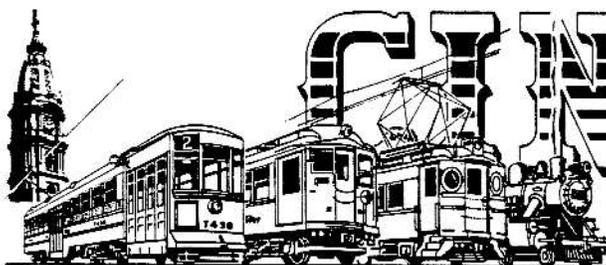


50th Anniversary = 1936-1986



CINDERS

MAY 1986



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Volume 47

Newsletter of the

Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

OUR MEETING

Philadelphia Chapter's meeting on Friday evening, May 16, 1986 will feature noted Philadelphia Rail Historian and Artist Ted Xaras, with a slide program on the Pennsylvania Railroad's Elmira branch in the 1940's and 1950's. The slide show will feature the last steam and early diesels as well. Also to be shown from Ted's collection are some black-and-white movies of the Pennsy in the 1940's in the Philadelphia area, including some wreck footage and rare motive power.

You won't want to miss this opportunity to view another of Ted's well-researched lectures on Friday evening, May 16. Our meeting is at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, and begins at 7:30 PM in the Conference Room on the Third Floor. Our usual sit-down dinner (\$10 per person — by advance reservation) will be held at 6 PM in the Club Dining Room. RESERVATIONS, WHICH ARE MANDATORY, MUST BE MADE ON OR BEFORE WEDNESDAY, MAY 14, 1986 to President Tatnall at 215-828-0706.

CHAPTER OFFICERS ELECTED; SIDING TO BE BUILT FOR FP7'S

Four officers of Philadelphia Chapter were unanimously re-elected to one-year terms at the April 18 Chapter meeting held in the Engineers' Club. They are: Frank G. Tatnall, president; Michael L. Burshtin, senior vice president; Marie K. Eastwood, secretary; and James S. Myers, national director.

David Kopena was elected vice president & treasurer, replacing incumbent Douglas W. Watts who declined to run because of his extensive travel commitments with Conrail.

Also at the meeting, the membership authorized the expenditure of up to \$5,500 for construction of a sidetrack on the Strasburg Rail Road at Strasburg, PA. These funds, to be matched by the Lancaster Chapter, will provide storage and work space for two ex-Reading FP7 diesel locomotives following their removal from the grounds of the Railroad Museum of Pennsylvania this spring. The museum has generously been storing a total of three FP7's, two owned by Philadelphia Chapter and one by Lancaster.

One of the Philadelphia-owned units, #903, is expected to be moved to Chrome Locomotive, Inc., Silvis, IL, for installation of a rebuilt EMD diesel power plant, the first step toward restoration of the unit. It is planned that #903, paired with Lancaster Chapter's #902, will form an operating set of FP7's for future fantrip service. Disposition of the third unit, Reading's original FP7 #900, has not yet been determined.

REMINDER: BLUELINER TRIP SET FOR JUNE 8

Philadelphia Chapter will sponsor another unique excursion with SEPTA's vintage Blueliner electric cars, departing the Upper Level of 30th Street Station at 10:05 AM on Sunday, June 8. Open-window cars will be operated.

The seven-hour excursion will cover the Norristown and Airport Lines, then top off the day with a first-ever run for the Blueliners to Parkesburg and return via Amtrak's Harrisburg Mainline. Photo stops and runbys have been scheduled, as well as a lunch break at Philadelphia International Airport.

Tickets are priced at \$18 per person, and should be ordered as quickly as possible, using the flyer found on Page 15, this issue, from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Please make checks payable to "Philadelphia Chapter NRHS" and enclose a stamped, self-addressed envelope.





Amtrak has once again issued a National Timetable -- its first in a year, to cover the April 27 schedule changes. A review of the changes doesn't indicate anything major, but here are some points of interest:

In Corridor Service, trains will generally take a few minutes longer, which is a normal revision each spring to accommodate track work. In addition, northbound trains 12 and 150 (the Boston mail trains) will take almost a half hour longer and train 177 will operate about 45 minutes later. The last evening train to Boston, 176, loses stops at Old Saybrook, Mystic and Westerly to previous train 178, so 176 becomes a faster train and 178 slower. The eastbound Cardinal, train 50, will run 15 minutes later between Washington and New York. Metroliner Service train 101, first train to Washington, adds a first-ever stop at Princeton Junction and will take six minutes longer -- the only such extra-fare train requiring more than three hours for the run.

Clocker Service finds trains 42 and 202 swapping time slots, with #42 running 15 minutes earlier and 202 about 20 minutes later. This change is coupled with revisions in the Harrisburg service, in which the first two trains, 600 and 602, have been discontinued, and train 42 is retimed on an earlier basis, adding four stops to compensate. Commuters going to center city Philadelphia will have to change from Amtrak to SEPTA trains at 30th Street Station as a result. Other changes in Harrisburg service find train 604 running 13 minutes earlier, and a new Keystone Executive, train 606, leaving Harrisburg at 8 AM, making five stops enroute to Suburban Station, Philadelphia. Train 608 operates 50 minutes later, and now runs Sundays, too, replacing train 610 on that day. Train 612 operates 15 minutes earlier and train 614, the 4:00 PM Sunday train, is discontinued. Westbound on the Harrisburg route, train 603 runs Saturdays now, train 605 (the 8:15 Sunday only) is discontinued, while 609 now runs on weekends. Train 619 runs an hour later.

Outside our immediate area -- the Adirondack goes Turbo (with Custom Class service available) and reverts to the usual earlier summer schedule. The Niagara Rainbow switches to Amfleet, which should make coping with holiday changes in volume easier. To Florida, the Silver Star will run about 75 minutes later to Florida and about 55 minutes later northbound. The Broadway Limited, meanwhile, will operate about 45 minutes later in each direction on a schedule which is lengthened by about ten minutes.

Also, the Cardinal once again serves Indianapolis, but at the price of a rather awkward schedule and several hours longer running time. Instead of using the C&O route through Richmond, Muncie, Marion, Peru, Gary and Hammond-Whiting, the train now operates via the B&O between Hamilton and Indianapolis and then via the route of the former Hoosier State on to Chicago. Since the Cardinal remains a tri-weekly service, an Indianapolis-Chicago train, identified as the Cardinal, will operate the other four days. Essentially, the train runs overnight between Cincinnati and Indianapolis and is held in the former city for an hour eastbound and almost two hours westbound!

In equipment items, E60 #605 has appeared, repainted, and is former 965.

With the signing of formal contracts, further details on the Atlantic City service have become available and here is a report on what is planned at this time. The line will be restored to high-speed condition (80 mph with cab signals and both wayside signals on one side of the right-of-way). Exceptions will be a 30 mph speed limit from "Shore" tower at Frankford Junction to "Jersey", with a further restriction of 10 mph over the Delair bridge. The curve at West Haddonfield is also to be restricted to 30 mph and the final leg over the Thorofare draw and into Atlantic City will be limited to 10 mph.

Amtrak trains will stop only at Woodcrest and proposed schedules show running times of 75 minutes from 30th Street Station to the shore with two sets of equipment making five round-trips. Because the line is to be single-track with sidings, timings must be precise, so plans call for trains to leave 30th Street at 7:51, 10:09 AM, 1:01, 4:56 and 7:12 PM. From Atlantic City, Amtrak trains would leave at 7:00, 10:45 AM, 1:51, 5:10 and 8:04 PM. A Friday-Sunday additional train, using cars off Clocker trains, would leave 30th Street at 8:57 AM and depart from Atlantic City at 11:00 PM. The round-trip from New York will take two hours and four minutes and apparently change power at "Shore", because plans call for reverse-signalling track 1 from "Ford" to "Shore". This suggests that the southbound train will cross over at "Ford" from either tracks 3 or 4 to 1, run around the curve and stop west of "Shore". The electric would come off and deadhead to Race Street, and a diesel would go on the other end. Proposed times for the New York train have it leaving Penn Station at 3:00 PM and returning from Atlantic City at 7:00 PM.

ON THE SCENE (Continued from Page 2)

Additionally, NJ Transit would offer commuter service between Woodcrest and Atlantic City, with 11 daily round trips, utilizing two sets of equipment. The only major gap in service will be a three-hour period in the mid-morning, but an Amtrak train will partly cover this. Running time for NJT's trains will be from 46 to 54 minutes, depending on the number of "meets". Typically, a train would make this schedule: Woodcrest 0:00, Atco (Route 73) 0:13, Hammonton 0:23, Egg Harbor 0:32, Absecon 0:42, Atlantic City 0:49. Proposed NJT departures from Woodcrest would occur at 7:30, 8:30, 11:32 AM, 12:47, 2:43, 3:45, 5:41, 6:53, 8:35, 10:53 and 11:15 PM. Departures from Atlantic City would be made at 6:15, 7:10, 9:10, 9:45 AM, 1:10, 2:30, 4:38, 5:28, 7:14, 8:38 and 10:04 PM.

Atlantic City station, as now envisioned, will have two high-level platforms, one being long enough to accommodate a ten-car train, the other a 12-car train. Besides the four platform tracks, a fifth servicing track will be installed. Elevators and escalators will lead to a concourse of 23,000 square feet, with seats for 200 and ticket windows for both NJT and Amtrak. Engine servicing will be performed by Amtrak for both companies.

Sidings will be available at: Jersey to Jordan (MP 0.1 to 2.1), Woodcrest (MP 8.9 to 9.9), Lucaston (MP 13.8 to 14.7), Fisher (MP 20.0 to 20.9), Winslow (MP 25.7 to 26.8), Elwood (MP 37.0 to 37.9), Pomona (MP 46.7 to 47.6) and Thorofare (MP 55.9 to 57.8). These will have 30-mph turnouts (except Woodcrest will be only 15 mph). A turning loop at MP 57.4 will also have 15 mph turnouts.

In commuter rail news, Boston's MBTA has increased its order for coaches from M-B-B of West Germany from 34 to 67 cars. This will assure the retirement of most locomotive-hauled cars -- the unrefurbished RDC's and Shoreliner coaches. Increased ridership may require retention of some RDC's, although they will likely remain locomotive-hauled. Additional F40's were recently ordered as well. But, they'll be lengthened to allow the installation of an auxiliary generator, so that the main engine won't be roaring away when the unit is at rest.

In the New York area, Metro-North has ordered 15 additional Comet coaches from Bombardier. Seven will be for the joint services out of Hoboken (one cab and six coaches, including five with toilets). Eight will be in the Grand Central pool, but the breakout of these cars by type is not yet known. Meanwhile, by April 18, the second Danbury train had converted to new push-pull coaches.

The new Comet coaches running out of Grand Central were named in a contest among commuters. For the record, here are the number/name matchings:

METRO-NORTH (Poughkeepsie service)

Cabs: 6101 - Storm King	Coaches: 6150 - Eleanor Roosevelt	(*-toilet-equipped)
6103 - Half Moon	*6151 - Henry Hudson	
6105 - Tear of the Clouds	6152 - Poughkeepsie	
6107 - Clearwater	*6153 - Dutchess	
6109 - Scenic Highlands	6154 - Cold Spring	
	*6155 - Washington Irving	
	6156 - Beacon	
	*6157 - Westchester	
	6158 - New Hamburg	
	*6159 - Putnam	
	6160 - Garrison	
	6162 - Peekskill	
	6164 - Montrose	
	6166 - Crugers	

CONNECTICUT DOT (Danbury service)

Cabs: 6201 - The Connecticut Yankee	6250 - Governor John H. Dempsey
6203 - The Danbury Hatter	*6251 - Mountain Laurel
6205 - The Nutmegger	6252 - Governor Ella T. Grasso
6207 - The Coast Watcher	*6253 - Nathan Hale
6209 - The Charter Oak	6254 - Governor Raymond E. Baldwin
	*6255 - Noah Webster
	6256 - Bethel
	*6257 - P. T. Barnum
	6258 - Branchville
	*6259 - Charles Ives
	6260 - Redding
	6262 - Wilton
	6264 - Norwalk
	6266 - Cannondale
	6268 - Fairfield County

Apart from FL9's #2002, 2006, 2019 and 2023, which are in New Haven livery, five "Hornell" rebuilds, 2004, 2005, 2012, 2015 and 2018 have been rebuilt or are being done at C&S (Chesapeake, VA). In addition, units 2026, 2028, 2029 and 2030 have HEP trainlines and operate as second units.

ON THE SCENE (Continued from Page 3)

The Long Island Rail Road has repainted virtually all of its 2800 and 2900-series coaches and now will complete the program on the bar cars and many of the 1963 cars (the low 2700's). At the same time, seats have been installed similar to those on the MU's. Earlier, cars had been repainted before the decision to install new seats and these cars will be returned to current standards.

Across the Hudson River, nine NJ Transit GG1's remained stored at Harrison, reportedly awaiting movement to Mahwah. Not included were red 4877 or black 4874, 4878 and 4880. GP40P 4100 became the second such unit converted to HEP -- it was fully repainted, unlike prototype conversion 4101. The third unit, 4102, is now being done at Elizabethport.

NJT has taken some other steps to deal with equipment concerns. First, 20 additional coaches have been ordered from Bombardier (this order was tied in with the 15 Metro-North cars). Then, a contract was signed with Bombardier to overhaul all surviving Comet I coaches (including major electrical work, new floors and new seats). To provide substitute capacity at Hoboken, up to 25 steam-heated coaches, former PRR roomette cars in NJT's 5400-series will be converted to HEP and returned to service. The two Bay Head trains remain in service with ten ex-Great Northern coaches and two GP40P's each, but some day the 5400's may replace them when the Comet I program has been completed.

Also, in late May, bids will be opened on the program to rebuild about 30 long-stored Arrow I MU cars for restoration to service. Half will become control coaches (to provide capacity for the Atlantic City service) and half will remain as MU's to provide much-needed additional MU capacity.

In a couple of transit notes, Washington will open its next subway extension from Ballston to Vienna VA in early June.

New York's oldest subway cars remaining in service are the R-10's (168 needed for the "C" line - Bronx-8th Avenue Local) and the R-16's (64 needed on the J - Jamaica local). With 225 new 75' cars on order for the IND-BMT division (the equivalent of 281 older cars), these oldest cars will be retired. At that time, the TA's oldest active cars will be the BMT R-27/R-30's and the IRT R-26's - all about 28 years old. Service life is projected at 35 years, so TA is on target - the only remaining problem is that well over 1,200 IND-BMT cars remain non-air-conditioned.

CONSOLIDATED RAIL CORPORATION

Office Car Roster

CAR NUMBER	TYPE	ORIGIN	BUILDER AND DATE
1	Office car	Southern 3	Pullman
2	Office car	Penn Central 6, New York Central 5	Pullman 1930
3	Office car	Penn Central 2, New York Central 10	Pullman 1928
4	Office car	Southern 4	Pullman
8	8-bedroom sleeper	ex-24, ex-Southern 1041	Pullman (Note 1)
9	Theater car	ex-VIA, ex-CN dinette 428	P-S 1954
10	Inspection car	ex-76, ex-PC 30, ex-Queen Elizabeth	Pullman 1925 (Note 2)
11	10-5 sleeper	ex-EL, ex-Erie Spirit of Youngstown	P-S 1954
12	Conference car	ex-PC, ex-PRR 7138-Baron deKalb (parlor)	Budd 1952
20	Test car	ex-PC 4421, ex-NYC 10615-Walton Lake - 6DB-1ge	P-S 1949
21	Track geometry car	ex-AT&SF 55, ex-AT&SF 32	Pullman 1923
22	Rail analyzer car	ex-EMD 800, ex-SP 9500	P-S 1940 (Note 3)
25, 26	Coaches	ex-SOU 1042, 1043 respectively	Pullman 1929

NOTES: (1) - rebuilt from SR coach 1041 (rebuilt 1953 from sleeper Windsor Castle)
 (2) - Later Hudson River, Kalamazoo River, Victoria Park
 (3) - built as Pullman Company American Milemaster

- EL SIMON

PHILADELPHIA



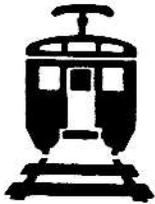
FRANK G. TATNALL, JR.

Several of the Main Line elite found something new in their lives as they commuted to work on Monday morning, April 28. Or, more precisely, something old. SEPTA Blueliners #9135, 9104, 9111 and 9113 rumbled out of Paoli station as train #9506 at 7:41 AM, making all local stops to Bryn Mawr and then running express to 30th Street Station--the first time that the 55-year-old cars had ever been used on this fabled run. The cars return to Paoli as train #9511 each weekday afternoon.

Here are the current train assignments for the Blueliners, Monday through Friday, subject to change:

Chestnut Hill East: 6711, 6754 (3-4 cars)
 Media/Elwyn: 9342, 9367 (6 cars)
 Paoli: 9506, 9511 (5 cars)
 West Trenton: 6337, 6370 (4-6 cars)

General Electric's Erie Avenue shop is hard at work on "Phase II" of the Blueliner rehab program, which includes repainting, reglazing and reupholstering of the cars, together with installation of cab signals where needed and new headlights. Cars 9109, 9119 and 9128 are to be completed by next month, dressed in the new "bus" paint scheme of gray-white body, narrow red and blue stripe and dark gray window area.....The Blues saw unusual weekend service March 8-9, when three sets were used on West Trenton and Elwyn trains due to hollow axle problems with the Silverliner IV's (see April Cinders).



SEPTA's Regional Rail Division carried an average of 138,000 daily riders during the week of March 17, when a four-day strike shut down the City Transit Division. Normal daily ridership in February was 92,000, up 14.8 percent from the same month in 1985. Part of the increase is accounted for by Schuylkill Expressway reconstruction, which primarily affects the Norristown and Paoli/Downtowntown Lines. The latter service alone carried 23,000 daily riders in February. Airport Line trains suffered some loss of passengers following the recent opening of Interstate 95 in Southwest Philadelphia, but have now built back toward their former level of 1,800 fares a day.

SEPTA reissued all of its public timetables with the change to Daylight Saving Time on April 27..... SEPTA added a second morning and evening express run between Doylestown and Philadelphia, effective April 28, and beefed up its off-peak Doylestown service to hourly, six days a week. This improvement was made possible by completion of the passing siding at "Forest" near Chalfont.....The new #1 track through Wayne Junction station, serving the northbound high-level platform, was to open for service on May 4.....Silverliner IV #9028 was damaged in a grade crossing collision with a tractor-trailer rig April 3 at Miquon on the Norristown Line.....SEPTA resumed washing its Silverliners early in April, proving that there is shining stainless steel beneath the winter's accumulation of dirt.

Fox Chase commuters have been having a rough time since vandals set fire to a signal case at "Newtown Junction" interlocking in the Logan area on the morning of April 14. Blueliners were used as shuttle trains for two days between Fox Chase and Olney stations, with buses filling in the gap to Wayne Junction. Then, that same week, CONRAIL began installing welded rail on its Trenton Line north of Newtown Junction, forcing SEPTA to bus some rush-hour trips between Fox Chase and Wayne. Single-tracking was in effect for a three-week period around Cheltenham. Soon the track renewal project will be extended over the CR-owned line as far as West Trenton, affecting SEPTA's R1 service.....Trackwork on the West Chester Line began March 10 south of Elwyn, but had to be suspended when the Red Arrow strike began April 2. Trains are now operating through to West Chester, in midday as well as rush hours.

SEPTA has suited up its Regional Rail crews in new "railroad-style" uniforms, designed to give them an appearance clearly distinct from transit workers. Consultant William T. Coleman, Jr., in a report submitted to SEPTA last spring, said that such a change was needed to help improve morale among rail employees. Dark gray slacks and jackets are complemented by traditional high-crown hats, silver-rhodium badges with the SEPTA logo and a special cloth patch showing a Silverliner train against the center city skyline.

SEPTA's contracts with its rail unions expire at 12:01 AM June 30.....Two Paoli residents have filed Federal class action suits against SEPTA, CONRAIL and AMTRAK, charging that toxic PCB chemicals formerly used at the Paoli electric car shop have contaminated the surrounding neighborhood. In late March, SEPTA permitted three Federal health officials to inspect the heavily-fenced shop area, after barring a team of inspectors from the property two days earlier.

SEPTA will ask for bids from private contractors to operate its unused Fox Chase-Newtown rail line, to begin passenger service over CONRAIL's line between Norristown and Pottstown and to run the now-abandoned Route 6 trolley line, according to a report in Delaware Valley Rail Passenger. These routes are among five to

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

be put up for bid in June, apparently in response to pressure from the Urban Mass Transportation Administration for increased "privatization" of transit services. No mention was made of railbus technology.

NJ TRANSIT

On the morning of March 12 an AMTRAK diesel switcher hauled NJ TRANSIT GG1's #4876, 4877, 4879 and 4882 from Wilmington shops to Penn Coach yard in Philadelphia. This was the beginning of a one-way journey back to North Jersey for these retired electrics, after Amtrak had drained the toxic PCB's from their transformers. (They are among 13 NJT-owned G's to be drained at Wilmington.)

After several weeks in Philadelphia, the four locomotives were hauled to Harrison, NJ late on April 4, with tuscan-red #4877 going to storage at Hoboken and the others bound for the deadline at Mahwah yard. Unfortunately, during its long stay at Penn Coach yard, #4877 lost both end doors to thieves (Tom Moran).

NJ TRANSIT has proposed an average 12.7-percent fare increase for bus and rail riders, to become effective in July. Public hearings on the proposal began last month. The increases are included in NJT's projected \$530 million budget for Fiscal Year 1987 beginning July 1, a 4.9-percent increase over the current \$505-million budget.....NJT in March signed a \$70-million contract with Bombardier, Inc. for 20 new Comet II coaches and rebuilding of 147 older Comet I cars. The refurbished cars will be converted from two-and-two to three-and-two seating.

NJT has taken title to four F7 diesels previously leased from CHICAGO & NORTH WESTERN. They are #417, 418, 420 and 424, which were exchanged for nine ex-KANSAS CITY SOUTHERN coaches no longer needed in North Jersey.....NJT's rail system posted the best annual on-time performance in its six-year history during 1985--90.9 percent. This was 3.6 percent better than in 1984 (Tri-State Chapter Block Line).....A private developer will build a \$5.5-million NJT commuter station as part of the Princeton Park Corporate Center, located along AMTRAK's Northeast Corridor west of New Brunswick (Tri-State Real Estate Journal).



The strike against SEPTA by 275 Red Arrow drivers has dragged into its second month, with no prospect of a quick settlement. Twenty-three bus lines, two trolley routes and the Norristown High Speed Line are shut down, as United Transportation Union Local 1594 continues to press for a 10.8-percent wage increase over three years and benefits equal to those granted City Transit Division workers after their four-day strike in mid-March. The Red Arrow strike, which began on April 2, remained quiet until April 17 when UTU pickets showed up at four City Transit depots, blocking service on 31 bus and six trolley routes. By mid-afternoon, SEPTA had obtained a court injunction against the picketing, and normal operations resumed at Midvale, Callowhill, Germantown and Elmwood depots. A Red Arrow bus driver was arrested April 25 and charged with trying to sabotage the track on the P&W trolley line near Parkview station in Upper Darby. Though no service is being provided during the strike, SEPTA supervisors continue to operate pilot trains over the line to keep power and running rails free of rust.

SEPTA began public hearings last month on its plan to sharply increase fares on July 1, and encountered strong public opposition. Higher fares will provide the money for 80 percent of the \$54 million increase in SEPTA's proposed budget for Fiscal Year 1987, much of it attributed to the soaring costs of personal injury settlements and the need for greater capital expenditures. Among the most controversial increases are the 25-cent boost in base transit fares and the 75-cent jump in one-way peak-hour fares on commuter rail lines. Bus, trolley and subway fares will go up by an average of 22 percent and rail fares by 24 percent, SEPTA said. If approved on July 1, this will be SEPTA's third fare increase in 12 months, making a transit ride in Philadelphia among the most expensive in the nation at \$1.25 for those without passes or tokens.

Two teenage brothers from Upper Darby were found guilty last month of causing the December 11 accident at West Overbrook in which a Bullet car derailed and another car crashed into it. They were sentenced to indeterminate sentences in separate State detention centers.....A 59-year-old woman was killed March 26 when she leaped in front of a northbound Broad Street subway train at Erie Avenue station.....Several Market-Frankford Line riders were trapped for an hour aboard a stalled elevated train near the Allegheny station on April 23 because of a sagging third rail. Service in the area was suspended for five hours.....All underground lighting failed in subway stations between 11th and 40th Streets on April 28, blacking out the Market-Frankford Line and subway-surface lines for over two hours during the evening. Signals were also dark but traction power was not affected.

Fern Rock subway shop is in the midst of a \$14-million program to repair and upgrade the facility.....Some of SEPTA's older buses, including the 1200-series shorties, are getting repainted in the current scheme with narrow red and blue stripes.....Part of the ongoing rehab of 30th Street subway station will extend to the long-closed passageway to AMTRAK's station.....A SEPTA Route 33 bus driver saw a bag containing \$95,000 fall out of a Brink's armored truck at 5th & Market Streets on April 8. He immediately called his supervisor and returned it. The armored car company gave a \$5,000 reward to the driver, Maurice McDonald, 29, and SEPTA later cited him for his action.

The SEPTA board on April 30 approved a new three-year contract with the Transport Workers Union, although both members from Delaware County dissented. The contract was reached in March to end the TWU's strike against the City Transit Division.....Congressman William H. Gray III of Philadelphia estimates that SEPTA will lose \$100 million in Federal operating and capital subsidies during the next fiscal year, if President

PHILADELPHIA EXPRESS (Continued from Page 6)

Reagan's proposed 1987 budget and the Gramm-Rudman deficit reduction law remain unchanged.....Nine disabled persons have filed suit in Federal Court to force the City to install elevators at the newly-renovated Columbia Avenue station on the Broad Street subway in North Philadelphia, making it accessible to handicapped riders.....The new Allegheny depot at 26th Street & Allegheny Avenue will open on June 17.



Because of cost restraints, AMTRAK decided not to host any special exhibits or ceremonies to mark its 15th anniversary on May 1.....For the first time in a year, AMTRAK issued a new system timetable effective April 27. The 68-page publication features a stylized train on the cover against a backdrop of mountains and city skyline.....AMTRAK also issued its Northeast Corridor employees timetable #4, effective April 27.....

.....AMTRAK's annual report for Fiscal Year 1985 is out, showing the railroad's dramatically improved financial performance over the past five years. Since 1981, operating revenues have increased from \$612.2 million to \$825.8 million and the all-important revenue-to-expense ratio has improved from 48 to 58 percent of cost recovery. In keeping with this year's drive to cut costs, the 28-page report contains no color.

President Reagan signed into law on April 7 the Budget Reconciliation Act of 1985, which includes a three-year funding authorization for AMTRAK. The authorized amounts are \$600 million for Fiscal Year 1986 ending September 30, \$606 million for 1987 and \$630 million for 1988. Congress, however, has not yet approved a resolution actually setting aside the funds for Amtrak in 1987, though a Senate committee okayed one version which freezes the railroad's funding at the authorized level of \$606 million. An expected budget fight later this year could still spell trouble for the rail corporation (Amtrak News and Rail Travel News).....AMTRAK implemented its plan for direct employment of train and engine service employees on CONRAIL and other railroads in the Northeast, effective April 16.....As of April 27, AMTRAK is offering free meals to all sleeping car passengers (except in Slumbercoaches), but will boost first class fares by at least 15 percent (NARP).

AMTRAK and NJ TRANSIT in mid-March signed an agreement to jointly operate passenger service between Philadelphia and Atlantic City. Total cost of the project is estimated at \$101 million, with \$30 million to come from the Federal government. Rebuilding of the ex-PRSL line is to begin this month with trains to start running in late 1988, though the Camden County Mayors' Association immediately filed suit in Federal court to halt the project on grounds that it would create noise and pollution along the route and damage historic buildings in Haddonfield. The Atlantic County Improvement Authority has awarded a contract for the architectural and engineering design of a \$225-million convention center in the shore resort, which will include a five-track rail terminal. Amtrak plans to operate six daily trains in each direction over the 60-mile line and NJT will run 11 commuter trains between Woodcrest and Atlantic City (West Jersey Chapter Crew Caller).

AMTRAK and the University of Pennsylvania have announced that they will build an \$80-million plant along the Schuylkill River in Southwest Philadelphia to generate steam and electric power.....AMTRAK is building a high-level platform at the newly-renovated Harrisburg station.....Tri-State Chapter's Block Line published a detailed article last month on AMTRAK's "Star Wars Room," the Centralized Electrification & Train Control Center being installed on the top floor of 30th Street Station. When placed in full operation next year, CETC will control all train movements and electric power on the busy Corridor mainline between Wilmington and Washington.

"Let CONRAIL be Conrail" has become a familiar slogan in Philadelphia, but it now appears to be gaining popularity in Washington as well. Several developments last month threatened to derail NORFOLK SOUTHERN's proposed purchase of the Federal government's 85-percent stock interest in Conrail for \$1.2 billion, a plan strongly backed by the Reagan Administration. These included:

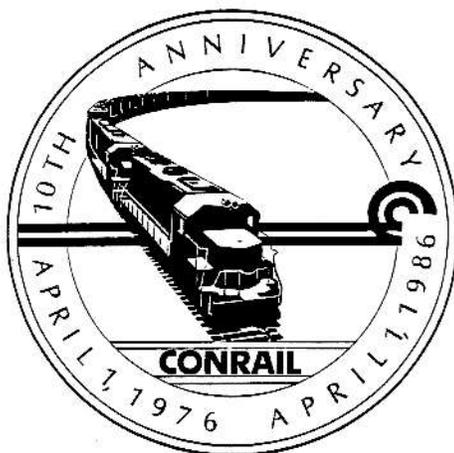
> A statement by the powerful chairman of the House Energy & Commerce Committee, John Dingell of Michigan, that "the Administration has failed to establish that its proposal is in the public interest...It is mired in a hopeless swamp of confusion and controversy." Dingell concluded that the "time clearly has come for the Administration to go back to the drawing board" and come up with a strategy to "preserve Conrail as an independent entity." Most observers agree that without Dingell's support, any sale plan is doomed to failure.

> Testimony before a Senate subcommittee in which Conrail Chairman L. Stanley Crane demonstrated that NS would receive more in cash than it would pay for the railroad. Conrail currently has \$939 million in the bank and \$360 million in overfunded pension assets. Crane had earlier told reporters that "NS is nothing but a bunch of opportunists."

> Assertions by U. S. Railway Association Chairman Stephen Berger that Conrail will continue on its course of "viability," and that all existing purchase offers are substantially below what the government would realize from a direct public sale.

> Senator Mark Andrews' statement that Conrail could repay \$900 million to the government over the next three years "and then the taxpayers would still own it." The North Dakota Republican is chairman of the Senate Appropriation Committee's Transportation Subcommittee.

(Continued on Page 8)



PHILADELPHIA EXPRESS (Continued from Page 7)

> The surprising defection of influential Republican Congressman Jack Kemp of New York, normally a down-the-line Reagan backer, who announced his support of the Morgan Stanley proposal to keep Conrail independent through a public sale.

> A forecast by Representative James Florio of New Jersey, a Democrat and chairman of the House Commerce Subcommittee on Transportation which has been studying the sale, that his committee will not approve the \$1.2-billion offer by NS.

> The failed effort by Transportation Secretary Elizabeth Dole to oust L. Stanley Crane by replacing one of Conrail's five DOT-appointed directors with an individual more favorable to the government's position. Crane was nonetheless re-elected as chairman at last month's meeting of the CR board.

> The deepening strike by the Brotherhood of Maintenance of Way Employees against GUILFORD TRANSPORTATION's three railroads, which began March 3 as a job security dispute with the MAINE CENTRAL and spread to the BOSTON & MAINE and the DELAWARE & HUDSON. The bitter walkout has raised questions in Washington regarding Guilford's ability to manage the greatly expanded system visualized in Norfolk Southern's current divestiture plan. "It doesn't help NS," Congressman Florio observed, "because Guilford is an integral part of the plan to provide competition" in the Northeast following an NS-CR merger. (In spite of Guilford's attempts to keep freight moving through the use of supervisors and non-union workers, many New York and New England shippers report serious delays due to the strike. In addition, scattered picketing by MEC employees at key locations such as Potomac yard, Alexandria, VA, has slowed traffic moving via non-Guilford lines.) After Guilford broke off talks initiated by Federal mediators, the United Transportation Union and the Brotherhood of Railway Clerks formally joined the strike, charging that Guilford was trying to "break the unions."

> Increased interest by other parties in buying Conrail, evidenced by the recent proposal from UTU to maintain Conrail's independence through a public offering and the sale of equal shares of stock to NS, CSX and UNION PACIFIC. UP's new chairman, former Transportation Secretary Drew Lewis, is reported to be interested in buying into CR.

> One of the current suitors for Conrail, the investment house of Allen & Company, has raised its bid from \$1.55 billion to \$1.8 billion, in a public offering to be underwritten by the First Boston Corp. NS Chairman Robert B. Claytor, however, said that his company would not increase its \$1.2-billion bid because "that's all the property is worth."

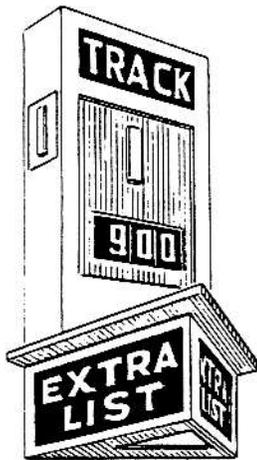
> Rumlblings in Congress that a "quid pro quo" for the Conrail sale should be amendment of the Staggers Act of 1980, which did much to deregulate the railroads and boost their profitability. The industry is dead set against any watering down of Staggers, regarded as vital to the future financial health of U. S. railroads.

CONRAIL celebrated its tenth birthday on April 1 with a series of ads and introduction of a special logo for the occasion (see Page 7).....CONRAIL will find it expensive to continue running its trains on AMTRAK's Northeast Corridor. The budget bill signed by President Reagan last month requires freight carriers to pay Amtrak based upon fully allocated costs rather than the short-term avoidable-cost formula they now use. "We expect that this change alone should provide us additional revenue of between \$20 and \$30 million a year," declared Amtrak President W. Graham Claytor, Jr. (Amtrak News).....CONRAIL has issued its annual report for the year 1985, printed on slick paper with numerous color photos. The 40-page report, entitled "Entering a Second Decade on a Renewed Foundation," highlights CR's resurgence over the past five years and the rebounding strength of the economy in the railroad's Northeast service region. Emphasis is also placed on intermodal, automotive and coal traffic--all strong markets for Conrail. A new movie, "The Right Moves," describes Conrail's work in expanding these markets.

Ex-Pennsy K4s #1361 was moved to CONRAIL's Altoona car shop last month, where space has been made available for the private restoration of the famed locomotive.....CONRAIL has painted SD40-2 #6300 in a "Buy Bonds" scheme, as well as several freight cars with the same lettering.....CONRAIL on April 16 ran a special train from Reading to Washington, DC for a tenth birthday celebration at Union Station. The train consisted of SD60 #6840, C32-8 #6614, four freshly painted freight cars and six of the business car fleet. Included was car #22, making its first trip. It is a so-called "Lite Slice" rail analyzer car which measures railhead wear by means of strobe light photos taken at speeds of up to 50 mph.

CONRAIL has begun a program to install new ties and welded rail on its ex-Reading Trenton Line between "Nice" tower, Philadelphia, and "Wing" interlocking, near West Trenton.....CONRAIL and NORFOLK SOUTHERN on March 15 inaugurated a runthrough train between Roanoke, VA and Enola yard near Harrisburg, via Hagerstown, MD. Carrying the symbols ROEN and ENRO, the train uses mixed power with CR units in the lead.....CONRAIL has opened a new \$4-million facility at Newark, DE for distribution of Chrysler and Ford autos and light trucks. The 45-acre complex has a capacity of 4,000 vehicles in its staging area.

CONRAIL train ALPY-8 derailed 15 cars on April 9 at Bowie, MD, blocking the Northeast Corridor for nearly 24 hours. The cause: a burned-off journal. Certain AMTRAK and Conrail trains were detoured via CHESSIE SYSTEM's Washington subdivision.....CHESSIE's all-piggyback "Orange Blossom Special," the OBSN-8, derailed 15 cars inside the Art Museum tunnel on April 8, just south of the CONRAIL interchange at Park Junction, Philadelphia. The line was reopened 36 hours later, during which time trains were detoured via Penrose yard and the High Line.



MAY 17, 1986: Special excursion on SEPTA lines using diesel locomotive and private car Caritas, sponsored by Philadelphia Chapter NRHS. Train leaves Paoli 9:30 AM for Lansdale, Neshaminy and Norristown, returning to Paoli at approximately 5 PM. THIS TRIP SOLD OUT.

MAY 17: FRM's "Broadway Limited Ball" at Railroad Museum of Pennsylvania, Strasburg, PA, sponsored by Friends of the Railroad Museum. Cocktails at 6:30 PM, dinner at 7:30 PM with dancing to follow. Tickets: \$25 per person. Order from: Friends of the Railroad Museum, P. O. Box 125, Strasburg, PA 17579-0125 (telephone 717-687-8628).

MAY 18: Liberty Bell Limited doubleheaded steam excursion from Strasburg to Philadelphia (30th Street Station) and return, sponsored by Lancaster Chapter NRHS. Train will feature open-window ex-Lackawanna, Pennsylvania and Western Maryland coaches pulled by former PRR 4-4-0 #1223 and 4-4-2 #7002, and will operate via Strasburg Rail Road, Amtrak and SEPTA mainlines. Leaves Strasburg 7:45 AM, arrives 30th Street Station (Upper Level) 11 AM. Returning, leaves 30th Street (Lower Level) 3:30 PM, arrives Strasburg 6:30 PM. Photo runby will be made enroute. Fares: \$39 per person in regular coach, \$44 in PRR and WM coaches. To order tickets, write: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566-1312, making checks payable to "Lancaster Chapter NRHS" and enclosing large stamped, self-addressed envelope.

MAY 23-24: First annual Railfest Days on Maryland Midland Railway, Union Bridge, MD, featuring three train rides on 55-mile shortline behind various diesel locomotives, and tour of shops. Price per person: \$60 including two meals. Sales limited to 75 persons. Order from: Maryland Midland Railway, P. O. Box A, Union Bridge, MD 21791.

MAY 24: Diesel-powered special via Southern Railway from Alexandria to Harrisonburg, VA and return using Southern's Heritage FP7's, sponsored by Washington, DC and Potomac Chapters NRHS and Chesapeake Division RRE. Train leaves Alexandria 7:00 AM, Manassas 7:45, returns to Alexandria 10:30 PM. Fares: \$38 adults, \$35 children (5-11), first class available for \$90. Optional box lunches (included with first class). Order tickets from: Steam Train, P. O. Box 8085, Silver Spring, MD 20907, including stamped, self-addressed envelope.

MAY 25: FP7-powered special from Alexandria to Charlottesville, VA via RF&P to Doswell, VA and Chessie to Charlottesville, returning via Southern behind Norfolk & Western J-class 4-8-4 #611. Tickets: \$38 adults, \$35 children (5-11), First Class \$90. Same sponsors and ordering address as on May 24 trip above.

MAY 25: Steam excursion from Hamburg to Valley Forge, PA and return via Blue Mountain & Reading Railroad and Conrail, using BM&R's 4-6-2 #425 and ex-Lackawanna open-window coaches. Train leaves Hamburg 8:10 AM, Temple 9 AM, arrives Valley Forge station 11:15 AM for visit to Valley Forge National Park. After wyeing on SEPTA line at Norristown, train leaves Valley Forge at 4 PM, arriving Temple 5:30 PM and Hamburg 6:10 PM. Fares: \$22 adults, \$11 children (3-12). Order tickets from: Blue Mountain & Reading Railroad, Therman Madiera, Passenger Agent, P. O. Box 307, Shoemakersville, PA 19555-0307. For additional information, telephone 215-921-1442.

MAY 31-JUNE 1: Steam excursions from Alexandria to Charlottesville, VA and return via Southern Railway mainline, using N&W 4-8-4 #611. Sponsored by same group as May 24 excursion. Train leaves Alexandria 9 AM, Manassas 9:45, returns to Alexandria 7:00 PM. Tickets: \$35 adults, \$32 children (5-11), First Class \$80. Order tickets as indicated in May 24 trip listing above.

JUNE 2: Ringling Bros. and Barnum & Bailey 44-car "Blue Unit" circus train arrives Conrail South Philadelphia yard from New York via West Trenton. Most likely arrival time: late afternoon. Circus will perform at Spectrum June 3-15, with train leaving for Oklahoma City early on June 16.

JUNE 7: Diesel-powered special on Long Island Rail Road from Jamaica to Oyster Bay, Greenport and return, sponsored by Steam Locomotive 39 Fund Committee. For information, write: Steam Loco 39 Fund, P. O. Box 1013, Riverhead, NY 11901, enclosing stamped, self-addressed envelope.

JUNE 7-8: "Grand Circle Trip" from Alexandria to Roanoke, VA and return, using N&W 4-8-4 #611. On Saturday, train operates via RF&P to Richmond, CSX to Petersburg and N&W to Roanoke (including former Virginian line through Altavista). On Sunday, train returns from Roanoke to Alexandria via N&W-Lynchburg-SOU. Two-day round-trip fares: \$110 coach, \$225 first class. Ticket ordering information same as May 24 trip.

JUNE 8: SEPTA Blueliner electric excursion from Philadelphia to Norristown, International Airport, Parkesburg and return, sponsored by Philadelphia Chapter NRHS. Special train leaves 30th Street Station (Upper Level) 10:05 AM, returns about 5 PM. Fare: \$18 per person. 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.

JUNE 8: Special train from Harrisburg and Lancaster, PA to Baltimore, MD and return via Amtrak and Conrail, sponsored by Lancaster Chapter NRHS. Includes boat tour between Baltimore and Annapolis, MD. Diesel-powered train with Heritage coaches leaves Harrisburg 6 AM, Lancaster 7:20 AM, operating via Philadelphia and Northeast Corridor to Baltimore. Returning, leave Baltimore 6:30 PM via Perryville, MD and Conrail's Port Road

EXTRA LIST (Continued from Page 9)

branch, arriving Harrisburg 10:10 PM, Lancaster 10:55 PM. Fare: \$55 per person, including train, boat and bus transportation. Order tickets from: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566-1312, making checks payable to "Lancaster Chapter NRHS" and enclosing stamped, self-addressed envelope.

JUNE 14: Bus trip to Scranton, PA to ride Steamtown passenger train and visit Anthracite Museum. Bus leaves Yardley, PA rail station 7:30 AM, returns about 7 PM. All-inclusive fares: \$24.75 adults, \$24 senior citizens, \$21 children under 12. Order tickets from: Delaware Valley Chapter NRHS, c/o Charles J. Benz, 85 Brook Drive, Holland, PA 18966-1907, enclosing stamped, self-addressed envelope.

JUNE 15: Steam excursion from Hamburg, PA to Philadelphia and return, including visit to Philadelphia Zoo, via Blue Mountain & Reading and Conrail, using BM&R's 4-6-2 #425 and open-window coaches. Train leaves Hamburg 8:10 AM, Temple 9 AM with connecting buses to the Zoo. Returning, train arrives Temple 8:15 PM, Hamburg 9 PM. Fares: \$24 adults, \$12 children (3-12). Order tickets same as May 25 trip.

JUNE 19-22: "Altoona and the American Railroad," conference sponsored by Pennsylvania State University College of Liberal Arts, at Penn State Altoona Campus, Altoona, PA. Three-day event includes presentations by noted rail historians, meals and tours. Speakers include Theodore A. Xaras, Philadelphia artist; William L. Withuhn, chief of Division of Transportation, Smithsonian Institution; and Robert L. Emerson, director, Railroad Museum of Pennsylvania. On-site visits include Conrail's Juniata locomotive shops, East Broad Top Railroad, Railroaders Memorial Museum and Allegheny Portage Railroad. Cost: \$300 per person, including conference materials, meals and dormitory room; \$260 without lodging. To register or obtain further information, write: Pennsylvania State University, Altoona Campus, 135 Smith Building, Altoona, PA 16601-3760 (telephone 814-946-4321, extension 59).

JUNE 21: The Blue Ridge and the Alleghany, separate morning and afternoon trips with N&W J-class 4-8-4 #611, sponsored by Roanoke Chapter, NRHS. Morning trip operates Roanoke-Lynchburg and return, afternoon trip Roanoke-Walton and return. Fares: \$20 each trip, special both trips \$36 adults; half-fare for children (12 and under). First class service available. Order tickets from: Roanoke Chapter, NRHS, P. O. Box 13222, Roanoke, VA 24032, enclosing stamped, self-addressed envelope.

JUNE 25-29: Roanoke Chapter will operate Independence Limited, five-day excursion powered by J-class 4-8-4 #611, from Roanoke, VA to St. Louis, MO, making overnight stops at Bluefield, WV, Portsmouth and Bellevue, OH, Frankfort, IN, and terminating at Granite City, IL. Special five-day fare \$169 adult, \$89 children (12 and under). Intermediate stops and tickets available. For further information, write: Roanoke Chapter NRHS, P. O. Box 13222, Roanoke, VA 24032, enclosing stamped, self-addressed envelope.

JUNE 27-29: First annual Railfan Weekend on Blue Mountain & Reading Railroad, Temple, PA. Includes special freight and passenger runs on BM&R, night photo session and steam trip to Pottsville, PA (see below). For further information, write: Blue Mountain & Reading Railroad, Railfan Weekend, P. O. Box 307, Shoemakersville, PA 19555-0307 (telephone 215-562-4083).

JUNE 29: Steam special via Conrail's ex-Reading Pottsville branch using 4-6-2 #425 and open-window coaches. Train leaves Temple, PA (Blue Mountain & Reading station) for Pottsville and return. Schedule to be announced. Fare: \$20 adults, \$10 children (3-12). Order tickets same as May 25 trip.

JULY 3: Steam special from Washington, DC to New York via Amtrak Northeast Corridor using private cars hauled by ex-Chesapeake & Ohio 4-8-4 #614 as far as Newark, NJ. Trip to be operated by American Coal Enterprises and sponsored by several major corporations in connection with rededication of Statue of Liberty on July 4. Schedule not yet available.

JULY 4: Special diesel-powered train sponsored by Blue Mountain & Reading Railroad from Temple, PA to Jersey City, NJ and return for rededication ceremony of Statue of Liberty. Morning departure and late evening return, with schedule and fares to be announced. Route will be via Conrail's Reading and Lehigh Lines and National Docks branch to site of Liberty State Park. Ex-Amtrak, ex-PRR E8's will be used. For information, write or call as shown under May 25 trip.

JULY 5: Return of 614 steam special from New York to Washington via Amtrak Northeast Corridor. Schedule not yet available.

JULY 21-27: "Minuteman '86," national convention of NRHS, RRE and NMRA in Boston, MA. Numerous steam, diesel and trolley trips and a host of other events are scheduled. Full convention brochure and order form has been mailed and should be in the hands of all members by the time you read this.

RAIL PHOTOGRAPHER SETS UP TRIPOD ON TRACK, IS NEARLY KILLED

In Marion, OH, a Conrail piggyback freight train struck a photographer who had set up his tripod on the mainline track, taking movies of the oncoming train. He narrowly escaped serious injury in the April 8 accident by leaping out of the path of the train at the last second, but told arresting police that he thought the train should have stopped for him!

CONSOLIDATED RAIL CORPORATION

Eastern Region

Through Freight Service

(Corrected to May 1, 1986)



Read Down

AMTRAK MAINLINE - MORRISVILLE LINE - ENOLA BRANCH

Read Up

MAIL-3 Daily	MAIL-9 Daily	MTPI Ex SU	TV-1 ExSA-SU	MOEN Daily	TRAIN - Frequency -	MAIL-4 Daily	MAIL-8 Daily	PIMT Daily	TV-2 Ex MO	PIMO Daily
0600	0400				Lv KEARNY, NJ Ar	0520	0915			
		0500			Lv OAK ISLAND Ar			2345		
0740	0535	0700			Lv METUCHEN, NJ Ar			2200		
0810	0605	1600	2300	1800	Ar MORRISVILLE, PA Lv	0340	0735	2100*	0430	2245
		1730		2130	Lv MORRISVILLE Ar	0310	0705			2030
		2000		0030	Lv THORNDALE Lv			1845		1915
1015	0810	2030	0050	0100	Ps PARKESBURG Ps	0120	0515	1645	0240	1820
1035	0830				Ps LANCASTER Ps	0050	0445	1615		
		2145		0200	Ps COLUMBIA Ps			1530	0130	1705
1130*	0925*		0150		Lv HARRISBURG Lv	2350	0345	1335	0035	
1201	0955		0255*		Lv HARRISBURG Ar	2320*	0315*	1230*	2305*	
to	to	0030*	0430	0400	Ar ENOLA Lv		from	from	from	1500
E. St. Louis	Chicago	0115	Chicago		Lv ENOLA, PA Ar	E. St. Louis	Chicago	Conway	Chicago	1201*
		to								from
		Conway								Conway

NOTE: MAIL-3 and MAIL-9 may be combined Kearny to Pittsburgh Sunday/Monday on MAIL-9 schedule.
TV-2 operates 2 hours later Monday AM only.

HARRISBURG LINE - LURGAN BRANCH

CAAL Ex MO	CAPI Ex SU	SCAL Daily	PGAL Daily	PYAL Daily	ENRO Daily	TRAIN - Frequency -	ALCA Daily	PICA Daily	ALSC Daily	ALPG Daily	ALPY Daily	ROEN Ex SU
1800	2215					Lv CAMDEN, NJ Ar	2045	0800				
1845	2345		0700	from	Ps FRANKFD JCT, PA Ps	2015	0630			0330	to	
		2000	Potomac		Lv SOUTH PHILA Ar						Potomac	
		2245	Yard		Lv STONEY CREEK Ar			0615				
2000	0115			2155	Ps PHILA (Park Jct) Ps	1945	0600	0415		0245	2330	
2250	0135		0750	2330*	Ps PHILA ("Zoo") Ps		0250				2245*	
			0930		Lv WEST FALLS Ar							
0130		0300		0200	Lv ABRAMS Lv	1715						
0315	0410	0300	1345	0345	Lv POTTSTOWN Lv				2345	2115	1915	
0400		0530	1615	0530	Lv READING Lv	1500			2045	1845	1715	
		0615	1730	0615	Ps WEST READING Ps		0001		2000	1800	1630	
	0525*				Ps ALBURTTIS Ps	1230						
	0555				Ar ALLENTOWN Lv	1100						1159
	to				Ar HARRISBURG Lv		2230					1130
	Conway				Lv ENOLA Ar		2200*					0845
					1430 Lv HARRISBURG Ar		from					0800*
					1700 Lv GREENCASTLE, PA Lv		Conway					from N&W
					1730* Ar HAGERSTOWN, MD Lv							

NOTE: CAAL, CAPI, ALCA, PICA reverse direction at "Zoo".
ROEN, ENRO operate between Roanoke, VA and Enola via N&W-CR.

TRENTON LINE - AMTRAK MAINLINE

OBSS Daily	TV-23 Daily	SEPY Daily	ALPY Daily	CAED Daily	TRAIN - Frequency -	TV-24 Daily	PYSE Daily	PYAL Daily	EDCA Daily	OBSN Ex MO
0230	2000				Lv KEARNY, NJ Ar	0900*	to			0130
	2100	1500*			Lv OAK ISLAND Ar		Selkirk			
0345	2230	1700			Ps PORT READING JCT Ps	0715	1315*			0015
0425	2325	1825			Ps WEST TRENTON, NJ Ps	0630	1045			2335
		1915			Lv WOODBOURNE, PA Lv		1015			
0600*		2120*			Lv PHILA (Nicetown) Lv					
to CSX			from		Ar PHILA (Park Jct) Lv					2200*
			Allen-	0430	Lv CAMDEN, NJ Ar				to	from CSX
			town	0545	Ps FRANKFORD JCT, PA Ps				Allen-	
	0115	2225		0615	Ps PHILA ("Zoo") Ps	0425	0700		town	1415
					Lv PHILA ("Arsenal") Lv		0635*			1335
				0100	Ar EDGE MOOR, DE Lv					1315
				0230	Lv EDGE MOOR, DE Ar					1045
	0300	0145		0345	Ps PERRYVILLE, MD Ps	0145	0315			
	0515	0245		0500	Ar BALTIMORE Lv					
	0600	0530		0715	Ps LANDOVER, MD Ps	2230	2359			
		0730		0830	Ar POTOMAC YARD, VA Lv	2145	2300			1201

NOTE: OJT (Tropicana Orange Juice Train) operates once/twice per week Potomac Yard to Kearny on irregular schedule.
OSEN/OBSS "Orange Blossom Special" operates between Orlando, FL and Kearny via CSX-CR.
CAED operates 12 hours later Sunday only.

* - Crew change

KEY TO ORIGIN AND DESTINATION SYMBOLS

- AL - Allentown, PA
- BA - Baltimore, MD
- CA - Camden, NJ
- ED - Edge Moor (Wilmington), DE
- EN - Enola, PA
- MO - Morrisville, PA
- MT - Metuchen, NJ
- OI - Oak Island (Newark), NJ
- PG - South Philadelphia, PA
- PI - Pittsburgh (Conway), PA
- PY - Potomac Yard (Alexandria), VA
- RO - Roanoke, VA (N&W)
- SC - Stoney Creek (Marcus Hook), PA
- SE - Selkirk (Albany), NY
- TV - TrailVan (piggyback)



CONSOLIDATED RAIL CORPORATION

Eastern Region



Through Freight Service

(Corrected to May 1, 1986)

WESTWARD

LEHIGH LINE - READING LINE - HARRISBURG LINE

TRAIN - Frequency -	SEEN Daily	OIAL Daily	OIIN Ex SU	OIPI ExMO-TU	TV-3M Ex SU	TV-11 Ex MO	TV-61 ExSA-SU	ALCG Daily	ALEN Daily	ALPI Daily
KEARNY, NJ	Lv	from Selkirk			1900	0030				
OAK ISLAND	Lv	0430*	2300	0500			2200			
PORT READING JCT, NJ	Ps	0700	0915	0645	2130	0240	2345			
ALLENTOWN, PA	Ar	0930*	1500	0245*						
ALLENTOWN	Lv	1015	0400	1300				1201	1900	0500
PITTSSTON	Lv							1700*		
MEHOOPANY, PA	Lv							1900		
CORNING, NY	Ar							0230		
EAST PENN JCT, PA	Lv				2345	0515	0225			
ALBURTIS	Ps	1130	0430	1345	0005	0535	0315		2015	0615
READING	Lv	1400	0540	1615			0425			
WEST READING	Ps	1430	0600	1635	0130	0655	0440		2300	0835
HARRISBURG	Ar		0800*	1930*	0320*	0845*	0635*			1201*
HARRISBURG	Lv	1730	0805	2100	0455	0920	0805		0300	1230
ENOLA, PA	Ar	1830		to Indianapolis	to Conway	to E. St. Louis	to Chicago		0430	to Conway

NOTE: OIAL operates 4 hours later Saturday only.

EASTWARD

TRAIN - Frequency -	ENSE Daily	PIOI Daily	PIBE Daily	TV-12M Ex MO	TV-62 ExMO-TU	TV-62H MO	ALOI Daily	CGAL Daily	ENAL Daily
ENOLA, PA	Lv	1000	from Conway	from Chicago	from Chicago				1300
HARRISBURG	Ar	0300*	2359*	2000*	0005*				
HARRISBURG	Lv	1100	0410	0200	0135	0430			1345
WEST READING	Ps	1245	0600	0530	0330	0620			1545
READING	Lv	1400	0640	0700					1700
ALBURTIS	Ps	1615	0855	1000	0005	0445			1915
EAST PENN JCT, PA	Lv		0945		0530	0815			
CORNING, NY	Lv							1930	
MEHOOPANY, PA	Lv							0400	
PITTSSTON	Lv							0600*	
ALLENTOWN, PA	Ar	1645*	1045					1000	1945
ALLENTOWN	Lv	1815							
PORT READING JCT, NJ	Ps	2115	1155		0240	0735	1020	1030	
OAK ISLAND	Ar	0045*	1355			0915	1201	1330	
KEARNY, NJ	Ar		to Selkirk	0500					

Read Down

ENOLA BRANCH - PORT ROAD BRANCH - AMTRAK MAINLINE - DELMARVA BRANCH

Read Up

ENBA Daily	PIPY Daily	ENES Daily	WPHA-31 Daily	TV-22 Ex TU	TV-26 Daily	TRAIN Frequency	BAPI Daily	PYEN Daily	WPHA-32 Daily	ESEN Daily	TV-25 Ex SU	TV-27 Daily
0800	from Conway 0430*	2100			from Conway	Ar ENOLA, PA	to Conway					
	1800					Lv ENOLA				0415	0430	
					0100*	Ar HARRISBURG	0610					0545
				0140	0200	Lv HARRISBURG	0515*				0300	0250*
				0300	0330	Ps COLUMBIA, PA	0345	0230		0300	0200	0130
				0455	0600	Ps PERRYVILLE, MD	0130	2330		0045	0001	2315
				0640		Ar BALTIMORE	2359	2200			2300	
						Ps LANDOVER, MD		1945				
						Ar POTOMAC YARD, VA		1745				
					0700	Ar NEWARK, DE				2330		2215
					0730	Lv NEWARK				2300		2145
						Lv PORTER				2200		
						Ar DOVER				1930		
						Ar HARRINGTON, DE				1800		1645
						Lv HARRINGTON				0230		
						Ar POCOMOKE, MD				0001		
					2000							
					2230							

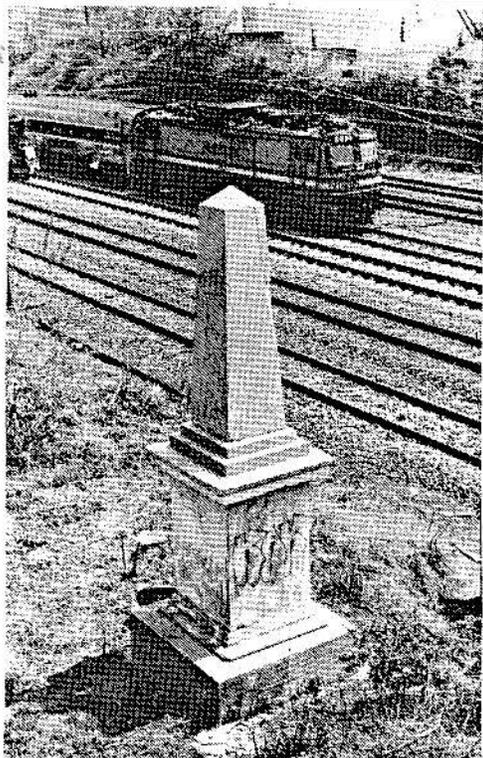
NOTE: TV-25 operates 2 hours later Sunday AM only.

* - Crew change

KEY TO ORIGIN AND DESTINATION SYMBOLS

- AL - Allentown, PA
- BA - Baltimore, MD
- CG - Corning, NY
- EN - Enola, PA
- ES - Eastern Shore (Harrington, DE)
- IN - Indianapolis (Avon), IN
- OI - Oak Island (Newark), NJ
- PI - Pittsburgh (Conway), PA
- PY - Potomac Yard (Alexandria), VA
- SE - Selkirk (Albany), NY
- TV - TrailVan (piggyback)

HISTORY OF RAIL OBELISK IS REVEALED



In his "Philadelphia Express" column in February *Cinders*, Frank Tatnall inquired about the history of the obscure stone obelisk located beside the Amtrak Mainline near 49th Street in Southwest Philadelphia. Information has now been received from NRHS Historian Hugh Gibb, Chapter Member Bill Sawicki and *RRE Journal* Editor Geoff Germond of Silver Spring, MD.

Originally erected to mark the completion of the Philadelphia, Wilmington & Baltimore Railroad's bridge across the Schuylkill River at Grays Ferry on December 25, 1838, the white marble monument bears the names of PW&B officers and of three predecessor roads: the Wilmington & Susquehanna, Baltimore & Port Deposit and Delaware & Maryland. The Grays Ferry bridge was named the "Newkirk Viaduct" after PW&B President Matthew Newkirk.

The obelisk was placed on a high bank in the angle formed by the PW&B mainline (now Amtrak's Northeast Corridor route) and the Philadelphia & Reading's Chester branch (the original PW&B main), just south of the present Grays Ferry Avenue highway bridge. That segment of the Chester branch was abandoned about 20 years ago but it is uncertain when the well-worn obelisk was moved to its current location, which is less than 500 feet from its former site.

--Photo by FRANK TATNALL

MEMBERSHIP NEWS

Our last membership update was in the January issue. Below listed are membership additions/changes reflected from January 7 through April 7, 1986. Please make a note of them on your current roster. A new complete Chapter member roster will be published during 1986.

NEW MEMBERS:

GOLDENBERG, Jay, 2411 Naudain St., Philadelphia, PA 19146-1809	215-546-5345
GOODWIN, William L., & Eleanor, 37 Benson Dr., Glenolden, PA 19036-1705	215-583-1709
HAMMOND, George W., and Hazel, 1454 Elmwood Ave., Sharon Hill, PA 19079-2207	215-534-1454
KRAUS, Gary R., 215 West 24th St., Chester, PA 19013-4941	215-876-8588
MacDONALD, Robert H., 205 Woodside Ave., Narberth, PA 19072-2429	215-664-1997
PEITZMAN, Steven J., 475 W. School House La., Philadelphia, PA 19144-4505	215-842-6489
PETKO, John M., 18 Dianna Dr., Phoenixville, PA 19460-4514	215-326-9000
PILIGIAN, Robert H., 1712 W. Welsh Rd., North Wales, PA 19454-3611	215-699-3117
REUTER, Joseph T., 6847 N. Olmsted, Chicago, IL 60631-1267	
WILDS, Peter G., RD #2, Chester Springs, PA 19425-9802	215-827-7974

NEW CHAPTER-ONLY MEMBERS:

BRUNO, Malcolm L., 502 Stamford YMCA, 909 Washington Blvd., Stamford, CT 06901-2997	
GORLIN, Ephraim, 6422 Park Heights Ave., Apt. C., Baltimore, MD 21215-3029	301-764-0116
KITZELMAN, Stanley B., 308 Baker Rd., Ambler, PA 19002-2213	215-646-1061
SALAMON, Stephen J., 304 Oakville, Apt. TB, Pittsburgh, PA 15220-4307	
WEGELIUS, Kurt, 318 Mill Race La., Newtown, PA 18940-9329	

ADDRESS CHANGES:

JAMES, Samuel L., P. O. Box 813, Havertown, PA 19083-0813	
WRABLEY, Raymond B., 411 Hilltop Road, Paoi, PA 19301-1212	
CROSSMAN, Joel, P. O. Box 246, Montoursville, PA 17754-0246	
LANNON, Robert J., 130 Pickford Ave., Trenton, NJ 08618-2614	
KOPENA, David, 337 N. York Rd., Apt. A-2, Willow Grove, PA 19090-2621	215-657-8859
WHITMAN, William N., 109 W. Freedley St., Norristown, PA 19401-3333	215-275-0893

WRITERS SHOULD INCLUDE SSAE'S WITH INQUIRIES

The Chapter frequently receives questions from members and others, seeking information on a variety of subjects related or not related to Chapter affairs.

It will be most helpful, and will speed replies, if the writer encloses a stamped, self-addressed envelope with each inquiry.

CHAPTER TO RUN PRIVATE VARNISH SPECIAL

Caritas, a luxurious private railroad car owned by Clark Johnson of Denver, CO, will spotlight a unique Philadelphia Chapter excursion via SEPTA's Regional Rail lines on Saturday, May 17.

Built by Pullman-Standard in 1948 as a sleeper for the Frisco Railroad, Caritas was converted to an open-platform car including lounge and dining areas, kitchen, master bedroom and three double bedrooms. It has been used on an extensive series of long-distance excursions from coast to coast, but this will be its first experience on a commuter railroad.

The special train, most likely to be powered by a Conrail SW1001 diesel locomotive, will leave Paoli at 9:30 AM, stopping at 30th Street Station (Upper Level) about 10:30 AM, then proceeding through the center city tunnel to Jenkintown, Neshaminy, Lansdale and Norristown, returning to Paoli about 5 PM.

The fare of \$65 per person includes food and drink served by the car's permanent staff, and the trip is limited to 22 persons. While a sellout is expected, those wishing to check for availability should call President Frank Tatnall at 215-828-0706 evenings.

Caritas will arrive at 30th Street Station on Amtrak train #175 from New York at 6:45 PM Friday, May 16, with a charter group for Villanova University. After laying over in Paoli MU yard and operating on the Chapter trip, the car will depart for Boston on Sunday afternoon, May 18.

CSX TRIES NEW PAINT; OFFERS TO BUY SEA-LAND

CSX Corp. is moving forward with its plan to combine the Chessie and Seaboard Railroads into a single system under the CSX banner (see April Cinders).

NRHS Member Kermit Geary reports that late in April Chessie's Huntington (WV) shops turned out five diesel locomotives sporting a new CSX blue, gray and white paint scheme. Later accounts indicate that these represent five variations in design, apparently giving management the opportunity to select its final choice. Undoubtedly, CSX-painted units will soon be seen in Philadelphia, but the many varieties of existing Chessie and Seaboard-painted locomotives will not disappear for some time to come.

CSX during the past month has been operating an inspection train over its soon-to-be CSX Rail Transport system. When spotted in Chicago on April 30, the train consisted of Chessie (B&O) GP40-2 4348, Seaboard baggage car 766743, L&N power car 363, L&N business car Kentucky (in blue), Chessie business car 15, Seaboard car North Carolina and Seaboard/Chessie stainless steel track observation car 318. Early in April, virtually the same train visited Philadelphia behind Seaboard F-units 118 and 116.

On April 21 CSX surprised Wall Street by announcing that it would buy Sea-Land Corp., one of the world's largest container shipping companies, for \$742 million or \$28 a share. Sea-Land, a large user of railroads for hauling containers from coast to coast in "mini-landbridge service," had previously been the object of an unfriendly takeover attempt by Texas financier Harold Simmons.

The move appeared to be an effort to further expand CSX's transport empire, which already includes a major rail system, a leading barge company, a gas pipeline operation, a trucking subsidiary and interests in at least one airline.

INSURANCE CRISIS THREATENS PASSENGER EXCURSIONS ON CONRAIL

Conrail has been denied liability insurance covering passenger transportation, effective May 1, causing the railroad to require a minimum of \$25 million in insurance from excursion operators wishing to use its lines. Conrail's previous requirement was for \$3 million, above which its own deductible policy covered any losses.

The ongoing crisis in the insurance industry has resulted in skyrocketing premium costs for renewals of liability insurance policies, or in many cases the outright refusal by insurers to renew such coverage. Multi-million dollar jury awards in personal injury cases is the reason most often cited for the reluctance of insurance underwriters to remain in the casualty and liability field.

Other railroads will most likely face a similar situation as current policies expire. Some shortline and tourist operators have already been forced to pay astronomical increases in premiums for substantially reduced coverage--if they can obtain it at all.

Because the cost of \$25 million in liability insurance is very high, the Conrail announcement may well result in the cancellation of several already planned excursions this season, and may even affect activities at the joint NRHS-NMRA-RRE national convention in Boston.

SEPTA BLUELINER EXCURSION

sponsored by

Philadelphia Chapter

National Railway Historical Society



Sunday, June 8, 1986



Philadelphia Chapter, NRHS again invites you to join us as we operate another in our continuing series of electric rail excursions using Southeastern Pennsylvania Transportation Authority's former Reading "Blueliner" MU cars, built in 1931-32. Our special springtime trip is expected to feature a solid train of red, white and blue cars in the SEPTA scheme. These are the oldest active mainline electric coaches in North America.

Our excursion will once again originate at Philadelphia's 30th Street Station (Upper Level), convenient to Amtrak trains from out-of-town as well as all other forms of transportation serving Philadelphia. Our June 8 trip will cover the Norristown Line, Airport Line and for the first time, the cars will travel to Parkesburg, PA on Amtrak's Harrisburg Line, a locale never visited by the "Blues" before.

Departure times for this excursion are:

Leave 30TH STREET STATION (Upper Level)	10:05 AM, EDT
Leave SUBURBAN STATION	10:10
Leave NORTH BROAD STREET	10:20

Our special train is expected to return to 30th Street Station about 5 PM. As with previous Philadelphia Chapter excursions using this equipment, numerous photo stops and movie runbys will be made, schedule and operating conditions permitting. The trip will operate rain or shine.

The Blueliners have been undergoing a rehabilitation project which will ultimately find them emerging in a new version of SEPTA's red, white and blue paint scheme, with a gray window band. If sufficient number of these cars are available, we may possibly utilize them on this trip.

Tickets for this excursion are \$18 each, by advance reservation. Ticket orders should be placed, using the coupon below, prior to May 24, 1986, with remittances payable to "Philadelphia Chapter, NRHS". Please include a stamped, self-addressed envelope with your ticket order.

Trip capacity is limited, and early ordering is suggested. Join us for another in our series of electric excursions using vintage open-window equipment.

Philadelphia Chapter, NRHS
P. O. Box 7302
Philadelphia, PA 19101-7302

Gentlemen:

Please send me _____ tickets @\$18.00 each for your Sunday, June 8, 1986 SEPTA Blueliner excursion. I have enclosed funds in the amount of \$_____, payable to "PHILADELPHIA CHAPTER, NRHS" and have included a stamped, self-addressed envelope for the return tickets.

Name _____

Address _____

City _____ State _____ ZIP Code _____

Telephone: Area Code _____ - _____ - _____

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

CHAPTER OFFICERS:

President.....F. G. Tatnall, Jr.
Senior Vice President.....Michael L. Burshtin
Vice President & Treasurer.....David L. Kopena
Secretary.....Marie K. Eastwood
National Director.....James S. Myers
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: Post Office Box 7302, Philadelphia, PA 19101-7302.

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

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

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