

ENGINEERS

APRIL 1987



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Volume 48

Newsletter of the

Number 4

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

Open House to Feature PRR 120

Philadelphia Chapter members and their families have been invited to an open house at the Juniata Terminal Company, B and Venango Streets in North Philadelphia, on Saturday, April 18 from 10:30 AM to 12:30 PM. Owner Bennett Levin and his son, Eric, a Chapter member, will host the event. Refreshments will be served.



The terminal consists of the former Pennsylvania Railroad Fairhill freight station building and serving tracks adjacent to the Amtrak mainline. The building, marked by a large tuscan red and gold PRR-style sign, houses Levin's ex-Pensy business car Pennsylvania 120, two other private cars and an NW2 diesel switcher painted and lettered "Pennsylvania 9251." Car 120 is currently undergoing an extensive rebuilding designed to return the onetime PRR presidents' car to its condition when built by Altoona in 1928, and visitors will receive a close-up view of this work.

Newly-purchased PRR B60 baggage car #9022 should also be available for inspection, and diesel 9251 will be operated and spotted for photos.

The group will be limited to a maximum of 35 persons, who will be asked to sign a liability release. Free parking will be available--look for the "Juniata Terminal" sign on the east side of B Street just south of the Amtrak overpass. SEPTA bus route 89 passes close by and Route 56-Erie Avenue is a short walk away. Those interested should notify President Frank Tatnall at 215-828-0706 evenings before April 16, or they may sign up at the April 10 Chapter meeting in the Engineers' Club.

PCC Trolley Tour Set for May 9

The 40th anniversary of PCC cars on SEPTA's famed Route 23 trolley line will be marked by a Philadelphia Chapter-sponsored excursion over the entire route on Saturday, May 9. It was in May of 1947 that the Philadelphia Transportation Company introduced new 2700-series all-electric PCC's to Route 23 and to the City, replacing the creaking Mitten-era Nearside cars on the system's longest trolley route.



Now, four decades later, many of the same 2700's are still operating over this 12-mile line between upscale Chestnut Hill and South Philadelphia. SEPTA has indicated that it wishes to retain only the northern half of the route above Erie Avenue while the southern section may be converted to bus at an undetermined date.

Departing Luzerne depot, Old York Road & Luzerne Street, promptly at 1:30 PM, car #2728 will operate first via Germantown Avenue to Chestnut Hill and Mermaid loops, then make a run over Route 56's endangered track on Erie Avenue from Broad Street to Hunting Park Avenue loop. Returning to Luzerne, passengers will change to SEPTA's last surviving air-electric PCC, #2054, for a journey to 10th & Bigler Streets in South Philadelphia. The excursion will terminate at Luzerne depot about 5:30 PM.

Numerous photo stops will be made in selected locations. Passengers may also board at Broad Street & Erie Avenue adjacent to the subway station about 1:40 PM, and may leave the trip at any point in the center city area.

Built by St. Louis in 1947, car #2728 is notable as the 100th PCC to emerge from SEPTA's ongoing general overhaul program. It bears silver headlight wings and a special logo on each side. Car 2054 was built by St. Louis in 1941 and, in its original silver-and-cream paint scheme, has been preserved as Philadelphia's only remaining prewar PCC still on the property.

Space on this unusual springtime excursion will be limited to a single car. The fare is \$10.00 per person and tickets may be ordered by mail from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to the Chapter and enclosing a stamped, self-addressed envelope. Tickets may also be purchased from Trip Chairman Mike Burshtin at the April 10 Chapter meeting.



Amtrak's April 5 schedule change, consistent with the change to Daylight Saving Time, is an evolutionary change, with no additions in our area. Difficulties with both the National and Northeast Corridor schedules issued in early March led to their recall, although not before copies were circulated into the hands of eager timetable collectors.

Trains to Boston will still operate via the "Midland" route, bypassing Back Bay. However, trains via Springfield, including the Boston section of the Lake Shore Limited, once again will make the stop at this popular station. Later this summer, trains operating on the Shore Line route will be rerouted via the newly rebuilt line via Forest Hills and Back Bay. Also in New England, the Cape Cod service will once again operate, although complete schedules are not shown in the April 5 editions. Service will, however, apparently begin May 24 and run through mid-September.

Many trains between New York and Washington have had their schedules slowed, presumably to accommodate seasonal trackwork. Regular travelers should note that conventional trains will leave both New York and Washington at 20 minutes past each hour, ten minutes earlier than traditional practice. Even some clocker runs have been slowed up to 20 minutes.

Train 44, the weekend Harrisburg-New York train, will operate one hour later on the new schedule.

Empire Service changes will see the end of the Albany-Schenectady short-run positioning trips. An additional Sunday evening train will operate this summer as trains 39 and 44, leaving Albany at 7:10 PM and Grand Central at 11:15 PM. The Adirondack once again will make its seasonal stops at Willsboro and Port Kent.

In Eastern long-distance service, the Silver Star will operate 90 minutes earlier southbound and about 30 minutes earlier northbound. The Capitol Limited runs 40 minutes faster eastbound and 70 minutes faster west, affording a later departure from Washington and an earlier arrival into the Nation's Capital. The Broadway Limited will run about 45 minutes faster, leaving New York later and arriving from Chicago earlier. The Cardinal is 30-40 minutes faster, affording a later departure from New York and a later Chicago departure.

In the West, a weekend San Diegan round trip will be added August 1-September 13. It will make all regular stops, but appears geared toward the Del Mar race track crowd. Reports indicate the California Zephyr will be rerouted over the C&NW between Chicago and Omaha, but the change isn't taking place April 5.

The car assignments for Amtrak equipment are based on requirements plus a shop margin -- typically one car per car "line". For example, the two Florida trains each carry a Slumbercoach and need three cars each. Hialeah is assigned eight Slumbercoaches, therefore including one spare car for each "line". The only exception on Slumbercoaches, for example, is that Chicago has three "extra" Slumbercoaches while these former New York Central cars are being refurbished at Beech Grove.

Amtrak's Board has approved rebuilding all six E60 "steam" locomotives to HEP configuration this Fiscal Year (originally, three were to be done next year). The reason, of course, is to help relieve the shortage caused by the loss of AEM-7's 900 and 903 in the Chase, MD collision on January 4. The restoration of the ex-NJ Transit E44's to service will allow the transfer of these E60's back to revenue service.

Phase II of Amtrak's push-pull program will indeed cover the Atlantic City line. The Board approved rebuilding of an additional six Capitol Liners (800, 801, 803, 804, 808 and 813) to cab cars and 20 additional Amcoaches and Amcafes (probably four or five of the latter) will receive train lines for push-pull service.

As of January 1, Amtrak still rostered 73 cars officially rated as "stored". For the record, they include eight baggage, 17 10-6 sleepers, six coach-lounges, seven leg-rest coaches, seven coaches, four diners, two twin-unit diners (one pair), five dome-sleepers, four dome-lounges, 11 dome coaches and two hi-level prototype coaches. Some notes of interest from the above group: the baggage cars include the seven ex-VIA baggage cars and car 1071, a prewar Budd-built car (ex-AT&SF 3450), which was obtained from a private party in Florida in exchange for two RS3's. The sleepers are all Budd-built cars from several sources, including Penn Central, Burlington Northern and Seaboard Coast Line.

Thirty-two "retired" cars are still rostered, which means that the Board has officially approved the retirement but the sale has not been approved. Eighteen cars are at Bear, DE, nine at Beech Grove, three at Niagara Falls and two at Hialeah. Most are basket cases, and at least the ones at Niagara Falls have extensive fire damage.

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ON THE SCENE (Continued from Page 2)

There are 17 active Capitol Liners at Philadelphia, and eight others are assigned to Wilmington, officially, for conversion to San Diego route cab cars.

Amtrak's active locomotive fleet stood at 370 units, consisting of 47 GP7 and GP9 units, three re-engined RS3's, 30 switchers, six FL9's, 200 F40's, 23 P30CH's, 47 AEM-7's, eight E60CH's and six E60CP's.

During 1986, the following locomotive roster changes were noted on Amtrak: the last 18 "pure" Alco RS3's were sold, E8u's 495 and 497 were sold, as were HEP power cars 685, 686 and 689. Also sold were SW1's 731, 735, 739-741, 745 and Alco S2 746. FL9 #246 was retired, but not yet sold, and power baggage 693, SW1's 730 and 744, plus Geeps 763 and 783 were also in this category.

Eleven Capitol Liners were stored during 1986 as follows: 816, 824, 830, 853, 858, 862, 864, 865, 867 and 869. Other passenger equipment changes included the sale of 20 retired cars, including coaches 5411, 5412, 5426, 5431, 5653, 5655, 5657, 5667, 6001, 6008, 6011, 6012, 6016 and 6018, diner 8530, dome observations 9250 and 9252, and dome-lounges 9310, 9801 and 9860. Cars deleted included 1126, 1154, 1227 and 1243 (all baggage), sleeper 2982, Amcafe 20031, Amcoach II 25080, Superliner 32008 and hi-level car 39937, mostly as a result of wreck damage.

Other equipment changes include baggage cars 1000-1006 (ex-VIA) stored, baggage 1305 deleted from the stored list, sleeper 2676 transferred from stored to retired list, diner 8322 transferred from retired to stored list, cars 9211 and 9220 deleted from stored list, and cars 9466, 9472, 9473 and 9474 returned from Alaska and stored.

Additional changes included the additions of the MHC (Amboxes) 1400-1473, three diners converted to "double griddle" type cars-- 8506, 8500 and 8508 to 8550-8552 respectively. Six leg-rest Amcoaches, 21273-78, were converted from 21888, 21877, 21852, 21854, 21876 and 21848. One Amdinette was refurbished for Metroliner service, as 20228 became 20928. Twelve cars were train-lined for San Diego service: cafes 43014, 43040, coaches 44004, 44010, 44023, 44048, 44152 and 44274-44277, and custom coach 44887. Cars known to be scheduled for 1987 conversion will become cafes 43009, 43015, coaches 44039, 44116 and custom coaches 44826 and 44834.

New York has requested Federal assistance for capital improvements. Major items noted for the Long Island Rail Road include \$31 million for Penn Station improvements, \$132 million for improvements to the Jamaica station complex, \$13 million to upgrade signals on the Port Jefferson branch and \$33 million for Hillside shops.

Metro-North would get \$23 million to improve the Grand Central Terminal interlocking, \$34 million to improve the "mid-Harlem" station (presumably 125th Street), and \$18 million to rehab North White Plains shops.

For NYCTA, \$34 million would go to improve the Grand Central-Times Square shuttle, \$35 million to modernize the East New York interlocking, \$70 million to modernize signalling on the BMT Astoria line, and \$51 million to upgrade Jamaica shops. The TA also wants to acquire 17 work diesel locomotives, three hoppers and six cranes for subway maintenance use.

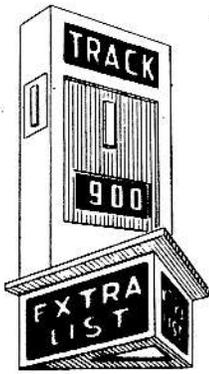
The Long Island Rail Road has asked for bids to do preliminary studies leading to the installation of a third track between QUEENS tower (Queens Village) and DIVIDE (Hicksville). Reports indicate some grade crossings would be eliminated in this project.

Across the Hudson River, PATH fares will rise to \$1.00 on April 12, and additional funds will be allocated to purchase 29 more cars and lengthen Newark line platforms (at Exchange Place and Grove Street, especially) to accommodate ten-car trains on this, PATH's heaviest route. PATH will also begin studies to connect Newark Airport to downtown Newark and Elizabeth. The precise nature of such a line is undecided, however, and could be light or heavy rail, or even a people mover.

NJ Transit has gradually shifted Arrow II MU's from the Northeast Corridor Line to Hoboken in exchange for Arrow III's. At least 60 of the 70 Arrow II's are now on the Morristown Line so that NJT, rather than Amtrak has exclusive maintenance responsibility. NJT's rebuilding of Comet I coaches is getting along now, with a programmed December completion date. The program had seen 37 coaches, seven cab cars and two bar cars go into the shops, and 24 coaches had emerged by mid-March. So far, only cars rebuilt for optional high-level platform use have been rebuilt-- these will total 46 coaches and 31 cabs. To deal with political complaints, 61 coaches and nine snack-bar coaches will retain the unique full-length doors with no traps.

Down the road, NJT has two plans under way to deal with overcrowding on Northeast Corridor Line trains. Twenty new Comet coaches are on order and 30 Arrow I cars are being rebuilt from electric MU cars into locomotive-hauled coaches. They will be restored to service as 15 coaches and 15 control coaches. This seems to follow a general trend away from MU cars, as only 54 are on order for the New Haven Line of Metro-North. NJ Transit, SEPTA and MARC, however, all have opted for locomotive-hauled coaches.

Chicago's CTA has finally started construction of the southwest transit line to Midway Airport.



APRIL 18, 1987: Open house for Chapter members at Juniata Terminal Company, B Street and Amtrak mainline in North Philadelphia, 10:30 AM to 12:30 PM, hosted by Owner Bennett Levin. Private car Pennsylvania 120, now being restored, will be on display and NW2 switcher #9251 in PRR paint scheme will be operated. Admission is free and refreshments will be served. Group is limited to 35 persons, who will be asked to sign a liability release. To sign up for tour, telephone Frank Tatnall at 215-828-0706 before April 16 or register at April 10 meeting.

APRIL 23: Open house on board luxurious private car Caritas parked on track #1 at 30th Street Station, Philadelphia, 12 Noon to 5 PM, hosted by Silver Carpet Lines. Admission is free. For information, contact Silver Carpet Lines, 1507 Woodland Avenue, Folcroft, PA 19032 (telephone 215-586-3019).

APRIL 25-26: Inaugural public excursions using Norfolk & Western Class A steam locomotive #1218, sponsored by Roanoke Chapter NRHS. Trip Saturday will be a Roanoke-Bluefield round trip, and Sunday trips will be Roanoke-Lynchburg round trip in morning, and Roanoke-Walton round trip afternoon. Limited first-class accommodations are available, as well as normal coach seats. For flyer, send stamped, self-addressed envelope to Roanoke Chapter NRHS, P. O. Box 13222, Roanoke, VA 24032 (telephone 703-389-3935 during daytime hours, 703-366-5211 after 6 PM).

APRIL 25-26: First class trip in private car Caritas from Philadelphia to Pittsburgh and return via Amtrak trains 47-46. Leave 30th Street Station 9:30 AM Saturday, return 4:36 PM Sunday. Capacity limited to 16 passengers for day travel. Fare: \$390 per person including transportation, meals and bar service. For reservations and information, contact Silver Carpet Lines, 1507 Woodland Avenue, Folcroft, PA 19032 (telephone 215-586-3019). (Previously announced Caritas trip on April 17-19 has been cancelled).

APRIL 26: Harrisburg Train Show and Sale, sponsored by Harrisburg Chapter NRHS, will be held 10 AM to 4 PM at Harrisburg River Rescue Building, 1119 South Cameron Street, Harrisburg, PA. Proceeds will benefit the restoration of Chapter's ex-Pennsylvania Railroad N6b wooden caboose. Admission: \$2 at door, \$5 for families. Tables: \$15 for first table, \$10 each additional table. For further information, contact Harrisburg Chapter NRHS, P. O. Box 3423, Shiremanstown, PA 17011 (telephone 717-243-4209).

APRIL 29: Tentative date for luncheon and dinner trips on SEPTA using private car Caritas, sponsored by Silver Carpet Lines. Trains will originate at Suburban Station, Philadelphia. For information, contact Silver Carpet Lines at address shown above.

MAY 2: "Railfan Special" RDC excursion over 40 miles of ex-PRR trackage out of Bellefonte, PA, now operated by Nittany & Bald Eagle Railroad, sponsored by Bellefonte Historical Railroad Society. State-owned RDC-1 #9167 (ex-New Haven #40) will leave Bellefonte at 10 AM for Dale Summit, Pleasant Gap, Milesburg, Curtin and Vail, returning to Bellefonte about 4 PM. One-hour lunch stop at Bellefonte. Fares for entire trip: \$18 adults, \$16 children under 12. Fares for morning or afternoon run only: \$12 adults, \$10 children. Capacity limited to one car, and photo stops will be made. Order tickets from: Bellefonte Historical Railroad Society, c/o Michael Bezilla, 1503 South Allen Street, State College, PA 16801, making checks payable to the Society and enclosing stamped, self-addressed envelope. For further information, telephone 814-863-1074 (day) or 814-238-5842 (evenings).

MAY 2: Annual auction of Pottstown & Reading Chapter NRHS at Ridge Fire Company, Route 23 west of Phoenixville, PA, conducted by Chapter Member and Professional Auctioneer Ted Maurer.

MAY 2: Lenape Steam Limited using Wilmington & Western equipment will operate from Kennett Square to Lenape, PA and return via Octoraro Railway, sponsored by Upland Country Day School. Train leaves Kennett Square 10:45 AM, returning about 4 PM. Buffet luncheon including regional beer and wines will be served at Lenape Inn overlooking Brandywine Creek. Tickets including tax-deductible donation: \$75 per person. For information, contact Upland Country Day School, 420 West Street Road, Kennett Square, PA 19348 (telephone 215-444-3035).

MAY 3: "Farewell to the Black River & Western" fantrip, sponsored by Jersey Central Chapter NRHS, will consist of mixed train powered by Alco RS 1 #57, freight cars, combine and coach, traveling entire length of BR&W. Photo stops, runbys and meets are promised. Train leaves Ringoes at 9 AM, sharp, and returns about 6 PM. Lunch stop will be made at Lambertville. Tickets are \$20 each, and should be ordered from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700. Stamped, self-addressed envelope, please.

MAY 3: Greater Delaware Valley Train & Railroadiana Show & Sale at Betsy Ross Convention Center, Pennsauken, NJ, 9 AM to 4 PM, sponsored by Delaware Valley Train Meet Associates. Dealer tables \$25 each. For information, contact Bruce Heiner, P. O. Box 240, Gibbsboro, NJ 08026 (telephone 609-596-1630 evenings).

MAY 9: Trolley excursion sponsored by Philadelphia Chapter NRHS to mark the 40th anniversary of PCC cars on SEPTA Route 23. PCC all-electric car #2728 will be used on first part of tour, covering northern half of Route 23 and section of Route 56, and air-electric #2054 will operate over southern half of Route 23. Trip leaves Luzerne depot, 10th & Luzerne Streets, Philadelphia, promptly at 1:30 PM, returning by 5:30 PM. Passengers may also get off in center city. Photo stops will be made. Fare: \$10 per person. For tickets and information, write: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope and making checks payable to "Philadelphia Chapter NRHS."

MAY 9-10: Caritas trip from Philadelphia to Williamsburg, VA and return via Amtrak 95-96. Contact Silver Carpet Lines above.

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EXTRA LIST (Continued from Page 4)

MAY 16-17: Caritas trip from Philadelphia to Boston and return via Amtrak 198-179. Contact Silver Carpet Lines above.

MAY 16-17: Annual Open House & Model Railroad Show sponsored by Reading Society of Model Engineers, 12 Noon to 5 PM at RSME property, Mount Laurel Road north of Pricetown Road, Temple, PA. Live steam, 15-inch gauge railroad will operate, as well as O, HO and On3 gauge model layouts. Admission by donation.

MAY 17: Toy Train Meet, Show & Sale sponsored by West Shore Rail Excursions, 9 AM to 3:30 PM at ex-PRR West Shore station, Mifflinburg, PA, on State Route 45 west of Lewisburg. Admission: \$2 per person. For information, contact West Shore Rail Excursions, 196 North 3rd Street, Mifflinburg, PA 17844 (telephone 717-966-9390).

MAY 17: Special Amtrak excursion from Harrisburg, Lancaster and Paoli, PA to West Point, NY and return, sponsored by Lancaster Chapter NRHS. Fare: \$65 per person, optional boat trip \$5 extra. For trip flyer, write: Lancaster Chapter NRHS, 249 Julia Avenue, Strasburg, PA 17579, enclosing stamped, self-addressed envelope.

MAY 22-25: Caritas trip from Philadelphia to Hyannis, MA and return via Amtrak and Cape Cod & Hyannis Railroad. Leave 30th Street Station 8:26 AM Friday, return 9:40 PM Monday. Fare: \$109 per person each way. For tickets and information, contact High Iron Travel Corp., P. O. Box 5344, Denver, CO 80217 (telephone 302-825-8885).

MAY 23-24: Bangor and Aroostook Railroad excursion, sponsored by 470 Railroad Club, from Bangor to Presque Isle, ME and return, including Limestone and Fort Fairfield branches. Two-day trip will be powered by BL2 or F3 diesel locomotive, and will feature open-window coaches. Fare: \$165 per person, including trip, overnight hotel, two box lunches and breakfast on Sunday. Trip limited to 175 persons, and cancellation cannot be made after May 4. Order tickets from: Trip Committee, 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106, including stamped, self-addressed envelope. For information, telephone 207-799-5955 (9 AM to 5 PM) or 207-767-2271 (evenings 7 to 10 PM only).

MAY 23-25: New York Rail Weekend, sponsored by Electric Railroaders' Association, Inc., featuring Metro-North/Conrail trip from Grand Central Terminal, New York to Danbury, CT, Hopewell Junction and Beacon, NY, then return to Grand Central. Also NYCTA subway trip using unusual equipment and PATH excursion covering entire system with K cars. For further information and fares, write ERA Trip Committee, P. O. Box 6208, Grand Central Station, New York, NY 10163-6208. Please include stamped, self-addressed envelope.

JUNE 13-21: "Colorado Rails" tour of historic Colorado railroads, sponsored by Overland Chapter NRHS. Includes rides on Cumbres & Toltec, Durango & Silverton and Georgetown Loop narrow-gauge lines, Manitou & Pikes Peak cog railway, Amtrak's Superliner-equipped California Zephyr from Denver to Glenwood Springs, and visit to Colorado Railroad Museum. All-inclusive fare from Denver: \$885 per person in twin accommodations, \$175 single supplement. Deposit of \$200 will hold reservations until April 15 when balance becomes due. For further information and reservations, write: Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265.

JUNE 20-21: Excursion trains will be operated on SEPTA Bethlehem branch to commemorate the 100th anniversary of the Borough of Souderton. Blue Mountain & Reading 4-6-2 #425 has been requested, with ex-Reading GP30 diesel #5513 and ex-Lackawanna coaches. Schedule and other details to be announced.

JUNE 21-29: Second "Colorado Rails" tour. See previous item for details.

JUNE 26-28: Railfan Weekend II presented by Blue Mountain & Reading Railroad, including special trips on BM&R from Temple, PA and photo session at Reading Locomotive shop. For further information, write: Blue Mountain & Reading Railroad, P. O. Box 425, Hamburg, PA 19526 (telephone 215-562-4083).

CONRAIL FREIGHT SCHEDULE Update

The following changes should be made in Conrail Eastern Region freight schedules, as shown in recent issues of Cinders:

MAIL-8M: Daily leave Harrisburg 0415, pass West Reading 0545, pass Abrams 0640, pass Earnest 0705, arrive Morrisville 0745.

MAIL-9: Daily leave Kearny 0400, pass Trenton 0520, leave Morrisville 0605, pass Thorndale 0755, pass Columbia 0920, pass Royalton 0945, arrive Harrisburg *1015, leave Harrisburg 1045.

TV-23: Daily except Sunday leave Kearny 1830, pass Port Reading Junction 2015, pass West Trenton 2155, pass Philadelphia (Park Junction) 2330, arrive Potomac Yard 0500. (Train operates via CSXT from Philadelphia to Washington, DC)

* - Crew change

COPIES OF 1986 FINANCIAL STATEMENT AVAILABLE: Members who wish a copy of Philadelphia Chapter's financial statement for 1986 should send a stamped, self-addressed envelope to: David Kopena, Vice President & Treasurer, 422-B Avenue A, Horsham, PA 19044-2061.

PHILADELPHIA



FRANK G. TATNALL, JR.

Chief Officer John F. Tucker of the Regional Rail Division, appearing at the March 20 meeting of Philadelphia Chapter, outlined SEPTA's program to upgrade commuter rail service but warned that the system is "very fragile" after decades of neglect by prior operators. The result, he said, is frequent train delays such as occurred during the recent snowstorms. He supported the conclusion of former Transportation Secretary William Coleman who, in a report submitted in May of 1985, declared that SEPTA must spend nearly \$1 billion to rebuild RRD track, structures and equipment--an amount far in excess of available capital funds.

Defending the Authority's decision to shut down part of the mainline through North Philadelphia during the summers of 1989, 1990 and 1991, Tucker said that this action would allow essential bridge replacement work to be completed in the shortest time with the least disruption. A new station at Fern Rock would be built to ease the transfer of passengers between "Reading-side" routes and the Broad Street subway.



Here are some other highlights of Tucker's 45-minute talk, which was followed by a 45-minute question-and-answer session: SEPTA in total recovers 60 percent of its operating expenses from the farebox, the highest of any major U.S. transit system.....SEPTA pays AMTRAK \$8 million per year in trackage fees plus \$1 million per month for electric power.....SEPTA has purchased a 40-acre tract at Frazer, PA where Bombardier, Inc., will build a new shop and yard for push-pull equipment, but plans to construct a commuter station and parking lot on the site are running into community opposition.....Two bids received for the private operation of railbuses between Norristown and Pottstown and Fox Chase-Newtown are quite "pricey," and will be carefully reviewed.....Swiss-built Autelca ticket machines have been installed at the Airport and Trenton stations and SEPTA plans to place 57 more machines at outlying stations.....The City is insisting on building an \$8-million showplace station at the Civic Center in West Philadelphia, but SEPTA feels a much more modest facility would be adequate.

Tucker confirmed that AMTRAK is considering the de-electrification of a major part of its Harrisburg mainline, which might hamper SEPTA's plans to increase service to and beyond Downingtown in booming Chester County. However, he emphasized that SEPTA is reluctant to spend money on repairing peripheral branches such as Elwyn-West Chester and Cynwyd-Ivy Ridge while capital dollars are in short supply for "trunk line" projects affecting many thousands of passengers.....In response to a question, Tucker indicated that SEPTA might consider the issuance of revenue bonds to finance some of its capital needs, as has recently been proposed, if a way can be found to guarantee payment of interest on the bonds.

SEPTA will reassign its Blueliner fleet effective with the time change this month. As of April 6, the vintage cars will grace these rush-hour trains: R1 West Trenton #6321 and 6376, R3 Media #9301 and 9304, R5 Paoli #9531 and 9540. Occasionally, they may also show up on R7 Chestnut Hill East trains 6711 and 6754.....On March 27 train 6711 from Chestnut Hill had this varied consist: #9118 (last blue-and-white car in operation), unremodeled red-white-blue #9129 and freshly-painted "Super Blue" #9119.....SEPTA has resumed washing cars at Wayne shop after the usual winter hiatus.....SEPTA is still trying to reach contract agreements with two of its largest rail unions. The old contracts expired last June.

Those bids for private operation of Norristown-Pottstown and Fox Chase-Newtown service (see March Cinders) involve railbus technology. One of the two bidders, ATE, would use British Leyland vehicles while the other, UTDC, proposes Hungarian-built Icarus railbuses.....New color "MetroVision" monitors are being installed at Market East and Suburban Stations. The TV monitors, which will provide current train information and carry ad messages, are costing SEPTA next to nothing.....The driver of a pickup truck was killed March 12 when she drove past warning lights at the Cowpath Road crossing near Fortuna station, and was struck by Doylestown-bound train #568. Two others in the pickup were injured as was one passenger on the train, which was made up of Silverliners 109-110.

SEPTA has completed half of the rebuilding work on the Valley Road undergrade bridge at Melrose Park station. On the weekend of March 21-22 the center bypass track was connected to southbound track #1, allowing full service on Routes R1, R2 and R5 while the west section of the bridge is rebuilt.....The weekend of March 28-29 saw a more complicated job as SEPTA built a second "shoo-fly" track on the bridge over Broad Street at Logan station in North Philadelphia. Last September northbound track #2 was shifted to the adjacent CONRAIL span as the east half of the SEPTA bridge was reconstructed. All R1, R2, R5 and R8 passengers were bused around the site after 3 PM on Saturday and all day Sunday.

PHILADELPHIA EXPRESS (Continued from Page 6)

Other capital projects on RRD are in the offing. These include a major track rebuilding of the heavily-traveled mainline between Suburban Station, Spring Garden Street and "CP-Civic" through the Upper Level of 30th Street, to begin this summer. The work will cause substantial service disruptions, especially at 30th Street as one track at each platform will be taken out of service for renewal of ties, rail and special work. The project is long overdue as track conditions have deteriorated to the point that 10-mph track speed restrictions are now in effect through "20th Street" interlocking outside Suburban Station.....Construction will soon begin on a new car maintenance facility on the east side of Roberts Avenue MU yard near Wayne Junction. A car washer will also be installed.

In addition, to begin this spring is a project to replace the signal system on the West Chester Line between "CP-Civic" and Secane, a distance of seven miles. A traffic control system (TCS) and cab signal system will be installed.....Testing of the cab signal system is now underway through the center city tunnel, in anticipation of its being placed in service this summer between "CP-Civic," Suburban Station and Wayne Junction.Tie and surfacing work will be done this season on the rough-riding mainline between Ambler and Lansdale, necessitating some single-track operation in midday, night and weekend periods.....Brush clearing and tree trimming is being done along the Chestnut Hill West Line, but no date has been set for such major projects as catenary renewal and replacement of the rickety Cresheim Creek bridge.....Rebuilding the Warminster Line track between Roslyn and Hatboro (see March Cinders) may not begin until early 1988.

In reaction to a government report on PCB contamination at SEPTA's Paoli yard, the head of Transport Workers Union Local 2013 last month called for similar testing of the MU yards at Powelton Avenue, Wayne Junction and Roberts Avenue in Philadelphia. Meanwhile, SEPTA officials submitted documents in opposition to proposals that cleanup of the Paoli yard be made a part of the Federal Superfund program. SEPTA, supported by AMTRAK and CONRAIL, told the Environmental Protection Agency that the prior report overestimated the amount of contamination by the suspected cancer-causing substance. All three railroads are defendants in a suit brought by EPA to recover costs of the cleanup.

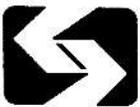
Mayor Goode said last month that the City had reached a tentative agreement with the Reading Company to purchase the old Reading Terminal trainshed and adjacent land for \$23 million, thus clearing the way for construction of the proposed \$468-million Convention Center in center city Philadelphia. In addition, the Mayor said he had a commitment from developers to build a 1,000-room Hyatt Regency Hotel and a 700,000-square-foot office complex at 12th & Market Streets. A major new hotel has been considered a necessary ingredient for the Convention Center project.....Luncheon and dinner trips using the private car Caritas over SEPTA lines have been tentatively set for April 29 (see "Extra List"). The owner of Caritas, Clark Johnson, is also trying to arrange charter runs over WINCHESTER & WESTERN's South Jersey lines on the weekend of May 9-10.

On February 19 Governor Kean signed legislation creating the "New Jersey Railroad & Transportation Museum Study Commission," whose job it will be to determine the feasibility of creating a State transportation museum. The commission, to consist of several State officials and three public members, will complete its work within 12 months (Tri-State Chapter Block Line).....John Riley, head of the Federal Railroad Administration, said last month that his agency will conduct a full-scale safety audit of NJ TRANSIT's commuter rail system. Senator Frank Lautenberg of New Jersey had called for such an inquiry after asserting that NJT rail had experienced a "dramatic increase" in safety violations, from three in 1984 to 26 last year.

NJ TRANSIT has sent nine of its RDC-1's to MBTA of Boston. Included are three Budd cars of Jersey Central heritage and six from PRSL, which will join several former Philadelphia RDC's in Boston.....NJT has opened its new North Elizabeth station and completed the upgrading of stations at Edison and Linden. The work cost a total of \$4.4 million (Block Line).....NJT's performance during January declined because of a series of snowstorms, with the Northeast Corridor Line posting an on-time record of only 74.8 percent and the North Jersey Coast Line sagging to 71.9 percent. Both figures were 14 percent below December's on time results.The NJ TRANSIT board has approved the purchase of an electronic fare collection system for NJT buses and those of independent operators in the State, at a cost of \$11.75 million. More than 3,000 buses will be equipped with electronic registers and fareboxes, which will accept dollar bills (NJT Inside Track).

SEPTA General Manager Joseph T. Mack has promised that SEPTA will not further dismantle its North Philadelphia trolley system, unless a formal policy decision is reached with the City, the Inquirer reported last month. "We commit to retaining all operating facilities currently in place throughout the system intact until (a) consultant's work is complete and the policy decision is made," Mack wrote to Mayor Goode. "In short," he concluded, "there will be no dismantling of the operation." The City and SEPTA have been arguing for years over which trolley lines should be retained, while SEPTA has said that the five remaining routes need upwards of \$200 million in repairs. Poor track conditions or purported equipment shortages have resulted in the de facto conversion of Route 53-Wayne Avenue and Route 60-Allegheny Avenue to bus, while Route 15-Girard Avenue, Route 23-Germantown Avenue and a segment of Route 56-Erie Avenue are still active PCC operations.

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

Democratic Mayoral Candidate Edward Rendell proposed last month that SEPTA be allowed to issue bonds to raise badly-needed funds for capital projects. Rendell said that SEPTA might be able to raise \$400 million through this process, which would bring in an additional \$600 million under matching grant formulas. Under his plan, some of SEPTA's Federal and State subsidy money would be used to guarantee debt service on the bond issue.The State House last month unanimously approved an investigation of SEPTA's fiscal and operating problems, under a resolution sponsored by Representative Gordon Linton of Philadelphia. TWU Local 234 President Roger Tauss also called for an independent investigation of SEPTA's safety practices.

Work is proceeding on the \$10-million restoration of the interior of 69th Street Terminal. The passenger concourse is now vacant of all shops as work on the 80-year-old building progresses. Meanwhile, out back, the new bus platforms behind the P&W tracks are taking shape. When completed, all bus routes now terminating on Market Street will enter the new terminal via an entrance road off Victory Avenue. Renewal of the roof on the 69th Street subway shops has also been completed.

More Elmwood-based LRV's are getting the narrow-stripe paint scheme, with #9071 and 9097 spotted recently. To date no Red Arrow cars have been seen in the new style.....LRV's began returning to Route 10-Lancaster Avenue in mid-March and within a week the substituting PCC's had virtually disappeared. Wheel repairs were completed on enough cars to end the short-lived spectacle of PCC's operating in the surface car subway.....Bullet car #205 returned to service last month, making a total of five active Bullets on the P&W.....SEPTA is single-tracking the P&W between 72nd Street and West Overbrook during off-peak hours and on weekends to allow the inbound track to be rebuilt. The new 20-minute base service on weekdays is a help.....SEPTA is renewing the surface car track in the subway between 22nd and 33rd Streets, forcing the diversion of all five subway-surface routes to the 40th Street subway station during late-night and weekend hours.

In February, SEPTA carried an average of 917,000 passengers each weekday, of which 770,000 rode the City Transit Division. Total revenues for the month were about \$20 million.....President Reagan on March 27 vetoed a politically popular bill authorizing \$87.5 billion for highways and mass transit over a five-year period. The bill, which Reagan calls a "budget buster," allocates about \$18 billion for transit projects and, among other things, allows states to raise the speed limit on rural interstate highways to 65 mph. Congress may act to override.....SEPTA officials and political leaders joined in a March 14 groundbreaking for the \$10.1-million Norristown Transportation Center at Lafayette & Swede Streets in Norristown. The structure will provide passenger facilities for commuter trains, the Norristown High Speed Line, buses and taxis.....Union Leader Roger Tauss said last month that he is not opposed to legitimate drug testing of SEPTA workers, and if blood tests prove drug use "that employee is out the door." The TWU will not send such cases to arbitration, he said, because "we don't want high employees."



The National Transportation Safety Board was scheduled to begin public hearings March 30 in Baltimore to further investigate the fatal crash of AMTRAK's Colonial near Chase, MD on January 4. The accident, in which 15 passengers and one crewman were killed and 175 persons injured, was caused when three CONRAIL diesels ran through a switch at "Gunpow" interlocking and into the path of the northbound Colonial, traveling at 128 mph. Both the Conrail engineer and brakeman were found to have traces of marijuana in their systems, and a recent NTSB announcement disclosed that the brakeman, Edward Cromwell, also showed traces of the hallucinogenic drug PCP (or "angel dust") in his urine. Amid cries for tighter regulation of such workers, the Senate Commerce Committee last month approved by a 19-1 vote a bill that would require mandatory drug and alcohol testing of operating employees in the railroad, airline and trucking industries. Random testing would be included, in spite of opposition from labor organizations.

Fallout from the Colonial accident is continuing. In addition to limitations on freight train speeds in the Northeast Corridor (see March Cinders), AMTRAK has cut the maximum speed of non-Metroliner trains from 125 to 110 mph, and scheduled running times have been lengthened accordingly. Speed control devices have been ordered for 35 diesel work train locomotives, now restricted to 30 mph, and the Amtrak board will be asked to approve the purchase of seven new AEM-7 electric locomotives. Two AEM-7's were destroyed in the "Gunpow" collision (Wilmington Chapter Transfer Table, Harrisburg Chapter Rail Review, RRE High Green).

AMTRAK has resumed work on rebuilding the Atlantic City-Philadelphia rail line, after the Track Laying Machine was stored for two months at Winslow Junction, NJ. Surfacing work has been performed on some of the newly-laid track south of Hammonton and rail trains last month began putting down lengths of welded rail alongside the PATCO line north of Lindenwold. Another gang cleared brush and replaced missing rails on the long-idle ex-Pennsy line between Haddonfield and Pennsauken (West Jersey Chapter Crew Caller).

AMTRAK and NJ TRANSIT have agreed to share the \$4.9-million cost of rebuilding six Capitol Liner MU's into cab cars and modifying 20 Amfleet cars for push-pull operation on the Atlantic City line. This will eliminate the need for a loop track and free 33 acres of land in the shore resort for development. The modifications will be done at Wilmington shop. Total cost of the rail project is estimated at \$105 million, including \$15 million for a five-track terminal to be built as part of the proposed Atlantic City Convention Center complex. Service is due to start in 1989 (Block Line, Transfer Table, Crew Caller).

AMTRAK had some operating problems hereabouts last month. On Sunday afternoon, March 22, a six-alarm fire in a paper warehouse alongside the Northeast Corridor in West Kensington halted all train service for about four hours. SEPTA's Trenton service was also affected, and substitute buses were used to get around the scene.

PHILADELPHIA EXPRESS (Continued from Page 9)

Earlier, on March 10, Harrisburg-bound train #603 with Capitol Liners 888-827-880 stalled at Lancaster because air compressors failed on all three cars. Diesels from CONRAIL mail train #9 were ordered to cut off and assist #603 to Harrisburg, where it arrived nearly two hours late. MAIL-9 was delayed more than three hours and another Conrail diesel had to haul the three ailing cars back to Philadelphia as train #608.

AMTRAK issued a new system timetable a full month ahead of its April 5 effective date. However, the first printing was recalled because of numerous errors.....The Philadelphia Industrial Development Corp. held a hearing last month on a proposed \$30-million low-interest loan for the renovation of AMTRAK's 30th Street Station. PIDC will also apply to Uncle Sam for a \$15-million grant to help with the project.....Railway Age reports that AMTRAK is rebuilding wreck-damaged F40 #202 at its Beech Grove (IN) shop. When completed, the locomotive will emerge with a set of Brown Boveri AC traction motors and an electronic DC-to-AC inverter. This will be Amtrak's first experiment with AC motor technology in a diesel locomotive, which promises substantial operating savings.


CONRAIL

On March 26, six days short of its 11th birthday, CONRAIL became a private sector company in a whirlwind sale that netted its former owner, the U.S. government, \$1.58 billion for 58.75 million shares of the railroad's common stock. Managed by a team of six investment houses, the sale represented the largest initial offering in U.S. history. The stock was priced at \$28 per share, attracting intense interest among institutional investors and other buyers who paid a total of \$1.645 billion. About \$70 million of this went toward underwriting fees with the balance flowing to the government. Congress, in approving the Conrail Privatization Act last fall, had set a goal of \$2 billion from the sale, including up to \$300 million from the carrier's own cash reserves which has already been paid.

CONRAIL shares, trading under the symbol "CRR," opened at \$31.50 on the New York Stock Exchange and closed at \$30.75 after some 19 million shares were sold on the first day. Thus, a long and contentious political process ended as Transportation Secretary Elizabeth Dole and Conrail Chairman L. Stanley Crane appeared together at the Stock Exchange, having put aside their differences on how to sell the giant railroad. Industry observers will be watching to see how Conrail performs as a private company without some of the unique tax benefits it has enjoyed in the past. Since turning the financial corner in 1981 when Crane took command, Conrail has piled up net income of \$1.9 billion over a six-year period.

CONRAIL is selling seven former passenger cars, most of them baggage cars inherited from predecessor roads. They are stored at Reading.....Rebuilding work on K4s steam locomotive #1361 has resumed at Altoona, the wheels are back on and steam-up is expected soon. Test runs on the NITTANY & BALD EAGLE could happen sometime this month.....CONRAIL shop forces at Reading have begun rebuilding three ex-AMTRAK stainless steel coaches, possibly for excursion use (Boston Chapter Steel Wheels).....CONRAIL's abandoned "Jersey" tower at the east end of the Delair bridge was razed in January (Crew Caller).

Former Pennsylvania Railroad and Penn Central Chairman Stuart T. Saunders died February 7 in Richmond, VA at the age of 77. Once president of the NORFOLK & WESTERN, Saunders later became the architect of the ill-fated Penn Central merger. He was fired just prior to the railroad's declaration of bankruptcy in 1970.....When a reefer carrying a load of frozen fruit upset March 8 on CONRAIL's Vineland secondary track at Franklinville, NJ, the Daily News headline read: "Now boxcar's hauling apple turnovers." The car was part of train WPCA-61 with GP38 #7965 in the lead and 70 cars bound for Millville.....The March 9 issue of Forbes contains an interesting article entitled "Reading redux," which describes how the City of Reading has rebounded from its loss of railroad employment to become a mecca for bargain hunters thronging to its outlet stores.

CSX CORP. reported earnings of \$418 million for the year 1986 on revenues of \$6.345 billion. This includes its transportation, energy and real estate activities but excludes Sea-Land Corp. whose acquisition by CSX was approved in February 1987.....CSX will operate a two-week "Freedom Train" May 30-June 14 from Memphis, TN to Baltimore. Singer Johnny Cash, who is promoting the trip as an effort to gain attention for prisoners of war believed held in Vietnam, will give free concerts in several cities along the way. After a rally in Richmond, VA on June 12, the diesel-powered train will proceed north to Washington for another rally on June 13, then terminate in Baltimore on Flag Day.....CSX is trying to locate an estimated 1,000 holders of Baltimore & Ohio bonds issued in 1956, so that they can be paid off as CSX absorbs the 158-year-old B&O into CSX Transportation.

CSX will spend about \$600 million this year on railroad capital programs, compared with \$800 million last year (Railway Age).....PITTSBURGH & LAKE ERIE MP15AC switcher #1594 was spotted working at CSX's East Side yard in Philadelphia last month.....The February 28 auction of the paper goods collection of the late Ray Muller brought a huge crowd to the Ridge Fire Company near Phoenixville. Next to come will be the sale of Ray's extensive toy train collection, also to be handled by Auctioneer Ted Maurer.....The report of NRHS's Long Range Planning Committee, which has recommended many major changes in the activities of the national organization, will be discussed at the spring directors' meeting April 10 in Portsmouth, VA. Philadelphia Chapter will be represented.....Philadelphia's Zoning Board has approved the building of a new Greyhound bus terminal at 10th & Filbert Streets in center city, replacing the present terminal at 17th & Market.....Kodachrome 200 professional color film is available at last--at a list price of \$10.36 per roll (Wisconsin Chapter Sparks & Cinders).

OUR MEETING:

FRIDAY EVENING, APRIL 10, 1987

The Engineers' Club, 1317 Spruce St., Philadelphia, PA
Dinner at 6:00 PM in the Club Dining Room (\$11 per person)
Meeting at 7:30 PM in the Conference Room (3rd Floor)

Philadelphia Chapter's April, 1987 meeting will feature the screening of the great Buster Keaton silent classic film, "The General". This program is sure to be a treat for all members of the family, and members are encouraged to bring guests and friends, too.

Our usual sit-down dinner will be served in the Club Dining Room, at \$11 per person, beginning to 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, APRIL 8, 1987 to President Tatnall at 215-828-0706.

Please note on your calendar that our meeting in April is the SECOND FRIDAY, to avoid conflict with the Easter Holiday. Come out on Friday, April 10, and enjoy "The General".

NOTICE OF ANNUAL ELECTIONS

You are hereby notified that election of officers for Philadelphia Chapter, NRHS will take place at our regular monthly meeting, Friday, April 10, 1987, beginning at 7:30 PM. Nominations for the positions of president, senior vice president, vice president and treasurer, secretary and national director will be taken from the floor.

The incumbent officers are all willing to serve another term, and will stand for re-election if nominated.

MARIE K. EASTWOOD
Secretary

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

CHAPTER OFFICERS:

President.....F. G. Tatnall, Jr.
Vice President & Treasurer.....David Kopena
National Director.....James S. Myers

Senior Vice President.....Michael L. Burshtin
Secretary.....Marie K. Eastwood
Editor.....R. L. Eastwood, Jr.

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

ANNUAL MEMBERSHIP DUES: \$19.00 per person, which includes Chapter and National dues. Chapter-only dues \$10.00 per person per year, with National membership required. Membership applications should be forwarded to: P. O. 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: William P. MacIver, Jr., Exchange Editor, 150 N. Bethlehem Pk., Apt. D-11, Ambler, PA 19002-4336.

LEHIGH VALLEY CHAPTER PURSUES RAILBUS RESTORATION

When the Lehigh Valley Chapter purchased historic railbus #51 from the Chestnut Ridge Railway last November, the intention was to restore the 1922 Mack Model AB to its original interior condition. Although a permanent location for the vehicle has not yet been found, the Chapter hopes to operate fantrips with it following restoration.

Contributions toward the restoration fund are now being sought. Those who donate \$10.00 or more will receive a color photo receipt card showing the railbus, and all gifts will be acknowledged. Tax-deductible contributions payable to "Mack Railbus Fund" may be sent to: James N. Bast, Treasurer, 527 North Howard Street, Allentown, PA 18102-2719.

PHILADELPHIA EXPRESS (Continued from Page 9)

Transit America was expecting to deliver its last car to CHICAGO TRANSIT AUTHORITY about April 3, according to a Daily News report. After completion of the \$133-million CTA contract, the former Budd Company Red Lion plant in Philadelphia will be virtually shut down, ending the last domestic carbuilding operation. Budd will also close its rail testing laboratory at the Hunting Park plant sometime in June.....David P. Morgan has announced that at age 60 he will step down as editor of Trains Magazine effective in July. He will be succeeded by Managing Editor J. David Ingles.....PATCO last month advertised for bids on a "motorized over center material handling articulated aerial lift vehicle." Is this a fancy name for a work car?.....Two issues back we misstated the impact of the January snowstorms on PATCO. Instead of staying home the "snowbirds" actually flocked to PATCO trains, which carried 42,301 riders on January 27, or 4,000 more than a normal weekday.

PENN STATE RAIL SEMINAR ANNOUNCED

Penn State University has announced its second annual rail seminar, The American Railroad Conference, to be held June 18-21 at the Altoona campus. Included will be a tour of CONRAIL's Juniata locomotive shop and a presentation on the Pennsylvania Railroad K4s steam locomotive by William Withuhn of the Smithsonian Institution. A tour of the CSX Transportation facilities in Cumberland, MD is also on the program. Cost is \$325 per person including conference materials, meals and dormitory rooms. To register or obtain further information, write: Pennsylvania State University, Altoona Campus (Railroad Conference), 111 Smith Building, Altoona, PA

HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES

Again this year, Cinders presents its annual survey of steam locomotives recently operated or intended to operate on mainline railroads in the United States and Canada. This information is drawn from a wide variety of sources and its accuracy cannot be guaranteed.

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	STATUS
39	4-6-0	LIRR	Steam Locomotive 39 Committee	Riverhead, NY	Under restoration for several years. Owners plan to operate on LIRR.
152	4-6-2	L&N	Kentucky Ry. Museum	Louisville, KY	Ran several excursions on CSX last year but insurance problems loom in 1987. NS plans six trips with 152.
290	4-6-2	A&WP	Atlanta Chapter NRHS	Atlanta, GA	Being restored for excursion use by "New Georgia RR" in Atlanta area.
425	4-6-2	GM&N	Blue Mountain & Reading RR	Reading, PA	Used on NJT specials last year as well as on BM&R tourist runs. Expected to return to NJT in 1987.
578	4-6-2	N&W	Ohio Ry. Museum	Worthington, OH	NS reportedly is considering for future use.
587	2-8-2	LE&W	Indiana Transportation Museum	Beech Grove, IN	Restoration nearly complete. Test runs planned this year.
611	4-8-4	N&W	City of Roanoke, VA	In service on NS	Still operating in NS excursion program, but will be taken out of service in August for 5-year boiler inspection.
614	4-8-4	C&O	Steam Loco Corp. of America	Hagerstown, MD	In storage since 1985 but may be used for future excursions in WV.
643	2-10-4	B&LE	Glenn E. Campbell	Pittsburgh, PA	Restoration reportedly "90% complete." Test runs planned.
700	4-8-4	SP&S	City of Portland, OR	Portland, OR	Restoration in progress.
750	4-6-2	FEC	Atlanta Chapter NRHS	Atlanta, GA	In service on "New Georgia RR" excursions in Atlanta area.
765	2-8-4	NKP	Fort Wayne RR Historical Society	New Haven, IN	Operations cut back in 1986 due to insurance crisis. Plans uncertain this year.
819	4-8-4	SSW	City of Pine Bluff, AR	Pine Bluff, AR	Restored by Cotton Belt Rail Historical Society. Ran exhibition trips last year on SSW but no definite plans in 1987.
1201	4-6-2	CP	National Museum of Science & Technology	Ottawa, Ont.	Ran at last year's STEAMXPO in Vancouver, B.C. Museum plans to resume excursions to Wakefield, Que. in 1987.
1218	2-6-6-4	N&W	Norfolk Southern Corp.	Birmingham, AL	Restoration completed by NS. First revenue trips announced for late April and will appear at NRHS Roanoke convention with 611.
1223	4-4-0	PRR	RR Museum of Pennsylvania	Strasburg, PA	Operated specials on AMTK/CR last year with 7002 but no trips planned beyond SRC in 1987.
1225	2-8-4	PM	Michigan State Trust for Ry. Preservation	Owosso, MI	Steamed up in 1986. Test runs hoped for this year.
1355	4-6-2	GN	City of Sioux City, IA	Sioux City, IA	Under restoration by Siouland Historical RR Assn.
1361	4-6-2	PRR	City of Altoona, PA	Altoona, PA	Restoration nearly complete. Test runs planned this spring but revenue trips indefinite.
1385	4-6-0	C&NW	Mid-Continent Ry. Museum	North Freedom, WI	Ran specials on C&NW last year until halted by insurance problem. Plans uncertain.
1522	4-8-2	SLSF	National Museum of	St. Louis, MO	Restoration underway.
2100	4-8-4	RDG	Steam Loco Corp. of America	Hagerstown, MD	Restoration underway.
2102	4-8-4	RDG	Blue Mountain & Reading RR	Reading, PA	Purchased by BM&R last year. Heavy repairs in progress.
2467	4-6-2	SP	Project 2467	Oakland, CA	Restoration underway.
2472	4-6-2	SP	Project 2472	San Mateo, CA	Restoration underway.
2700	2-8-4	C&O	Private individuals	Canton, OH	Moved last year from display location at St. Albans, WV. To be restored by Silver Throttle Engine Assn. & Museum.
2716	2-8-4	C&O	Kentucky Ry. Museum	Birmingham, AL	Leased by NS. Future uncertain.
2789	2-8-4	C&O	City of Peru, IN	Peru, IN	In poor condition but restoration is planned by Miami County Steam Loco Assn.
2860	4-6-4	CP	Province of British Columbia	North Vancouver, B.C.	Star of 1986 STEAMXPO, "Royal Hudson" will resume BCR excursions this year.
2921	4-8-4	ATSF	City of Modesto, CA	Modesto, CA	Under restoration.
3001	4-8-2	NYC	Lake Shore RR Historical Foundation	Elkhart, IN	Will not be used in proposed CR excursion program, but LSRHF plans to restore.
3716	2-8-0	CP	Province of British Columbia	North Vancouver, B.C.	Operated BCR excursions in 1986 but will return to backup role this year.

(Continued on Page 12)

HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES (Continued from Page 11)

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	STATUS
3751	4-8-4	ATSF	City of San Bernardino, CA	Fontana, CA	Restoration underway by San Bernardino RR Historical Society.
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY	One excursion set on UP this year, maybe the last.
4070	2-8-2	GTW	Midwest Ry. Historical Foundation (NRHS)	Cleveland, OH	Did not operate on Cuyahoga Valley excursions last year but plans progressing for this season.
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Traveled to CA for movie work last year but did not go to STEAMEXPO. Future uncertain.
4501	2-8-2	SOU	Tennessee Valley RR Museum	Birmingham, AL	Third engine in NS excursion stable. May be rebuilt for 1988 season.
6060	4-8-2	CN	Province of Alberta	North Vancouver, B.C.	Arrived late for STEAMEXPO last year. Stored awaiting possible excursion use out of Vancouver.
6325	4-8-4	GTW	6325 Turntable	Battle Creek, MI	Restoration in progress.
7002	4-4-2	PRR	RR Museum of Pennsylvania	Strasburg, PA	Used on excursions with 1223 last year but will be confined to SRC in 1987.
8444	4-8-4	UP	Union Pacific	Cheyenne, WY	Premier UP excursion loco. Scheduled for one fan-trip this year. UP will likely retain for company use even if excursions are ended.

KEY TO RAILROAD ABBREVIATIONS:

- | | |
|---|--|
| A&WP - Atlanta & West Point Rail Road | LIRR - Long Island Rail Road |
| AMTK - National Railroad Passenger Corp. (Amtrak) | N&W - Norfolk & Western Railway |
| ATSF - Atchison, Topeka & Santa Fe Railway | NJT - New Jersey Transit Rail Operations |
| B&LE - Bessemer & Lake Erie Railroad | NKP - Nickel Plate Road |
| BCR - British Columbia Rail | NS - Norfolk Southern Corp. (N&W and SOU Railways) |
| BM&R - Blue Mountain & Reading Railroad | NYC - New York Central System |
| C&NW - Chicago & North Western Railway | PM - Pere Marquette Railway |
| C&O - Chesapeake & Ohio Railway | PRR - Pennsylvania Railroad |
| CN - Canadian National Railways | RDG - Reading Company |
| CP - Canadian Pacific Railway | SLSF - St. Louis-San Francisco Railway |
| CR - Consolidated Rail Corp. | SOU - Southern Railway System |
| FEC - Florida East Coast Railway | SP - Southern Pacific Company |
| GM&N - Gulf, Mobile & Northern Railroad | SP&S - Spokane, Portland & Seattle Railway |
| GN - Great Northern Railway | SRC - Strasburg Rail Road |
| GTW - Grand Trunk Western Railroad | SSW - St. Louis Southwestern Railway |
| L&N - Louisville & Nashville Railroad | UP - Union Pacific Railroad |
| LE&W - Lake Erie & Western Railroad | |

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