverliners 348-349-165-166, was crossing from #3 to #4 track when it struck the lead car of an empty six-car train of old AMTRAK Metros just in from Harrisburg. The Amtrak train, with cars 829-852-880-823-884-826, was headed for Penn Coach yard when its engineer received a stop-and-proceed signal approaching the crossover switch. At the same time, investigation revealed, the SEPTA engineer observed a restricting aspect on his signal which allowed him to proceed at reduced speed. The ensuing ten-mph collision resulted in minor injuries to 12 SEPTA passengers and superficial damage to cars 348 and 829, both of which derailed. To prevent such conflicting indications in the future, the system was modified to eliminate all restricting aspects in that area.

## PHILADELPHIA EXPRESS (Continued from Page 7)

A BRE-Leyland demonstrator railbus is expected to arrive within the next month from Columbus, OH for testing on SEPTA routes.....Those unused, nearly-forgotten TV monitors in Suburban and Market East Stations still bear a small, forlorn warning: "Disregard all signs--testing only".....SEPTA has received permission to equip its cars with a new yard radio frequency--160.395. It will continue to use the old Reading frequency of 160.35 as its primary road channel.....SEPTA is still washing cars at AMTRAK's Penn Coach yard, using recycled water, but is forbidden to use its Wayne car washer because of the current water shortage..... Former PennDOT RDC's #9170 and 9171 (ex-New Haven #129 and 126) have been sold to the ALASKA RAILROAD by Used Equipment Dealer George Silcott.

The Doylestown Line will be out of service for at least three months starting September 3, while new rail is installed. Bus service will be in effect between Lansdale and Doylestown.....Track rebuilding on the Norristown Line is expected to be finished early in September.....SEPTA now has a name for its proposed connection between the Chestnut Hill West and Norristown Lines in North Philadelphia. It's being called the "Swampoodle connector" after the neighborhood of that name along Allegheny Avenue.....SEPTA officials told the press recently that they will need between \$150 million and \$175 million to replace or repair 131 of the most deteriorated bridges on the Regional Rail system over the next five years. They have not ruled out the option of shutting down the former Reading mainline in North Philadelphia--where many of the bridges are located--while the work is being done.

SEPTA now expects to resume limited commuter service between Philadelphia and Wilmington, DE on October 28. Under a funding agreement with the State of Delaware, four weekday trains in each direction would be run. Unfounded reports in certain newspapers and railfan publications had set the startup date as July 1. ....In early August SEPTA began training runs for engineers between Elwyn and West Chester using Blueliner cars.....The Reading Company is reported to be selling its new One Reading Center building at 11th & Market to a Chicago-based investment company. The price: more than \$100 million.....Philadelphia's embattled center city convention center received a boost when Governor Thornburgh released \$9 million in State funds for property acquisitions, but the Legislature still has not approved the State's full commitment toward the more than \$400 million cost of the project.

Work is underway on a temporary station platform at 9th & Columbia Avenue, which will serve the Temple University campus until a new station is built in 1987 at 9th & Norris. The former Temple U station at Columbia Avenue was demolished last November as part of an emergency bridge replacement job.....Part of the new high-level platform on the northbound side of Wayne Junction station was placed in service last June. Work has begun on another mainline track through the station and the long-delayed entrance track from the Mainline to the north end of Roberts Avenue yard is now complete.....SEPTA is receiving bids from firms interested in constructing a fiber-optics communications system on eight of its lines in this area.....Philadelphia's center city rail tunnel has received the 1985 Outstanding Civil Engineering Achievement Award from the American Society of Civil Engineers.



SEPTA's Airport Line trains have proved themselves popular with the riding public, carrying an average of better than 1,800 passengers a day in July in spite of some troublesome service problems. In at least four instances during June and July, the European-design catenary became entangled in car pantographs, causing extensive delays, and problems with AMTRAK's "Phil" interlocking near 54th & Grays Avenue continued to plague the operation. To cope with the increased ridership, SEPTA has

added a passenger attendant to many trains--especially important on City-bound trips where most passengers pay cash fares. Those fares were raised by 25 cents on July 1 as part of a general SEPTA fare boost, to \$2.25 off-peak and \$3.75 peak. Two cars are used on some Monday and Friday trains.

SEPTA has decided not to link the Airport Line with its R1 West Trenton Line in October, as planned, because of a fear that such through routing might create additional delays and drive away service-conscious airline passengers. "We're not going to fix something that's not broken," Operations Chief John Tucker told the Inquirer. "I wish we had 12 more lines like the Airport Line," said Assistant General Manager Frank Wilson. "On balance, we're very pleased with it." He added that the linkup with West Trenton might occur next spring--or not at all.....The City will hold public hearings September 10 on its plan to build three new stations along the Airport Line--at University City near South Street, at 70th Street and at 84th Street in Eastwick. The University City station will also be served by the West Chester and Marcus Hook Lines.

The months of June and July saw a number of accidents and disruptions on SEPTA's Regional Rail system. The most serious were the death of a conductor at Fox Chase station on June 27 and that of a 19-year-old passenger at Ambler station on July 23. The conductor, who was leaning out of a vestibule to check on young vandals near the track, was crushed between his train (#834) and a high-level ramp for the handicapped. The passenger, a Penn student, was struck by northbound train #580 at Ambler as he dashed across the track to catch another train. SEPTA immediately removed the handicapped ramp at Fox Chase and began a study of 12 other such ramps on its system--which are rarely used. It also began looking for ways to improve safety at Ambler and other stations where grade-level pedestrian crossings are in use.

Other problems included: June 20 - a truck collided with SEPTA's bridge over Chew Avenue in Germantown, resulting in midday train annulments on the Chestnut Hill East Line. July 11 - Early morning arson fires set along SEPTA tracks in Lansdale, North Wales and Ambler delayed several rush-hour trains. July 16 - Storm-related switch and signal problems caused delays to R8 trains between Fox Chase and Chestnut Hill West, and a

(Continued on Page 9)

## PHILADELPHIA EXPRESS (Continued from Page 8)

downed power wire at Morton in the afternoon forced cancellation of inbound trains on the West Chester-Elwyn Line. July 22 - A derailed CONRAIL freight car near Midvale yard required single track operation on the Chestnut Hill West Line, delaying rush-hour trains for more than an hour and forcing some substituted bus operation.

July 26 - Another heavy rain and windstorm caused delays on the Norristown Line and toppled a tree onto the Doylestown Line, which brought out the buses. July 31 - A beam fell onto AMTRAK's mainline at the site of overhead bridge construction in Norwood, knocking out power on all but one track and forcing cancellation of SEPTA's Marcus Hook trains until midday. Over the past few months, trees have fallen onto overhead wires at least 17 times on the West Chester-Elwyn Line, causing power outages.

And finally, SEPTA told the Daily News that design and mechanical flaws at Suburban and Market East Stations have resulted in an almost unusable ventilation system, defective heating and cooling systems and cracking platforms. In addition, the notorious airport-style TV monitors (see above) have not yet been modified to display actual train arrivals rather than simply scheduled arrivals, making them of limited use unless everything is running on time. Still awaited is installation of the monitors at 30th Street, which like all tunnel-related construction is the City's responsibility.

 After months of debate and political wrangling, Congress on August 1 adopted a \$968-billion compromise budget for Fiscal Year 1986. Contributing to the estimated \$55 billion in spending reductions was a 15 percent cut in AMTRAK's budget, from \$684 million to \$581 million, which is to remain frozen at that level through 1988. While the final cut is much deeper than the ten percent agreed to by Amtrak's management, it is far better than the Administration's original zero funding proposal for the rail passenger system, or the 25 percent cut demanded by the Senate for 1987 and 40 percent in 1988. Pennsylvania Senator Arlen Specter later was successful in getting the Senate to approve the ten percent cut (to \$616 million), but this was swept aside in last-minute negotiations with the House as Congress rushed to adjourn for its summer recess.

President Reagan has signed legislation restoring \$30 million in Federal funds for rebuilding the former PRSL passenger line between Philadelphia and Atlantic City. Earlier this year, the Administration had proposed diverting the money to the Coast Guard because New Jersey was slow in planning the rail project. Through train service is to be provided by AMTRAK and commuter service by NJ TRANSIT, both of which expect heavy ridership to and from the casinos. A \$21-million station will be built by the Atlantic County Improvement Authority near the old PRSL terminal in Atlantic City, to be opened in late 1987. Says New Jersey Senator Frank Lautenberg, a strong proponent of the line: "I think we could have a train running in 18 to 24 months."

The Inquirer's Sunday Magazine on July 28 ran a cover article entitled "Should AMTRAK Be Saved?" Writer Tom Belden's conclusion: Yes....The New York Times in its July 19 editions carried a piece about Philadelphia's 30th Street Station, second busiest in the AMTRAK system (after New York's Penn Station). Says Author William K. Stevens: "30th Street Station at the moment represents the closest thing to a genuine revival of the great days of rail travel...offered by any American city." It is, he adds, "what a train station is supposed to look like"....On May 21 Federal, State and railroad officials gathered in Newark's Penn Station to announce completion of a \$19.6 million renovation of the 50-year-old structure. The work was included as part of the Federal Railroad Administration's \$2-billion Northeast Corridor Improvement Project. NJ TRANSIT now leases the station from private developers.

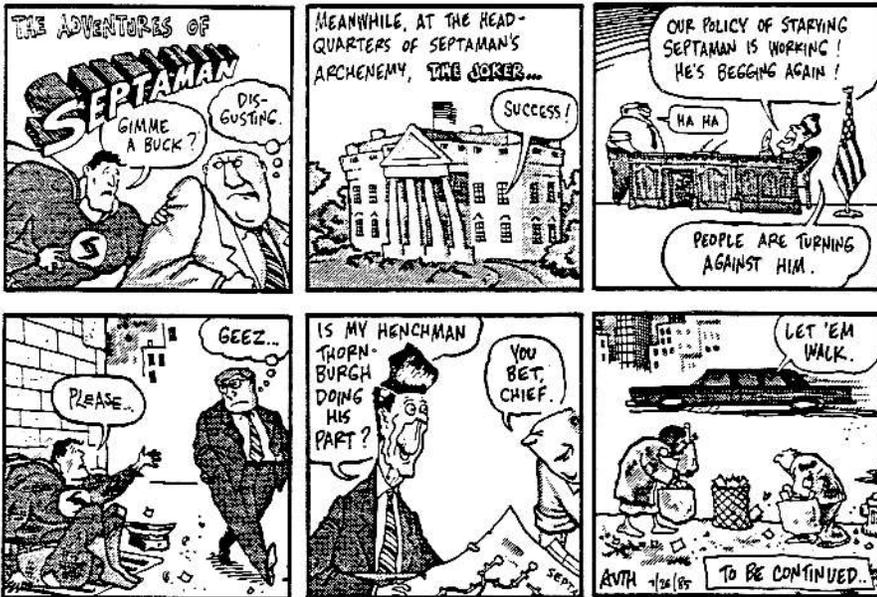
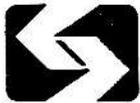
AMTRAK is retiring the last of its fleet of Alco RS3 unmodified diesels, now that rebuilt CF7 and SSB1200 switchers are in service. Twenty RS3's, along with six EMD SW7's and two of three remaining E8's (495 and 497) have been offered for sale by public bid.....D. F. Sullivan has been appointed vice president operations-maintenance for AMTRAK, replacing Frank D. Abate.....Readers of Rail Travel News have rated the Auto Train and the Silver Star as best and second best in the long distance category among AMTRAK trains. The Montrealer came in dead last among 21 trains.....RTN reports that AMTRAK will replace signal cables along the Harrisburg mainline and upgrade "Shore" interlocking at Frankford Junction.

AMTRAK's #1 nemesis, Budget Director David Stockman, resigned effective August 1 to join a Wall Street financial house, but successor James C. Miller III is also known to be cool to Amtrak.....Business on AMTRAK's long-haul trains is brisk this summer, with reservation calls up 15 percent over last season--perhaps spurred by death rumors for the carrier.....AMTRAK has been running local newspaper ads headlined "Auto Train has driven down the cost of living it up," a reference to special low summer fares on the highly successful train.

AMTRAK now has two inspection cars rebuilt from wrecked Amfleet coaches. The 10002 (ex-21191) was released in June from Beech Grove shop, joining 10001 (ex-21222). They are named Discovery and Beech Grove respectively (Narragansett Newsletter).....E60 #965 brought train 40 Broadway Limited east from Harrisburg to Philadelphia on July 14, and #964 took #41 back to Harrisburg. The F40 diesels were turned there because of late arrival.....Bowie Race Course at Bowie, MD closed forever on July 13 after more than 70 years of operation. For many years the PRR ran race trains from Philadelphia to Bowie, using a short branch off the mainline. It was on that branch that a train derailed on February 2, 1961, killing six and injuring 100. Not to be denied, many race fans crawled out of the wreck and struggled to the grandstand on foot, just in time to place their bets on the first race, according to an Inquirer account. The trains were finally discontinued in 1971.

PHILADELPHIA EXPRESS (Continued from Page 9)

In a sudden move the SEPTA board in July voted to increase fares effective August 4, the second boost in little over a month. The reason given was the apparent shortfall in subsidies for this fiscal year--\$21.2 million less than expected from the State and \$6 million less from Uncle Sam. This \$27 million deficit in the FY 86 operating budget of \$492 million would be devastating, SEPTA said, and would mean the cutback of essential vehicle maintenance programs. The only answer was another fare increase--this time from 95 cents to an even dollar in base transit fares. Tokens went up from \$7.50 to \$8.50 in packs of ten, transfers from 15 to 20 cents, and all TransPasses and TrailPasses were increased. SEPTA's staff estimates that the higher fares will drive away about 30,000 riders a day, a loss of about three percent.



By Tony Auth. Reprinted from The Philadelphia Inquirer, Friday, July 26, 1985

Confirmation of the need for higher fares, however, came from the U.S. Congress on August 1 when it approved a 15 percent cut in Federal mass transit subsidies for Fiscal Year 1986. That level of funding will be frozen through 1988. The effect of such cuts on large cities is reflected in an Inquirer editorial cartoon entitled "The Adventures of SEPTAMAN" (see left), published July 26.

SEPTA enjoyed one of its best holidays in years when throngs of riders jammed in trains and buses to get to a Fourth of July celebration featuring a Beach Boys concert near the Art Museum. About 40,000 people rode commuter trains and 270,000 crowded onto buses, subways and trolleys. Few problems were experienced because SEPTA had ample equipment and crews available.....On July 13 some 25,000 fans crowded the Broad Street subway to get to the huge Live Aid rock concert at JFK Stadium in South Philadelphia. This represented over 25

percent of all concertgoers, requiring eight extra trains on the Broad Street Line and eight extra on the Market-Frankford Line. Extra cars and trains were also operated on most commuter rail lines that evening.

SEPTA is planning to spend some \$37 million on new cars for the Norristown High Speed Line, replacing the 50-to-60-year-old Bullets and Strafford cars. Bids may be received by next year.....Right now, 18 of 19 cars are available for service on the NHSL, with Strafford #163 released from the shop in May. Only Bullet #202, a wreck victim, is still out of service.....In June, SEPTA crews spent several evenings cleaning the subway-surface tunnels, removing dirt and debris.....New track is being installed on Woodland Avenue west of 49th Street in the vicinity of Woodland shop, requiring Route 11 cars to detour via Greenway Avenue and 49th Street to Chester Avenue.....The Broad Street subway carried 3.1 million more riders in Fiscal 1985 than in the previous year, according to SEPTA figures. This represents a growth of 12 percent, to 29 million riders.

Uncle Sam has given SEPTA \$64.9 million in capital grants this summer for such projects as the Frankford el overhaul program, reconstruction of Fern Rock shop, design work for Norristown High Speed Line cars and purchase of 120 new buses.....The SEPTA board has given General Manager Joseph T. Mack a pay increase of \$5,000 a year, raising his salary to \$90,000.....The State is planning to order 900 new buses to be built at Neoplan's recently-completed plant in Honey Brook, PA.....An arson fire swept through NJ TRANSIT's Newton Avenue bus garage in Camden on July 9, destroying 15 new MCI buses worth over \$150,000 each.

Congress has adjourned for the rest of the summer without making a decision on the sale of CONRAIL. A bill authorizing CR's sale to NORFOLK SOUTHERN for \$1.2 billion failed to make it to the Senate floor, and the compromise 1986 budget passed on August 1 (see above) did not include language proposed by a Senate committee which would have forced such action. Meanwhile, debate continues to rage between supporters of NS, including the Department of Transportation, and those favoring a public sale through a consortium of 32 investors led by the Wall Street investment firm of Morgan

Stanley & Company. The issue is sure to surface when Congress reconvenes in September, and we'll have more to say about it in the next issue of Cinders.



CONRAIL has reported net income of \$154.8 million for the second quarter and \$209.5 million for the first six months of 1985, in spite of a decline in carloadings of about 7.7 percent compared with the first half of 1984 and the return of most employees to industry wage levels. The railroad's cash balance also increased by \$28 million during the six-month period, reaching a total of \$874 million on June 30, 1985. Meanwhile, total revenues fell 5.4 percent in the latest quarter to \$838.4 million, and 5.9 percent in the first half to \$1.64 billion.

## RAILROAD RADIO FREQUENCY GUIDE Addenda

The following additions and changes should be made to the Philadelphia area radio frequency list published in the February and March 1985 issues of Cinders:

SEPTA (Regional Rail Lines) 160.395 (NEW yard frequency in addition to road frequencies)

CONRAIL - Frequencies Used at Tri-State Locations

| <u>NAME OF FACILITY</u>                   | <u>LOCATION</u>    | <u>PRIMARY CHANNEL</u> |
|---|--------------------|------------------------|
| Control Center<br>(Philadelphia Division) | Philadelphia       | CR 1, 2                |
| "Oley"                                    | Reading, PA        | CR 1, 4                |
| Stoney Creek yard                         | Marcus Hook, PA    | CR 3                   |
| West Cressona yard                        | West Cressona, PA  | CR 4                   |
| Greenwich yard                            | South Philadelphia | CR 3                   |

Explanation of Channels/Frequencies

CR 1 - Conrail 1 (160.80 MHz)  
 CR 3 - Conrail 3 (160.86 MHz)  
 CR 4 - Conrail 4 (160.98 MHz)

## RAILFAN ALERT: LEGISLATURE CONSIDERS BILLS TO OUTLAW SCANNERS

A bill has been introduced in the Pennsylvania State Senate which would make it a misdemeanor to "equip a motor vehicle with a radio receiving set capable of receiving signals on the frequencies allocated for police use..." or to "...knowingly use a motor vehicle so equipped." Conviction on such a charge would carry a fine of up to \$1,000 or six months in jail, or both.

Identified as Senate Bill 637, the measure was introduced by Senator Roger Madigan of Crawford County at the request of an unidentified police group, and was referred last spring to the Senate Transportation Committee. To date, it has not been acted upon by that committee.

One interpretation of the bill's provisions is that it would cover all scanners commonly used by railfans in their automobiles, although there is some question of whether the use of a hand-held scanner would constitute "equipping" a car. In discussion with a member of the Harrisburg Chapter, Senator Madigan said that he did not expect quick action on his bill, but he would try to add some wording to exempt the use of scanners for the reception of railroad transmissions and other law-abiding purposes. Apparently there is no distinction in the bill between crystal-equipped scanners which do not have police frequencies and programmable radios "capable" of receiving police calls.

NRHS members living in Pennsylvania may address their comments on S.B. 637 to the Honorable Roger A. Madigan, State Senate, Room 186, Main Capitol Building, Harrisburg, PA 17120, or to their own State Senators.

This report was contained in the July issue of the Harrisburg Chapter Rail Review, whose editor, Fred Wertz, has promised to keep a close watch on this bill and report further developments.

## ORDER TICKETS FOR "WEST POINT SPECIAL" SEPTEMBER 29 (Continued from Page 1)

Meanwhile, the train will journey another eight miles north to Newburgh, where it will lay over before beginning the return trip. After again loading its passengers at West Point, the Special will retrace its path to Hoboken where it swings onto the so-called "Waldo Connection" built by Penn Central in 1969. This connecting track will bring the train onto the ex-Pennsylvania Railroad Passaic & Harsimus branch, which passes the Journal Square PATH station and Conrail's huge Kearny piggyback terminal before rejoining Amtrak's Northeast Corridor at "Lane". Return to Trenton is scheduled for 7 PM and the excursion will terminate at 30th Street Station at 7:45 PM. The trip will cover nearly 300 rail miles.

Reserved-seat tickets may be ordered for \$48.50 each (\$46 for children 5-11 years of age) by writing to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to the Chapter and enclosing a stamped, self-addressed envelope.

All members are urged to support the trip by purchasing tickets and spreading the word among friends and business associates. Trip Chairman Larry Eastwood has ample supplies of a new advertising flier which may be obtained by telephoning him at 215-947-5769 evenings. Supplies may also be picked up at the Chapter's table at Greenberg's show at the Philadelphia Civic Center on August 17-18.

A large turnout is needed to make this trip another successful venture for Philadelphia Chapter. Everyone's help is urgently needed!

## CORRECTION

In the June 1985 issue of Cinders it was stated that U. S. Steel's Fairless Works, Morrisville, PA, had acquired a cow-and-calf set of TR4A and B diesel locomotives numbered 5A and 5B. Later information reveals that the correct former numbers of these units were Santa Fe 1242A and 1242B.



## REVISIONS TO CONRAIL FREIGHT SCHEDULES SHOWN IN MAY/JUNE, 1985 "CINDERS"



- ALCA (Daily) - Established - Leave Allentown 1100, Leave Reading 1500, Leave Abrams 1715, Leave Philadelphia ("Zoo") 1945, Arrive Camden 2045.
- ALEN (Daily) - Schedule changed in part - Leave Reading 2330, Pass Harrisburg 0430, Arrive Enola 0530.
- BAPI (Daily) - Schedule changed - Leave Baltimore 2359, Pass Perryville 0130, Arrive Harrisburg 0515\*, Leave Harrisburg 0610.
- CAAL (Daily) - Established - Leave Camden 1400, Leave Philadelphia ("Zoo") 1600, Leave Abrams 1850, Leave Reading 2130, Arrive Allentown 2359.
- CAEN - Withdrawn
- ENCA - Withdrawn
- ENOI (Daily) - Schedule changed - Leave Enola 1400, Pass Parkesburg 1635, Leave Earnest 1845, Leave Morrisville 2030, Arrive Oak Island 0030.
- PYAL (Daily) - Schedule changed in part - Pass Philadelphia ("Zoo") 2155, Leave West Falls 2330\*, Leave Pottstown 0200, Leave Reading 0345, Arrive Allentown 0615.
- PYEN (Daily) - Schedule changed - Leave Potomac Yard 1745, Pass Landover 1945, Leave Baltimore 2200, Pass Perryville 2330, Arrive Enola 0415.
- PYSE (Daily) - Schedule changed - Leave Potomac Yard 2215, Pass Landover 2315, Pass Perryville 0230, Leave Philadelphia ("Arsenal") 0550\*, Leave "Zoo" 0630, Leave Woodbourne 0930, Pass West Trenton 1000, Pass Port Reading Junction 1100, Arrive Oak Island 1230\*.
- SEPY (Daily) - Schedule changed in part - Pass Philadelphia ("Zoo") 2225, Pass Perryville 0115, Arrive Baltimore 0245, Pass Landover 0530, Arrive Potomac Yard 0730.
- TV-25 - Schedule changed to daily except Sunday.
- TV-26 (Daily) - Schedule changed in part - Arrive Harrisburg 0100\*, Leave Harrisburg 0200, Pass Perryville 0600, Arrive Newark (DE) 0700, Arrive Harrington 1159.
- TV-27 (Daily) - Schedule changed - Leave Harrington 1645, Leave Newark (DE) 2215, Pass Perryville 2315, Arrive Harrisburg 0250\*, Leave Harrisburg 0545.
- WHBA-08 - Withdrawn
- WHBA-09 - Withdrawn

## KEY TO ORIGIN AND DESTINATION SYMBOLS

AL - Allentown, PA  
 BA - Baltimore, MD  
 CA - Camden, NJ  
 EN - Enola, PA  
 OI - Oak Island (Newark), NJ

PI - Pittsburgh (Conway), PA  
 PY - Potomac Yard (Alexandria), VA  
 SE - Selkirk (Albany), NY  
 TV - Train Van (piggyback)  
 \* - Crew change

## CENTRAL PENNSYLVANIA CHAPTER, NORTH SHORE RAILROAD TO RUN EXCURSIONS

The newly-created North Shore Railroad, which operates some 42 miles of former Erie Lackawanna trackage out of Northumberland, PA, will be the scene of five passenger excursions next month. Motive power is expected to be one of NS's two ex-Santa Fe CF7 diesels, #28 or 44, hauling three ex-Lackawanna open-window coaches.

Three trips will run on Saturday, September 14, out of Bloomsburg, PA. The first leaves 10 AM for Northumberland and return, the second at 2:30 PM for Berwick and return, and the last at 4:30 PM for Danville and return. Fares for the first trip are \$15 for adults and \$10 for children (5-12). The second and third trips will cost \$7 for adults and \$5 for children.

Then, on Saturday, September 21, Central Pennsylvania Chapter NRHS will sponsor a round trip over the North Shore's entire line from Northumberland to Hicks Ferry, PA and return, again using the CF7 diesel and three coaches. The Susquehanna Scenic Limited will depart from the NS station in Northumberland at 9 AM and return about 5:30 PM. Two photo runbys and a picnic stop will be made. All tickets are \$25 with an additional charge of \$4 for an optional lunch of pork barbeque.

Finally, on Sunday, September 22, NS will operate a round-trip excursion leaving Northumberland at 12:30 PM for Berwick. Passengers may elect to spend three hours at the Bloomsburg Fair (admission free) or go all the way to Berwick. Tickets are \$20 for adults and \$15 for children (5-12).

Ticket orders should be addressed to: North Shore Excursion, 356 Priestley Avenue, Northumberland, PA 17857, indicating which excursion is desired and the number of tickets ordered. Make checks payable to "North Shore Excursion," except for the September 21 trip for which checks should be made payable to "NRHS Excursion Tickets." A large stamped, self-addressed envelope should also be enclosed to speed the response.



# Chessie System

MARYLAND DIVISION

THROUGH FREIGHT TRAIN SERVICE

*(All Trains Operate Daily Except as Noted)*

CORRECTED TO JULY 1, 1985

WESTBOUND TRAINS

| TRAIN   | PHILADELPHIA<br>(Park Jct.) | PHILADELPHIA<br>(East Side) | WILMINGTON<br>(Wilsmere) | BALTIMORE<br>(Bay View) | HALETHORPE<br>(MD) | POTOMAC<br>YARD | BRUNSWICK<br>(MD) | CUMBERLAND<br>(MD) |
|---------|-----------------------------|-----------------------------|--------------------------|-------------------------|--------------------|-----------------|-------------------|--------------------|
| CHTT(a) |                             | Lv 2300                     | Ps 2345                  | Ps 0135(d)              | Ps 0310            |                 | Ar 0515*          | Ar 0755*           |
| DH-87   | Ps 1830                     | Ar 1900                     |                          |                         |                    |                 |                   |                    |
| GW-97   |                             | Lv 0200                     | Lv 0445                  | Ps 0645(e)              | Ps 0945            |                 | Ar 1330*          | Ar 1830*           |
| SBTT(b) |                             |                             | Lv 0600                  | Ps 0730                 | Ps 0830            | Ar 0945         |                   |                    |
| SLTT(b) |                             |                             | Lv 0030                  | Ps 0205(f)              | Ps 0400            |                 | Ar 0615*          | Ar 0905*           |
| 85      |                             |                             |                          | Lv 0945(g)              | Ps 1205            | Ar 1600         |                   |                    |
| 397     |                             | Lv 1900                     | Lv 2045                  | Lv 2330                 | Ps 0015            |                 | Ar 0400*          | Ar 0800*           |

EASTBOUND TRAINS

| TRAIN   | CUMBERLAND<br>(MD) | BRUNSWICK<br>(MD) | POTOMAC<br>YARD | HALETHORPE<br>(MD) | BALTIMORE<br>(Bay View) | WILMINGTON<br>(Wilsmere) | PHILADELPHIA<br>(East Side) | PHILADELPHIA<br>(Park Jct.) |
|---------|--------------------|-------------------|-----------------|--------------------|-------------------------|--------------------------|-----------------------------|-----------------------------|
| CPTT(b) | Lv 2045*           | Lv 2320*          |                 | Ps 0125            | Ps 0210                 | Ps 0345                  | Ar 0430                     |                             |
| CSTT(b) |                    |                   | Lv 2000         | Ps 2125            | Ps 2220                 | Ar 2345                  |                             |                             |
| DH-84   |                    |                   |                 |                    |                         |                          | Lv 0900                     | Ps 0930                     |
| WLTT(c) | Lv 0015*           | Lv 0300*          |                 | Lv 0630            | Ps 0730                 | Ar 0900                  |                             |                             |
| 88      | Lv 0430*           | Lv 0945*          |                 | Ps 1245(h)         | Lv 1500                 | Lv 1800                  | Ar 1900                     |                             |
| 396     | Lv 1705*           | Lv 2050*          |                 | Ps 2350            | Lv 0135                 | Ar 0320                  |                             |                             |
| 682     |                    |                   | Lv 1500         | Ps 1730(i)         | Lv 2315                 | Lv 0145                  | Ar 0245                     |                             |

NOTE: All trains operate via Washington

NOTES TO SCHEDULES:KEY TO TRAIN SYMBOLS:

CHTT - Philadelphia to Chicago (Trailer Train)  
 CPTT - Chicago to Philadelphia (Trailer Train)  
 CSTT - Potomac Yard to Wilmington (Trailer Train)  
 DH-84 - Philadelphia to Binghamton, NY (D&H Train)  
 DH-87 - Binghamton, NY to Philadelphia (D&H Train)  
 GW-97 - Philadelphia to Cincinnati  
 SBTT - Wilmington to Potomac Yard (Trailer Train)  
 SLTT - Wilmington to East St. Louis (Trailer Train)  
 85 - Baltimore to Potomac Yard  
 88 - Cincinnati to Philadelphia  
 396 - Saginaw, MI to Wilmington  
 397 - Philadelphia to Saginaw, MI  
 682 - Potomac Yard to Philadelphia

Ar - Arrive

Lv - Leave

Ps - Pass

\* - Crew change

(a) - Except Sunday

(b) - Except Monday

(c) - Except Tuesday

THE FOLLOWING PICKUPS AND SETOFFS ARE MADE AT WEST BALTIMORE OR MT. CLARE:

(d) - Picks up at 0205

(e) - Picks up at 0730

(f) - Picks up at 0240

(g) - Picks up at 1030

(h) - Sets off at 1305

(i) - Sets off at 1800

## CHESSIE RETIRES "OLD ONE-SPOT," ACTIVATES EARLY DIESEL

Chessie System again this year is offering short excursions at its famed B&O Railroad Museum in Baltimore, but the motive power is a 43-year-old diesel switcher instead of 103-year-old steamer #1.



Ex-Pere Marquette, ex-Chesapeake & Ohio SW1 #8401, built by Electro-Motive in 1942, will pull a vintage open-window passenger coach on a 2-1/2 mile excursion several weekends this summer between the museum and Mt. Clare Junction. The train departs every half hour between 10 AM and 3:30 PM on August 10-11, September 14-15 and October 12-13, at a fare of \$2 per person. The 8401 is said to be the oldest active diesel locomotive on any major American railroad.

Old "One-Spot," originally built in 1882 for a Pennsylvania Railroad predecessor, ran at the museum for the past two summers but had to be retired because of mechanical difficulties, the Chessie announcement said. The ancient 4-6-0 had been donated to the museum by the Seaboard Railroad, Chessie's sister company, after a long career in regular and excursion service on the Seaboard-owned Clinchfield Railroad.

The B&O Museum is located at Pratt & Poppleton Streets, a dozen blocks west of Baltimore's Inner Harbor tourist area and about a ten-minute cab ride from the Amtrak station. It is open year-round Wednesdays through Sundays, with exhibits featuring many steam, diesel and electric locomotives and other rail equipment spanning two centuries.

## PHILADELPHIA EXPRESS (Continued from Page 10)

CONRAIL and the United Transportation Union have reached agreement on a new master contract extending through June 1988, and the 8,600 rank and file members have ratified it. The pact, retroactive to July 1, 1984, also restores these employees to industry wage levels, UTU becoming the last union to reach such an agreement among the 18 representing Conrail's unionized work force of about 35,000. UTU also agreed to join the other labor organizations in supporting a public sale of Conrail rather than the DOT-endorsed sale to NORFOLK SOUTHERN.

CONRAIL is spending \$7.5 million to upgrade its heavily used Reading Line (former East Penn) between Allentown and Reading, with 19 miles of welded rail and 16,000 crossties to be installed.....The Michigan Art Train paid its annual visit to Bethlehem on July 15, traveling from Detroit via CONRAIL.....Modern Railroads Magazine has presented CONRAIL with a Class A Achievement Award for its "just-in-time" service to auto companies, in MR's 1985 Golden Freight Car competition.....CONRAIL reopened its Water Level Route mainline on July 15 after a four-month effort to rebuild a bridge and fill near Lake City, PA. The March 15 washout forced CR to detour many of its freight trains, as well as AMTRAK's Lake Shore Limited, via a parallel NORFOLK & WESTERN line.....CONRAIL last spring embargoed all freight service on SEPTA's West Chester Line between Morton and West Chester.

Ex-Reading 4-8-4 #2102 is set to move under its own power in mid-August from Brownsville, PA to Reading, where it will haul a series of "Iron Horse Rambles" in September (see "Extra List"), November and December.....Persistent reports in railfan circles tell an amazing story--if true--that CONRAIL is interested in acquiring a steam engine. That's right, a steam engine, but hopefully without a blue tender!.....CONRAIL has retired its third E8 diesel, #4021 (ex-AMTRAK #499), which served only as a parts supply to sister E8 #4020 now in service on CR inspection trains.....CONRAIL's ex-Erie Lackawanna SD45-2's are reported to be in helper service out of Altoona.....The James E. Strates carnival is considering a visit to Philadelphia beginning September 4, its first stand here in several years. Strates still travels via 50-car train.....CONRAIL received the last of its 25 new C36-7 diesels from GE in June. They're #6620-6644.

The September issues of both Trains and Railfan & Railroad Magazines carry photos of Chapter Members Larry Eastwood and Frank Tatnall presenting an R&LHS Railroad History Award to Philadelphia Writer Bert Penny-packer.....PATCO's ridership has reversed its downward trend and is increasing--up 2.3 percent in June over a year ago. With only five trains on line, PATCO handled some 37,000 riders on the July 4 holiday, compared with 36,000 on a normal weekday.....Pittsburgh's PORT AUTHORITY TRANSIT opened its long-awaited 1.1-mile downtown subway on July 3. PCC cars will use it until new equipment arrives.....CSX railroads reported net income of \$130 million for the second quarter of 1985, down \$16 million from a year ago.

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