



CINDERS

JANUARY 1987



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Volume 48

Newsletter of the

Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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CTA CARS BEGIN NEW LIFE ON P&W 5 Sets Placed in Service

PCC technology has arrived on the Philadelphia & Western, after all these years, with SEPTA's recent purchase of 12 6000-series cars from the Chicago Transit Authority. Five two-car trains will be used in Route 100 rush-hour express service between 69th Street Terminal and Norristown, supplementing the venerable fleet of 55 to 62-year-old Bullets and 160's which has been decimated by a rash of accidents and general old age. A sixth set will be cannibalized for spare parts.



Since the arrival of the first pair from Chicago on October 23--loaded aboard flat-bed trucks--the onetime subway-elevated cars have been fitted with new third rail current collectors, fare boxes and radios, as well as receiving platform extensions at each doorway. None will be renumbered and--for the time being--all but one set will remain in their original CTA colors except for the application of SEPTA logos on sides and ends. Two of the pairs (#6139-6140 and 6151-6152) are in Bicentennial dress while two others (#6079-6080 and 6161-6162) will stay in CTA green and cream. A fifth set (#6089-6090) has entered service in SEPTA's red, white and blue scheme after repainting at Woodland shop. All were built by St. Louis Car Company in 1951 using PCC-type components, and were purchased by SEPTA for \$250 each plus trucking charges. Ironically, they are being replaced on CTA with new cars built by Transit America in Philadelphia.

The Windy City cars were given a series of test runs over the 13.5-mile Norristown High Speed Line--as the P&W is now officially known--and one pair ran several revenue trips on the weekend of December 13-14. But it was on Monday, December 22, that the newcomers began making their presence felt as four sets entered regular service out of Norristown (the fifth is to act as a spare). A new public timetable was issued on the same date (the third since September), once again showing full service after a four-month lapse. The August 23 crash of car 167 at 69th Street Terminal (see September *Cinders*) had brought the immediate suspension of all P&W rail operations until October 6, when five to seven modified Bullets and 160's were returned to service. The acute shortage of cars, however, dictated that buses continue to serve all stations between Bryn Mawr and 69th Street during peak-hour periods. Last month's introduction of the ex-CTA cars has enabled SEPTA to redeploy its available fleet and finally to eliminate the slow and inconvenient bus operation.

Interestingly, among the cars surviving in daily service is #162, dating from 1927 and the last active car still wearing the traditional P&W/Red Arrow maroon paint scheme.

For those wishing to ride the Chicago cars, they are assigned to the weekday trips departing Norristown at 6:22, 6:37, 6:52, 7:22, 7:37, 7:52, 8:07, 8:37, 8:52, 9:07 and 9:22 AM; 3:22, 3:37, 3:52, 4:07, 4:37, 4:52, 5:07, 5:22, 5:52, 6:07, 6:22 and 6:37 PM. (This assumes that four sets are in operation, which during the first days was frequently not the case.) The boxy looking cars have a top speed of only 50 mph but enjoy higher rates of acceleration than does the old P&W equipment. Because of their configuration, they must be operated with at least a two-man crew.

Meanwhile, SEPTA has again postponed, to March 4, its bid opening for 26 new cars intended to replace the entire Route 100 fleet within three to five years. Costing up to \$38 million, the new cars are part of an overall improvement plan which includes rebuilding of the line's track, power and signal systems, as well as construction of a new dual-gauge shop facility in the 69th Street area to maintain both the P&W cars and the Media-Sharon Hill wide-gauge fleet. The entire program, however, is dependent upon the availability of funding.

OUR MEETING:

FRIDAY EVENING, JANUARY 16, 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 January, 1987 meeting will feature three individual slide programs from the National Philatelic Collection, National Museum of American History, Smithsonian Institution on the Railway Mail Service.

Screened will be HIGHLIGHTS OF THE RAILWAY MAIL SERVICE, the history of RMS from its inception in 1832 until its discontinuance in 1977; OWNEY, the story of the dog which became the mascot of the RMS, and WRECKS AND ROBBERS, showing the trials and tribulations faced by the clerks in the Railway Mail Service. Mark your calendar for Friday evening, January 16, and don't miss this interesting program.

Our usual sit-down dinner will be served in the Club Dining Room, at \$11 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, JANUARY 14, 1987 to President Tatnall at 215-828-0706.

Make a New Year's resolution to attend NRHS meetings with a friend, starting January 16.

HOLIDAY TRIP FEATURES "SUPER BLUES"

Sixty members and friends enjoyed Philadelphia Chapter's first-ever holiday rail excursion last month, which was also the first railfan outing for SEPTA's newly-refurbished Blueliner cars. Dubbed the "Super Blues," #9109 and 9125 operated from Paoli to West Trenton and return, with a stop at Jenkintown for about 25 passengers who planned to dine at the new Greenwood Grille Restaurant in the station.



Freshly repainted inside and out, the two cars are among 26 surviving Blues to be upgraded by General Electric, with mechanical and electrical work performed by SEPTA workers at Wayne carshop. Sporting new seat covers, windows, flooring and other interior improvements, the 55-year-old cars will present a new image to commuters, although their red, white and blue exteriors with gray window area are perhaps the most eye-catching of the cosmetic features applied by GE. Below the window level, a narrow (12-inch) red and blue "bus style" stripe encircles each car.

Advertised as a "twilight" excursion, and with holiday wreaths mounted front and rear, the two-car train left Paoli at 3:23 PM, eight minutes behind schedule because of a late connection from westbound train #2587. Additional passengers boarded at Radnor, a photo stop was made at Wynnewood in the gleam of a late afternoon sun, and a brief "pit stop" at 30th Street Station preceded an on-time departure at 4 PM. After rumbling through the center city tunnel and Wayne Junction station, the special halted first at Newtown Junction and then at Tabor Junction to receive train orders by radio for movement on southbound track #1 to Jenkintown. This was the result of trackwork being performed that day in connection with a bridge rebuilding project at Melrose Park.

Several more passengers boarded at Jenkintown, which was reached five minutes late. That was the cue for Chapter Member Vince Jakubowski at the controls of car #9125 to "let her roll," and the next 21.8 miles to West Trenton were covered in about 25 minutes. The return run to Jenkintown was also at track speed but, within sight of the restaurant, the train was stopped at "Jenkin" interlocking's home signal to wait for a regular northbound train to clear the single track. Because of this 20-minute delay, the train did not reach the platform at Jenkintown until 6 PM, where those with dinner reservations lost no time in entering the art-deco-style restaurant. The train quickly left Jenkintown, ending the trip at Paoli 20 minutes behind schedule, at 7 PM.

In addition to Vince Jakubowski's superb performance on the headend, the Chapter wishes to thank Conductor Len Friel who kept everyone informed with his helpful announcements, and Road Supervisor Chuck Courtney who lent his assistance throughout the trip. SEPTA staff and management were most cooperative, for which appreciation is also due. Larry Eastwood handled ticket sales for the Chapter and general arrangements were made by Frank Tatnall.

CHAPTER'S "J" TOWER LOAN IS REPAYED

In 1985 Philadelphia Chapter voted to lend a total of \$5,000 to the Lancaster Chapter to help pay the costs of moving historic "J" tower from Lemoyne, PA to the grounds of the Strasburg Rail Road station at Strasburg.

That historic wooden ex-Pennsylvania Railroad tower--the last in existence complete with original cupola--has been restored to the point that it is now a thing of beauty and a true landmark at Strasburg. The Lancaster Chapter is investing thousands of dollars of its own funds in this restoration effort, and has decided to repay the outstanding loans.

Last month, Philadelphia Chapter received a check for \$5,000 in satisfaction of this loan. Appreciation is expressed to Lancaster Chapter for this timely repayment and for providing an opportunity to assist in this significant historical project.



In a sense, some of the surprise was taken out of Amtrak's "big day", the Sunday after Thanksgiving, because of the issuance of a Holiday Schedule. Armed with a steno pad and a good night's sleep, I staked out my spot at Newark, riding NJ Transit's first eastbound MU. The starting gun sounded with the arrival of eastbound Train #12, the mail train, with 15 cars, including eight cars of mail. We'd see the Amcoaches on this train again later in the day on Train 179 after a turn at Boston. The next eastbound train, #198, featured 13 Amcoaches (three for Springfield) arrived about two hours later.

AMTRAK

**Thanksgiving Holiday Service
November 25th - 30th, 1986**

What followed was Amtrak's biggest display of equipment on its busiest segment, bar none. Eastbound, the first extra passed through just after 11 AM, with four SEPTA Silverliners. You can tell what operated by examining the special schedule; trains seemed to operate fairly close to the listed times, but I don't know, for instance, if Train 1160 operated and there was a set of SEPTA Silverliners which were extended from Philadelphia to Washington (yes, Virginia, that's sans restrooms, too!). Listed below are some other notes on equipment utilization on November 30.

Five four-car sets of SEPTA Silverliners were borrowed and used on the following trains: Set 1, on 2170-2161-2642-2175-222-2179; Set 2, 2174-2185-2186-2177; Set 3, 2174-2085-2176-2147; Set 4, 2140-2173-4178-2179, and Set 5 on Train 2095. SEPTA St. Louis Silverliner III #221 disgraced itself by expiring on Train 4178 somewhere around "Shore" tower, so that the train appeared at Newark over two hours late with only three MU's and one slightly aggrieved Amtrak conductor.

Budd Silverliner II #255 also didn't last the day, appearing on Train 2085 but not returning on 2176. A total of eight Silverliner III and 12 Silverliner II cars started out the day. Most of these trains operated a bit late and of course, a nonstop run from 30th Street to Newark without comfort facilities must've added a bit of spice to the trip.

Metroliner Service trainsets were fully equipped with specially-assigned cars, and operated in the following manner: Trains 109-118-137 (six cars); 111-294 (seven cars); 113-122 (seven cars); 108-117-128 (six cars); 119-126 (seven cars); 110-121 (six cars); 112-123 (seven cars); 114-125 (seven cars); 116-127 (six cars); and Train 297 had six cars for a total of 65 cars utilized. This relates to 45 of 46 coaches, 10 clubs and 10 dinettes. The cars on Train 137 were running as part of a regular trainset.

A new visitor to the Corridor parade this year was MARC AEM-7 #4900, with a familiar face noted on board (unnamed Philadelphia Chapter officer). The 4900 brought eight Sumitomo coaches up on Train 86 and returned to Washington as Train 185. Utilized were two Washington-Baltimore trainsets with Heritage lounge 3117 sandwiched in the middle (A Montrealer car with a piano). The older MARC cars normally operate only between Washington and New York at holiday time, but this day they ventured farther afield. Fifteen of the 22 cars rebuilt from Pennsy steam coaches were deployed this way: three cars operated on Train 140 Washington-Springfield, six cars on Trains 140-45, Washington-New York-Harrisburg, and six cars on 1160-1174, New York-New Haven-Washington. The cars which operated were 1401-1403, 1405-1407, 1411, 1414, 1415, 1501, 1502, 1511-1513 and 1515.

Clocker coaches were much in evidence, of course, with the non-reclining seat cars running to Boston and Newport News and anywhere in between. The only cars not seen were 7002 and 7628, with the latter wandering around in the Chicago area. Long-distance cars were in evidence, too, with at least ten Amfleet II and 11 long-distance Heritage coaches working daylight runs.

As for motive power in the Corridor, I did not see three AEM-7's: 921, 922 (both of which did run on Wednesday, November 26) and 937, which is probably in the shop for an overhaul, as the 936 was noted in fresh new paint, while 938 was tacky. Two of the eight E60's did not operate-- 602 and 607, which I also did see the previous Wednesday.

The longest train, apart from the long-distance trains, was #174, with 14 Amcoaches and #161 with the same. I am, of course, considering "live" revenue cars -- Train 229 operated with 18 coaches behind E60 #600, but most were deadheading back to Philadelphia for clocker duties Monday morning.

Following a practice reinstated last year, three MBTA trainsets, which I believe all consisted of MBTA F40's and six Pullman-Standard push-pull coaches each, operated between Boston and New Haven, where the passengers connected for points west. The trains operated this way: MBTA F40 1002 - Train 3173 turned to 1160, F40 1006 - 1175 to 3174 and F40 1003 - 3177 to 3094.

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ON THE SCENE (Continued from Page 3)

On the Harrisburg Line, Capitol Liners operated in four trainsets, with one set operating Trains 608-619 (four cars); 612-615 (four cars); 609-616 (five cars) and Advance 47-Advance 46 (three cars), for a total of 16 cars operated.

In Empire Service, 29 Turbo cars were operated in five trainsets (mostly six cars) protecting many of the Albany-New York trains and a few extra sections (such as Advance 62 from Syracuse). Amfleet cars assigned to Rensselaer were augmented with a number of Corridor cars, so that Trains 62 and 75 could be worked by Amfleet cars instead of Turbos and other Amfleet trains could be lengthened up to 11 cars (i.e., the eastbound Maple Leaf). The Amfleet used in the Empire Service amounted to 29 standard Amfleet, six leg-rest coaches, one Amcafe, one lounge and six Amdinettes. The seasonal leased steam-heated train ran from Grand Central to Albany on Train 56 Sunday. For the record, the consist was: FL9's 2025, 2008, 2033, 2014, coaches 2105, 2133, 2104, 2109, 2108 and 2122. Four additional coaches were also available for service.

Turning to Chicago, one extra section was operated on the big day, with the Inter-American running a St. Louis section. The Panama Limited went out with 18 cars including five Amcoaches to Carbondale, which had turned off Train 353 out of Detroit. Several long Amfleet trains were operated, with paired F40's; these included 391 with 13 cars out the ICG main line, with five dropped at Champaign to come back as Train 392. Train 347 to West Quincy operated with 15 Amcoaches, Train 352 to Detroit had 11, and 354 ran 12 Amfleet and a baggage car.

Train 333 to Milwaukee from Chicago ran with two Amcafes, Heritage lounge 3103 and an Amcoach. Other interesting cars noted were Amcoach 44887 (first train-lined Custom Coach enroute to San Diego) and Clocker coach 7628 (on its way back from Beech Grove) -- both were pressed into temporary service out of Chicago. The 9600-series gallery cars equipped two trainsets -- seven went to Detroit on Trains 350-355 and three to Milwaukee on Train 331. Cars 9616 and 9620 were not noted.

Quite apart from running longer Amfleet trains, the following trains ran with Superliners: Train 303 operated with five cars to Kansas City and three to St. Louis; Train 821 ran eight to St. Louis, Train 305 ran nine cars, including two Amfleet, dome 9408 and lounge 3104, Train 304 operated six cars and Train 370 operated with two Superliner diners and a Hi-level coach.

On the West Coast, trains operated up to 10 Amfleet and a baggage car on the San Diego Line on Train 583. Six or seven-car trains, however, were more common. Included were seven trainlined coaches and two trainlined Amcafes. The latter have been named on a plate above the number board. Car 43014 is the "City of San Diego" and the 43040 is the "City of Los Angeles". Two trains ran in the San Joaquin Valley, each with seven Superliner and hi-level cars. Portland-Seattle train 797 ran with six Superliners and the Pioneer had an extra coach to both Salt Lake City and Portland.

Turning to other news, Amtrak at year's end had made considerable progress toward presenting a unified appearance in the "new image" (which actually dates back to 1979 and the first complete Heritage trainsets on the Lake Shore Limited). The only exceptions are a number of baggage cars and a few "Pacific" and "Pine" series 10-6 sleepers. The same holds true for the large Amfleet population, where, in mid-December, only coach 21046 was still active in the old livery and it no doubt would be soon finding its way through Wilmington. Officially, the program to equip Amfleet cars with tread brakes will be completed with Amcoach 21029, I believe.

For the record, the Amcoaches equipped for MU train-lines and renumbered are: eight coaches (44010, 44023, 44048, 44152, 44274-44277, one Custom Coach, 44887 and two Amcafes, 43014 and 43040. In the process of conversion are one coach, 44116, one Custom Coach, 44834 and one Amcafe, 43015. Also in Amfleet, a "new" 84-seat Amcoach is being converted at Wilmington from a 60-seat car -- the 21848 will become 21278.

I took advantage of a recent opportunity to ride to Pittsburgh via the Conrail route, and then the CSX route over Sand Patch back to Washington, DC. It provided a chance to observe the "new look" west of Harrisburg, now in full form. Basically, TCS has been installed over several years between Altoona and Harrisburg, with no wayside towers between the Altoona area and Rockville. Generally, there are only two tracks, except just west of Rockville to MP 118 (CP-Cannon), just east and west of Lewistown and between "Gray" (west of Tyrone) and Altoona. From Altoona to Johnstown over the mountains there are still three tracks and then a previous TCS installation continues the double-track route to Pittsburgh. Freight traffic, of course, can use an alternate route via the Conemaugh.

At Pittsburgh, the station and office building are being redeveloped and a new Amtrak station built in its forecourt. The East Busway exits between the station and post office and provisions have been made for a future extension of the trolley subway on the "Panhandle" side.

The following morning, I boarded an on-time Capitol Limited and made straight for dome coach 9407. The previous evening, I had spent time at McKeesport overlooking the CSX/P&LE line, and the impact of the merger sinks in when you see Seaboard System units in many lashups. The CSX route over the Alleghenies is the opposite of Conrail, with simple automatic block working, and at least ten manned towers between Pittsburgh and Washington. The route west of Cumberland is perhaps the East's most spectacular sight and, if I may editorialize, highly recommended.

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ON THE SCENE (Continued from Page 4)

While on the trip, I observed Pittsburgh and Washington commuter operations, and Pittsburgh's PAT operates one trainset on a number of weekday trips down the Monongahela Valley between Pittsburgh and Versailles. Two four-car trains are available, with two other coaches in reserve. Alternate days see each set take a turn. Powered by a rebuilt F7 on the Versailles end, the trains were extensively rebuilt from 1950-era former C&O coaches. Now HEP, the power comes from the control coach, which includes a compartment for the engine-generator (something like the layout of the Long Island's bar-generator cars).

In Washington, the MARC service consists, of course, of three lines running out of Washington Union Station. The afternoon rush hour finds 12 trainsets operated, one of which doubles back to make a second trip. On the Amtrak line to Baltimore, MARC operates three trains of the new Sumitomo cars. The first two trains (4:40 and 5:10) run four cars while the 5:45 train operates an extra coach. The cab cars are on the Washington end. On the CSX (ex-B&O) route to Baltimore, three trains operate, with the 5 PM train consisting of three ex-Pennsy coaches and a Sumitomo control coach. The other two trains are Budd RDC-equipped, with three on the 5:35 train and two at 6:15. Two reverse commuter trains operate from Baltimore to Washington in the afternoon rush, and then operate west on the third route to Brunswick, MD and beyond.

On the Brunswick route, the 4:25 PM train consists of five ex-Pennsy coaches, the 4:55 (which goes beyond Brunswick to Martinsburg, WV) carries three ex-PRR coaches and a Sumitomo control car. There are two trains, one at 5:05 and the other at 5:25, which each carry four ex-PRR cars. Three Budd RDC's operate on a 6:10 PM run to Brunswick, and two others finish the day out with a 6:50 PM departure for Martinsburg. There are three of the ex-PRR cars held in reserve, as well as a number of RDC's.

Elsewhere in commuter rail items, Boston's MBTA has issued schedules in a new format, and each route schedule is printed in a different color (previously, they were all purple since the suburban rail lines were known collectively as the Purple Line).

NJ Transit has two steam-heated trainsets operating to Bay Head yet, using 5300-series former BN coaches. One set typically draws a pair of the few steam-equipped GP40P's, the other uses three E8's. One sighting in December found units 4253, 4258 and 4247 storming down the line -- quite a sight!

In a transit item, St. Louis is planning a light rail line between East St. Louis and the Airport via railroad rights-of-way and the Eads bridge over the Mississippi River. This bridge was the pioneer bridge into St. Louis and once was the Pennsy's entrance, but no longer sees rail traffic.

On an international note, even though the Trans-Europ-Express (TEE) trains are in their eclipse, next May will see the launch of a new network of international service in western Europe. The EuroCity network will consist of 56 day and eight overnight services, linking over 200 cities in 13 countries. The only remaining TEE's will be internal French and Italian runs, plus the Milano-Zurich Gottardo. Twenty criteria must be met by 1989, such as air-conditioning, meals served at your seat or in a separate diner, and a commercial speed of 55 mph. Customs will be carried out on board and telephone service will be available.

Finally, any rail enthusiast my age (or older) will see many familiar scenes in the late Don Ball's book, Pennsylvania Railroad - 1940's-1950's. Typically evocative was the photo of a K4s at North Philadelphia on a race train -- I can't remember how many times I stood at that location and saw the same sight. I might add that I often watched these trains at "Shore" tower at Frankford Junction and often there would be a few near-misses as passengers walked across the main only to scatter as the Broadway burst around the curve unannounced! Then, it was hanging out the window as the K4s passed by, ducking in as the cinders rained down and listening as the locomotive worked west toward North Philadelphia. It has been 30 years since the end of Pennsy steam -- can it really have been that long ago?

CONRAIL FREIGHT SCHEDULE Update

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

- ALCA: Daily leave Allentown 0800, leave Reading 1201, leave Philadelphia (Zoo) 1645, arrive Camden 1800.
- ALSC: Daily leave Allentown 2100, leave Reading 0045, leave Pottstown 0130, pass Philadelphia (Park Junction) 0515, arrive Stoney Creek 0715.
- CAAL: Daily except Monday leave Camden 1201, leave Philadelphia (Zoo) 1425, leave Reading 1955, arrive Allentown 2225.
- CAPI: Daily except Sunday leave Camden 2130, leave Philadelphia (Zoo) 2340, leave West Falls 0100, pass West Reading 0255, arrive Harrisburg *0520, leave Harrisburg 0550.
- ENSE: Daily leave Enola 1201, pass Harrisburg 1250, leave Reading 1530, leave Allentown *1900, pass Port Reading Junction 2120, arrive Oak Island *2330.
- PYAL: Daily leave Potomac Yard 0001, leave Baltimore 0330, pass Perryville 0500, leave Edge Moor 0815, pass Philadelphia (Zoo) 0955, leave West Falls *1130, leave Pottstown 1400, leave Reading 1545, arrive Allentown 1815.
- SEEN: Daily leave Oak Island *0300, pass Port Reading Junction 0500, leave Allentown *0830, pass Harrisburg 1300, arrive Enola 1400.

* - Crew change.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA is moving ahead with its plan to lease 35 non-powered passenger cars and seven AEM-7 electric locomotives, which are expected to enter revenue service by the end of this year. Their probable assignment will be Route R5 between Downingtown and Lansdale. Bombardier, Inc., the prime contractor, is reportedly gearing up to produce the ten cab cars and 25 coaches at its LaPocatiere, Que. plant for final assembly in Barre, VT, while subcontractor Electro-Motive Division of General Motors will build the AEM-7's at LaGrange, IL using car-bodies imported from Austria.



This fast-track construction schedule is driven by the impending phaseout of Federal "safe-harbor" leasing rules, under which a financial institution may own the equipment and lease it to SEPTA as a tax shelter. Bombardier said that the agreement is valued at \$90 million (U.S.), including a new 50,000-square-foot maintenance facility which it will build and operate alongside AMTRAK's mainline at Frazer, PA, Chester County. SEPTA also has the option of acquiring an additional \$60 million worth of equipment. The president of Bombardier's Mass Transit Division, Jean-Yves Leblanc, commented that the arrangement reflects "the trend toward privatization of mass transit operations in the United States."

Tentatively, SEPTA intends to number the locomotives 2301-2307, while the cab cars will be numbered 2401-2410 and the coaches 2501-2525. Though almost identical in design to NJ TRANSIT's "Comets" and METRO-NORTH's "Shoreliners," SEPTA is seeking a distinctive name for its new car fleet. Among the suggestions: "Cru-saders."

Nine "Super Blues," as some have dubbed the refurbished Blueliners, are back from General Electric's North Philadelphia shop, but to date only #9109 has received a mechanical and electrical overhaul in addition to the GE cosmetic treatment. Among other things, SEPTA forces at Wayne shop have installed rebuilt trucks on the #9109.....Suburban Station to Bryn Mawr local train #9019 has become a regular assignment for the Blues. On the evening of December 22 this train boasted a highly unusual seven-car consist--six rebuilt Blues spliced in the middle by #9118--the last active blue-and-white car.....The next morning, "Super Blues" 9109 and 9125 ran from Suburban Station to Frazer and return, carrying SEPTA and AMTRAK officials on an inspection visit to the site of Bombardier's proposed carshop (see above).

SEPTA suffered two serious disruptions on its Regional Rail Division last month. The first occurred at 5:28 PM on Wednesday, December 10, when Silverliner III #231 operating as Airport train #0151 slid into the rear of Chestnut Hill West train #9843 as it was loading on track 3 at Suburban Station. There was no derailment but forty-two persons were injured, including Chapter Member Hugh Jenkins who was engineer of the four-car Chestnut Hill train. A finger of suspicion was pointed at the flange lubricator installed on car #231, one of only two cars equipped with the experimental device designed to reduce wheel wear on curves. Attention was also being focused on a nearby trackside lubricator, which could have affected the car's braking. The accident caused extensive delays and the track was not cleared until 8 o'clock the following morning. SEPTA, the Federal Railroad Administration and the National Transportation Safety Board all were investigating the collision.

A second and perhaps more bizarre incident took place at 8:10 AM on Monday, December 29, when a wheel cracked and fell off the front truck of Silverliner III #220 as train #6809 from Fox Chase was passing 16th Street Junction in North Philadelphia. The three-car train did not derail though middle car #220 reportedly "leaned" to one side before the engineer could bring the train to a halt. None of the estimated 175 passengers was injured, but serious delays on all lines continued throughout the day. SEPTA jacked up the car, replaced the truck and by 2 PM the train had been towed back to Wayne shop. Within 24 hours of the accident, workers inspected the wheels on virtually all of SEPTA's 336 MU cars, but found no other defects. In a leaflet distributed to riders the next day, SEPTA noted that complete wheel inspections are performed every 45 days, while bearings and truck assemblies receive a detailed checkup every 90 days.

Car #220 was one of 20 Silverliner III's purchased by the City and delivered to the Pennsylvania Railroad by St. Louis Car in 1967. Soon after, a wheel failure on one such car caused a derailment near Queen Lane station, in which the car plowed into a catenary pole. Because the Silver III's are unique in having all controls in the left-hand side of the cab, the engineer narrowly escaped serious injury or death as the impact crushed the right front section of the car. The wheel responsible for the most recent occurrence, however, was mounted just four years ago at Reading shop.

SEPTA issued a notice to R1, R2 and R5 riders last month warning of delays caused by a bridge re-building project near Melrose Park station. Those delays began on the weekend of December 13-14 as panel track was placed in the vacant center area of the right-of-way, allowing northbound track 2 to be taken out of service on this short bridge. SEPTA said that this is just one of many deteriorated bridges which must be rebuilt over the next few years, at a total estimated cost of \$300 million.....AMTRAK performed repair work on eastbound

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PHILADELPHIA EXPRESS (Continued from Page 6)

#1 track from Paoli to Bryn Mawr during the week of December 7. Some rush-hour delays resulted as inbound trains were forced to use track #2.....A transformer failure at 5:15 PM on Wednesday, December 3, knocked out power for switches and signals between Jenkintown and Doylestown. No R2 or R5 trains north of Jenkintown moved for more than an hour, until partial repairs were made.

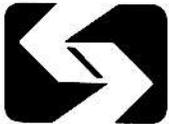
Some time ago SEPTA management set a goal of 100,000 daily riders on the Regional Rail Division by January 1987. In recent months RRD passenger volumes have been averaging better than 95,000 each weekday, so the goal is within reach. Ridership has nearly tripled since the end of the long strike in July 1983..... SEPTA last month reached a tentative contract agreement with the largest of its 11 rail unions, the United Transportation Union, according to press reports. UTU represents about 300 train service employees. In November new three-year contracts were approved with four smaller unions representing 225 workers, granting a \$1-per-hour pay increase over the life of the agreements.

SEPTA's Regional Rail system operated on a special schedule for Wednesday, December 24, issuing a one-day-only Christmas Eve timetable. Saturday schedules were observed on the Fridays after Christmas and New Year's Day. The City and Suburban Transit Divisions, however, operated on regular weekday schedules on the days before and after both holidays, although some service was cut back on Christmas Eve afternoon.....SEPTA leased eight Silverliner II's and III's to AMTRAK for Christmas weekend service.....Norristown police arrested two SEPTA crewmen after an R6 train struck an automobile which had apparently gone around the gates at a grade crossing. In line with SEPTA policy, the conductor and engineer had refused to give information to the police until supervisors arrived. The charges were later dropped.....Silverliner IV #9025 has been equipped with experimental Solari destination signs, which can be changed by turning a handle....."Arsenal" tower was closed on January 2. At the end it controlled only "Cane" interlocking on the West Chester Line.

NJ TRANSIT

NJ TRANSIT reports increased ridership and revenues during Fiscal Year 1986 ended last June 30. NJT also said that its ten rail lines had a 91-percent on-time record and its 189 bus routes ran 95 percent on time. Until July 1986 fares on NJT had remained unchanged for three years.....NJ TRANSIT again this year offered special reduced fares between 7 PM on New Year's Eve and 7 AM on New Year's Day. The same reduced-fare policy was followed last year, in an effort to cut down on drunk driving by New Year celebrants.

NJ TRANSIT's new Statewide Transit Guide is now being distributed. It is the first publication to detail all of NJT's rail and bus services, and includes sections on commuting to New York City and Philadelphia, line-by-line train information and county-by-county descriptions of bus routes. The Guide is free at NJT ticket offices.....NJT's board last November authorized a study on possible new yard and maintenance facilities along the Northeast Corridor between Trenton and New York. Dramatic ridership growth has occurred on the NEC since the State transit agency was created seven years ago, prompting the need for more commuter train service and supporting facilities (NJT Inside Track).



SEPTA's financial problems will again come before the State Legislature in Harrisburg this month, after a bill authorizing a \$25-million supplemental appropriation died in the last session. Governor-elect Robert P. Casey has pledged to solve the perennial funding crises facing not only SEPTA but other transit authorities across Pennsylvania. SEPTA has long blamed its situation on the State's "deficit-driven" funding formula, which tends to penalize operators who cut costs, increase revenues and improve efficiency, as SEPTA says it has done.

In his December "Message to Riders," General Manager Joseph T. Mack pointed to SEPTA's service reliability, which "continues to improve at a remarkable pace." He cited increased vehicle performance as measured by MDBF (mean distance between failures) in mid-1986 versus the previous year: Market-Frankford Line up to 47,000 miles (150 percent improvement), Broad Street Line 84,800 miles (55 percent), trolleys 3,000 miles (35 percent), buses 3,300 miles (55 percent), trackless trolleys 2,000 miles (30 percent).

SEPTA's current transit roster (see Page 12) should be supplemented by the following data on City Transit Division cars: Surface rail - PCC operational - 98, out of service - 24, historical 1; LRV operational - 110, out of service - 2; Market-Frankford Line operational - 242 (38 single, 204 married), out of service - 15 (6 single, 9 married); Broad Street Line B4 operational - 125, B1 historical - 1.

Now that the ex-Chicago cars are in service on the Norristown High Speed Line (see Page 1), SEPTA is taking bids to scrap five damaged P&W cars. They are Straffords #160, 166 and 167, and Bullets 201 and 204. Car 167 was involved in the August 23 crash at 69th Street Terminal.....One of the 42 persons injured in that crash died December 29 in a Delaware County hospital. He suffered a broken neck in the accident..... At a National Transportation Safety Board hearing on December 3, SEPTA again contended that the operator of car 167 had failed to shut off the power prior to the crash, and was distracted by an artist who was sitting in his seat while sketching him. The operator, who testified that the car's brakes had failed, was fired by SEPTA.

Effective December 22 SEPTA substituted buses for trolleys on Route 56 between the Erie-Hunting Park Avenue loop and the eastern end of the line at Torresdale & Cottman Avenues. The track is known to be in poor condition along several sections of Torresdale Avenue, and the substitution has been expected for some time. SEPTA said the buses would run until "further notice".....A traction motor on a Route 15 trolley burned out on December 18, filling the car with smoke. Six passengers suffered minor injuries as they scrambled to get out of the car.....Dilapidated 69th Street Terminal, which dates from 1907, is undergoing a major renovation.

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

The interior has been gutted and most merchants have moved out while the work goes on. An old sign recently uncovered by the construction reads in large letters: "Philadelphia & Western Railway. Haverford-Bryn Mawr-Villa Nova-St. Davids-Wayne-Strafford-Norristown-Lansdale-Allentown."

SEPTA is looking for new center city office space in which to relocate its headquarters. The present offices at 130 South 9th Street must be vacated by September.....SEPTA will purchase 60 acres of the former Midvale-Heppenstall property near Wayne Junction in Germantown for \$3.7 million, after reaching agreement with the City to resell 20 to 25 acres for a mini-industrial park. SEPTA will use the area for a bus maintenance facility and warehouse. It had wanted to retain the entire tract but that idea was shot down two months ago by City Councilman Edward Schwartz.

The State's new open meeting (or "sunshine") law prohibits public bodies such as the SEPTA board from holding discussions in closed "executive sessions." Until now, the public has been admitted only to regular board meetings at which votes were taken.....SEPTA's deputy general manager, Robert C. Wert, has resigned to join a center city law firm.....SEPTA has reached a tentative contract agreement with Local 234 of the Transport Workers Union covering 167 Suburban Transit Division maintenance and clerical employees. An earlier agreement was rejected by the rank-and-file on June 13, resulting in a three-day strike on Red Arrow lines which was ended by a back-to-work order issued by a Delaware County judge.....Congress adjourned last fall without acting on the proposed five-year, \$90-billion Surface Transportation Act covering highways and mass transit. But SEPTA and other transit systems are still receiving Federal assistance under a so-called "continuing resolution," which cuts overall transit funding by 2.2 percent from the previous fiscal year, to \$3.4 billion in 1987.



Once again, the Reagan Administration will attempt to kill AMTRAK by "zero budgeting" its Federal subsidy, which amounts to \$602 million in the current fiscal year. This has become an annual--and quixotic--exercise for the President's budget cutters, because Amtrak has had ample support in Congress to beat back such efforts. With the Democrats now in control of both houses, and Amtrak's performance continuing to improve, there is no reason to expect a different result this time around.

More controversial, and surprising, is the Administration's attempt to sell AMTRAK's Northeast Corridor properties between Boston and Washington. As contained in the Fiscal Year 1988 budget to be submitted to Congress this month, the proposal reportedly puts a price tag of \$1.5 billion on the land, tracks, stations, bridges and other physical assets of the high-speed NEC route. Amtrak Corridor trains carried about half of the 20.3 million passengers who rode the nationwide system last year, and hauled more people between New York and Washington than any competing airline.....In a companion proposal, the President's men will also try to slash Federal aid to mass transit by 50 percent to \$1.6 billion in FY '87, according to a New York Times report.

AMTRAK operated three special trains to the annual Army-Navy football game played in Philadelphia's Veterans Stadium on December 6. First to arrive was the "VIP" train from Washington carrying military brass and official guests. It was hauled by freshly-painted F40's #382-383 with a consist of 12 Amfleet cars and inspection car 10000. Next was the Washington public train with F40's #266-267 and 16 Amfleet cars, followed by the special from New York with AEM-7 electrics #934-935, four Heritage cars and an Amcade. The latter train was pulled over the High Line and into South Philly by F40's #276 and 278, the AEM-7's trailing with pantographs down. The evening before, a group of 190 Congressmen and their families arrived from Washington on an Amfleet "Get to Know Us" special. They toured the City and attended the games as guests of the Chamber of Commerce, the local Congressional delegation and Mayor Goode.

AMTRAK's fabled Track Laying Machine is still chugging northward from Atlantic City at about half a mile per day, putting down brand-new railroad along 57 miles of former PRSL and Pennsy right-of-way. Last month the huge contraption--about the length of a football field--and its 110-man crew were reported near Elwood in Atlantic County, pushing toward an expected spring arrival at the Delair bridge near Philadelphia. Once the welded rails link up to the Northeast Corridor at Frankford Junction, work will begin on installing switches, signals, crossing gates and stations in preparation for the start of passenger service along the "Gamblers' Express" route in early 1989. Amtrak now plans five round-trips a day between 30th Street Station and Atlantic City (six on weekends), plus one a day between New York and the shore resort. NJ TRANSIT will also operate 11 daily commuter trains between Woodcrest station in Camden County and the Amtrak-NJT rail terminal to be constructed in the new Atlantic City Convention Center. About 2.2 million passengers a year--most of them headed to the casinos--are expected to ride the reborn line (Amtrak News, West Jersey Chapter Crew Caller).

"The Enduring Glories of 30th Street Station" was the title of a six-page photo essay carried in the Inquirer's Sunday magazine of December 14.....The aged and infirm Capitol Liners are back on the weekend 600-series trains between Philly and Harrisburg, after being spelled for some time by AEM-7's and coaches.....AMTRAK has installed a vending machine at 30th Street for "self service ticketing," which allows passengers in a rush to avoid ticket office lines. A major credit card is needed.....United's "Apollo" last September became the third airline reservation system to be linked to AMTRAK's "Arrow" system. Others are TWA's "PARS" and American's "Sabre" (NARP News).

AMTRAK is now in the coast-to-coast freight business for less-than-truckload shipments. Using its fleet of 74 new head-end-equipped boxcars, Amtrak is operating the three-to-four-day "Transcontinental Express" service using regular trains between Boston, New York and Los Angeles. Amtrak's mail and express traffic captured \$25.4 million in revenues in 1985, up almost 70 percent from the previous year (Traffic World).....

(Continued on Page 9)

PHILADELPHIA EXPRESS (Continued from Page 8)

A classic oak and marble shoeshine stand has been placed in AMTRAK's newly-restored Wilmington (DE) station, thanks to a donation by a nearby businessman. A bootblack with 41 years experience, William Jackson, hopes to shine 50 to 60 pairs of shoes a day at \$1.50 per customer, from the 650,000 travelers who will walk by the stand each year (Amtrak News).....Of the \$683 million which Congress appropriated this year to the Federal Railroad Administration, \$602 million was earmarked for AMTRAK (UTU News).


CONRAIL

CONRAIL announced last month that Chairman L. Stanley Crane has agreed to remain in his post at least through the end of 1988. Crane, 71, has been given much of the credit for Conrail's remarkable turnaround, which will culminate in the public sale of the government-owned company as approved by Congress last fall. Under terms of the Conrail Privatization Act, the new privately-held company will have a board of directors chosen by the stockholders, effective July 1, 1987. Crane would then serve at the discretion of the new board (Philadelphia Inquirer).....CONRAIL officials and the team of six underwriters chosen to manage the sale (see December Cinders) are busy writing the shareholders' prospectus that must be filed with the Securities and Exchange Commission by February 2. The Department of Transportation has the statutory goal of realizing at least \$2 billion from the public sale of Uncle Sam's 85 percent holdings in Conrail stock, including up to \$300 million in cash from the company's treasury.

CONRAIL train ENBA9 derailed 16 cars on the Port Road branch along the Susquehanna River at "Pilot" interlocking, near Conowingo, MD, on the evening of December 29, blocking the busy line for 24 hours. At least two empty covered hoppers fell into the river. The 72-car train was enroute from Enola yard, near Harrisburg, to Baltimore. Several Conrail freight trains were detoured via AMTRAK and CSXT to Philadelphia, thence Conrail's own line through Reading. GUILFORD's train PYRP from Potomac Yard to Rouses Point, NY, was detoured to Philadelphia and then west via Amtrak's Harrisburg mainline through Paoli the next morning.....CONRAIL released rebuilt E8a #4021 from Altoona shop on November 26. Built for the PRR in 1951, the HEP-equipped unit had been obtained in trade from AMTRAK in 1983 along with sister #4020. Painted in CR's inspection train colors of dark green with gold lettering, both units teamed on an eight-car special from Philadelphia to Selkirk, NY on the weekend of December 13-14, returning via Allentown, Reading and Valley Forge. The third "Executive E," as they were dubbed by Trains, is ex-Erie #4022, which is now in standby service. It does not have HEP capability.

CONRAIL has not announced any new locomotive orders for 1986, and the trade press is running stories about the low level of business for the two domestic builders (EMD and General Electric). Since the emergence of "third generation" power, Conrail has taken delivery of 305 new units--100 in 1983, 100 in 1984, 53 in 1985 and 52 last year.....Work has stopped for the winter on Pennsy K4s #1361 at Altoona, with only the drivers and trucks still to be reinstalled. It is hoped that steamup will occur before spring and test runs can begin on the nearby NITTANY & BALD EAGLE RAILROAD.....After upgrading a GP35 into a GP38 (#7635) as an experiment, CONRAIL has decided that such conversions are not a good investment and there probably will be no more.

Robert C. Gilroy, 64, a CONRAIL captain of police with a colorful career in law enforcement, died December 8 of a heart attack while riding SEPTA's Paoli Line home to Berwyn. Captain Gilroy had joined the PRR in 1940 but later left the railroad for police work. He had been chief of Tredyffrin Township's police department in suburban Philadelphia and later chief of the Kutztown (PA) department before returning to the railroad in 1979, when Conrail appointed him captain of police. A good friend of NRHS, Captain Gilroy rode several excursions sponsored by Philadelphia and Lancaster Chapters.

CONRAIL announced last month that it will lease five floors in the new 60-story One Liberty Place office building at 17th & Market Streets in center city. Some Conrail departments will move to One Liberty Place from their present quarters at Six Penn Center across the street, beginning in August.....CONRAIL's System Operations Bureau is occupying new quarters at Six Penn Center, according to an article in Conrail Inside Track. Now fully computerized, the bureau is responsible for efficiently utilizing 1,350 road locomotives and preventing delays to through freight trains.....CONRAIL last month closed "Rockville" and "R" towers near Harrisburg as dispatcher control of the Altoona mainline was completed. Both "Rockville" and previously closed "Banks" tower near Marysville were scheduled for immediate demolition (Harrisburg Chapter Rail Review).CONRAIL may have one of the oldest active railroad employees in the U. S. W. C. Smith, Jr., an accounting clerk in Philadelphia, hired on with the Pennsy in December 1912 and plans to celebrate his 75th year of service this year.

Shortline News: New owners of the BLACK RIVER & WESTERN, based at Ringoes, NJ, reportedly will change its name to "Delaware & Northern." The fate of ailing steamer #60 is not known (Hawk Mountain Chapter Hostler).....MIDDLETOWN & HUMMELSTOWN is planning to run steam tourist trains between Middletown, PA and Indian Echo Caverns near Hummelstown, starting this summer. Ex-CANADIAN NATIONAL 2-6-0 #91 will be used (Railpace).....MARYLAND MIDLAND has acquired ex-CHICAGO & NORTH WESTERN F7's #409 and 413 from Rails Diversified of Ohio, which last year sold former Reading T-1 #2102 to BLUE MOUNTAIN & READING (The Short Line).....STEAMTOWN reports that it has purchased two ex-Milwaukee F-units and two former BURLINGTON NORTHERN SD24's from MARYLAND MIDLAND, to be used in Pocono Mountain tourist service.....NORTH SHORE RAILROAD, Northumberland, PA, will transfer one of its two ex-SANTA FE CF7's, #2429, to sister road NITTANY & BALD EAGLE at Bellefonte, PA. NSHR is now looking to pick up a good EMD switcher from CONRAIL.....Budd-built coach-observation car #1 from the original 1937 Crusader has been purchased by Friends of the Railroad Museum from a dealer in Canada. The car, later used by CN and VIA RAIL CANADA, moved to Strasburg via CONRAIL and STRASBURG RAIL ROAD, arriving on Christmas Eve.....DELAWARE COAST LINE, Georgetown, DE, has purchased CONRAIL RS3M's #9926, 9942 and 9999. They are former Erie Lackawanna Alcos 1040, 1052 and 1049, respectively, re-engined by CR with EMD prime movers.WEST SHORE RAILROAD, Mifflinburg, PA, has acquired former CONRAIL GP30 #2233, originally a PRR unit (Central Pennsylvania Chapter Susquehannock).

RAILROAD RADIO FREQUENCIES AT TRI-STATE LOCATIONS

<u>OPERATING RAILROAD</u>	<u>NAME OF TOWER/YARD</u>	<u>LOCATION</u>	<u>CHANNEL</u>	
Amtrak	All towers	Northeast Corridor	AMT 1	
	All towers	Mainline Phila.-Harrisburg	AMT 1	
CSX Transportation	"RG"	East Side yard, Phila.	CSX 1	
	Wilsmere yard	Elsmere, DE	CSX 1, 3	
Conrail	"Stadium"	South Phila.	CR 2	
	Greenwich yard	South Phila.	CR 3	
	Stoney Creek yard	Marcus Hook, PA	CR 3	
	"Nice"	Nicetown, Phila.	CR 2	
	Midvale yard	North Phila.	CR 1, 2	
	Earnest yard	Earnest, PA	CR 2	
	"Norris"	Bridgeport, PA	CR 2, RRD 2	
	Morrisville yard	Morrisville, PA	CR 2	
	"Trent"	West Trenton, NJ	CR 2, RRD 2	
	Pavonia yard	Camden, NJ	CR 4	
	"NK"	Newark, NJ	CR 2	
	"Upper Bay"	Bayonne, NJ	CR 2	
	"Hack"	Jersey City, NJ	CR 2	
	"Steel"	Bethlehem, PA	CR 1	
	Allentown yard	Allentown, PA	CR 2	
	"Oley"	Reading, PA	CR 1, 4	
	"Valley Junction"	West Reading, PA	CR 1	
	West Cressona yard	West Cressona, PA	CR 4	
	"Cola"	Columbia, PA	CR 2	
	Harrisburg yard	Harrisburg, PA	CR 1, 3	
	"Day"	Enola, PA	CR 1	
	Enola yard	Enola, PA	CR 1, 3	
	"Bridge"	Wilmington, DE	CR 2	
	Edge Moor yard	Wilmington, DE	CR 2	
	Canal bridge	Summit Bridge, DE	CR 2	
	Harrington yard	Harrington, DE	CR 2	
	Train dispatcher	South Jersey lines	CR 4	
	Train dispatcher	Philadelphia area	CR 1, 2	
	Train dispatcher	Lehigh Line - Oak Island, NJ to Allentown, PA	CR 2	
	Train dispatcher	River Line	CR 1	
	Train dispatcher	Lehigh Line - Allentown to Pittston, PA	CR 1	
	Train dispatcher	Harrisburg area	CR 1	
	NJ Transit	South Amboy station	South Amboy, NJ	NJT
		"Morgan"	South Amboy, NJ	NJT, CR 1
		"Shark"	Belmar, NJ	NJT
		"Brielle"	Brielle, NJ	NJT
		Bay Head yard	Bay Head, NJ	NJT
		"Excee"	Cranford, NJ	NJT, CR 1
		Hoboken Terminal	Hoboken, NJ	NJT, CR 1
		"Terminal"	Hoboken, NJ	NJT
"HX"		Secaucus, NJ	NJT	
"Ridgewood Junction"		Ridgewood, NJ	NJT, CR 1	
"WC"		Waldwick, NJ	NJT	
"DB Junction"		Kearny, NJ	NJT	
Train dispatcher	All lines	NJT, CR 1		
SEPTA (Regional Rail Division)	"Wayne"	Wayne Junction, Phila.	RRD 2, 3, CR 2	
	"Wind"	Wayne Junction, Phila.	RRD 2, CR 2	
	Roberts Avenue yard	Wayne Junction, Phila.	RRD 2, 3	
	Wayne Electric yard	Wayne Junction, Phila.	RRD 3	
	"Mark"	Market East, Phila.	RRD 1	
	"Broad"	Penn Center, Phila.	RRD 1	
	Powelton Avenue yard	30th Street, Phila.	RRD 2, 3, CR 1	
	"A"	Southwest Phila.	RRD 2, CR 2	
"Media"	Media, PA	RRD 2, CR 1		
"Chestnut Hill West"	Chestnut Hill, Phila.	CR 1		

Explanation of Channels/Frequencies

AMT 1 - Amtrak 1 (160.80 MHz)
 CSX 1 - CSX Transportation 1 (160.23 MHz)
 CSX 3 - CSX Transportation 3 (160.53 MHz)
 CR 1 - Conrail 1 (160.80 MHz)
 CR 2 - Conrail 2 (161.07 MHz)
 CR 3 - Conrail 3 (160.86 MHz)
 CR 4 - Conrail 4 (160.98 MHz)
 NJT - NJ Transit (161.40 MHz)
 RRD 2 - SEPTA 2 (160.35 MHz)
 RRD 3 - SEPTA 3 (160.395 MHz)

Sources

Amtrak Northeast Corridor Employee Timetable #4, effective April 27, 1986
 CSX (Chessie System) Maryland Division Timetable #5, effective November 1, 1985
 Conrail Eastern Region Timetable #1, effective October 5, 1986
 NJ Transit Rail Operations Timetable #3, effective October 26, 1986
 SEPTA Regional Rail Division Timetable #3, effective October 27, 1985
 Frequencies from various sources

NON-DUESPAYERS: THIS WILL BE YOUR LAST ISSUE OF "CINDERS"

If you do not see the number "87" beside your name on the mailing label for this issue of Cinders, this means we have not received your 1987 dues payment. We must receive your 1987 payment by the end of January, or this will be the last issue of Cinders to be mailed. Other Chapter mailings will also be discontinued effective February 1.

While the great majority of members have already renewed, this is a reminder to those who have not. Chapter and national dues for the year 1987 total \$19 for individual members and \$21 for family members (Chapter-only dues are \$10). Checks payable to "Philadelphia Chapter NRHS" should be mailed to: David Kopena, Treasurer, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.



Conrail Locomotive Roster

(Corrected to January 1, 1987)



ROAD NUMBERS	MODEL	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS	ROAD NUMBERS	MODEL	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS
*1000 - 1023	MT4	Alco	1000	B-B	24	6884 - 6896	U36C	GE	3600	C-C	13
*1100 - 1128	MT6	Alco	1000	C-C	29	6900 - 6918	U23C	GE	2250	C-C	18
1600 - 1699	GP15-1	EMD	1500	B-B	100	6925 - 6959	SD38	EMD	2000	C-C	35
1900 - 2023	B23-7	GE	2250	B-B	117	7001 - 7483	GP9	EMD	1750	B-B	105
2169 - 2249	GP30	EMD	2250	B-B	63	7513 - 7597	GP10	EMD	1850	B-B	75
2250 - 2394	GP35, 35M	EMD	2500/2250	B-B	60	7635 - 7939	GP38	EMD	2000	B-B	148
2700 - 2798	U23B	GE	2250	B-B	97	7940 - 8281	GP38-2	EMD	2000	B-B	335
2800 - 2816	B23-7	GE	2250	B-B	17	8600 - 8621	SW8	EMD	800	B-B	10
2971 - 2974	U36B	GE	3600	B-B	4	8632 - 8646	SW900	EMD	900	B-B	8
3000 - 3274	GP40	EMD	3000	B-B	70	8666 - 8687	SW8M	EMD	800	B-B	13
3275 - 3403	GP40-2	EMD	3000	B-B	128	8690 - 8698	SW8	EMD	800	B-B	3
3620 - 3692	GP35, 35M	EMD	2500/2250	B-B	30	8701 - 8721	SW900	EMD	900	B-B	18
4020 - 4022	E8A	EMD	2500	ATA-ATA	3	8838 - 8919	SW7	EMD	1200	B-B	22
5000 - 5059	B36-7	GE	3700	B-B	60	8922 - 9025	SW9	EMD	1200	B-B	26
5400 - 5462	GP8	EMD	1600	B-B	48	9037 - 9049	SW7	EMD	1200	B-B	4
6000 - 6021	C39-8	GE	3900	C-C	22	9062 - 9092	SW7	EMD	1200	B-B	11
6240 - 6357	SD40	EMD	3000	C-C	110	9095, 9096	SW9	EMD	1200	B-B	2
6358 - 6524	SD40-2	EMD	3000	C-C	165	9097	SW7	EMD	1200	B-B	1
6550 - 6599	C30-7A	GE	3000	C-C	50	9118 - 9140	SW9	EMD	1200	B-B	7
6600 - 6609	C30-7	GE	3000	C-C	10	9315 - 9381	SW1200	EMD	1200	B-B	61
6610 - 6619	C32-8	GE	3150	C-C	10	9400 - 9424	SW1001	EMD	1000	B-B	25
6620 - 6644	C36-7	GE	3750	C-C	25	9500 - 9620	SW1500	EMD	1500	B-B	116
6654 - 6666	SD45-2	EMD	3600	C-C	13	9621 - 9630	MP15	EMD	1500	B-B	10
6700 - 6834	SD50	EMD	3500/3600	C-C	135						
6840 - 6842	SD60	EMD	3800	C-C	3						
						TOTAL CONRAIL UNITS					2459

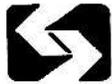
NOTES:

Certain number blocks are not complete
 Approximately 500 of above units are stored, including
 several entire model series

* - Slug units converted by CR, GE

BUILDER ABBREVIATIONS:

Alco - American Locomotive Company/Alco Products, Inc.
 EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company



SEPTA RAIL TRANSIT ROSTER



(Corrected to December 1, 1986)

CAR NUMBERS	TYPE	BUILDER	YEAR BUILT	NO. OF UNITS	ASSIGNMENT
SURFACE RAIL - REVENUE					
100-128	LRV-Double End	Kawasaki	1980-81	29	STD-Media/Sharon Hill
160-168	160-Strafford	Brill	1924-29	9	STD-Norristown (P&W)
201-209	200-Bullet	Brill	1931-33	9	STD-Norristown (P&W)
2054	PCC Air Electric	St. Louis	1941	1	CTD-Historical Use
2091-2094, 2096-2099, 2101-2105, 2107, 2109-2111, 2113, 2114, 2116-2124, 2126, 2129, 2131, 2133, 2134, 2138, 2141-2143, 2147, 2150, 2156, 2158-2160, 2163, 2166, 2168, 2170, 2171, 2175, 2181-2183, 2185-2187, 2190, 2191, 2194, 2196, 2197	PCC All Electric	St. Louis	1948	61	CTD-North Philadelphia
2258, 2259, 2261, 2269-2271, 2274, 2279, 2283, 2290	PCC All Electric	St. Louis	1946	10	CTD-North Philadelphia
2701, 2703, 2704, 2706, 2709-2713, 2715-2717, 2720-2726, 2728, 2730, 2732, 2733, 2737-2741, 2743, 2746-2751, 2753, 2758, 2760, 2761, 2770, 2777, 2779, 2780, 2783, 2785, 2788, 2790, 2791, 2796, 2798, 2799	PCC All Electric	St. Louis	1947	51	CTD-North Philadelphia
6079, 6080, 6089, 6090, 6139, 6140, 6151, 6152, 6161, 6162	PCC-Married Pairs	St. Louis	1951	10	STD-Norristown (P&W)
9000-9111	LRV- Single End	Kawasaki	1980	112	CTD-Subway Surface
	TOTAL CARS			292	
BROAD STREET SUBWAY - REVENUE					
1	B1-Double End	Brill	1927	1	BSS-Historical Use
501-576	B4-Single End	Kawasaki	1982-83	76	BSS
651-699	B4-Double End	Kawasaki	1982-83	49	BSS
	TOTAL CARS			126	
MARKET-FRANKFORD SUBWAY-ELEVATED - REVENUE					
601-639, 641-643, 645, 646	Double End	Budd	1960	44	MFSE
701-736, 739-749, 751-830, 833-839, 841, 842, 844, 847-849, 851-860, 862-924	Married pairs	Budd	1960-61	213	MFSE
	TOTAL CARS			257	
SURFACE - NON-REVENUE					
04	Snow sweeper	McGuire	1922	1	STD-Media/Sharon Hill
05	Snow sweeper	Russell		1	STD-Media/Sharon Hill
06	Flat Car			1	STD-Media/Sharon Hill
07	Line Car	Jewett	1911	1	STD-Media/Sharon Hill
10	Snow Plow	Wason	1916	1	STD-Norristown (P&W)
73, 75	Center Door Car	Brill	1926	2	STD-Media/Sharon Hill
400	Dump Car			1	STD-Norristown (P&W)
401, 402	Work Car			2	STD-Norristown (P&W)
406	Pickle Car (ice removal)		1923	1	STD-Norristown (P&W)
407, 408	Flat Car			2	STD-Norristown (P&W)
CC-1	Clearance Car			1	CTD
D-37, D-39	Tower Car			2	CTD
W-54, W-56	Crane Car			2	CTD
W-61	Wire Car			1	CTD
W-62	Flat Car			1	CTD
BROAD STREET SUBWAY - NON-REVENUE					
51	Rubbish/Revenue Coll.	Brill	1927	1	BSS
166, 174	Rubbish/Revenue Coll.	PSC	1938	2	BSS
1025	Rubbish/Revenue Coll.	Brill	1936	1	BSS
CW-1	Flat Car			1	BSS
CW-3	B4-Revenue Coll.			1	BSS
CW-4	B4-Rubbish			1	BSS
CW-5	Flat Car			1	BSS
CW-6	Flat Car (ex-155)	PSC	1938	1	BSS
CW-7	Vacuum Car			1	BSS
TC-1	Tank Car			1	BSS
1GE45, 2GE45	Diesel Locomotive	GE		2	BSS
MARKET-FRANKFORD SUBWAY-ELEVATED - NON-REVENUE					
644	Rubbish Car	Budd	1960	1	MFSE
845, 846	Revenue Coll.	Budd	1960	2	MFSE
RG-2	Rail Grinder			1	MFSE
SMT-1	Tamper			1	MFSE
T-1, T-6	Crane Car			2	MFSE
T-19	Flat Car (ex-69)	PSC	1927	1	MFSE
T-30	Compressor/Tamper			1	MFSE
T-31	Carrier Car			1	MFSE
W-37, W-38, W-39	Ballast Car			3	MFSE

EXPLANATION OF BUILDERS

Brill - J. G. Brill Co.
 Budd - Budd Co.
 GE - General Electric Co.
 Jewett - Jewett Car Co.
 Kawasaki - Kawasaki Heavy Industries
 McGuire - McGuire-Cummings Mfg. Co.
 PSC - Pressed Steel Car Co.
 Russell - Russell Manufacturing Co.
 St. Louis - St. Louis Car Co.
 Wason - Wason Manufacturing Co.

SEPTA ABBREVIATIONS

BSS - Broad Street Subway/Ridge Avenue Spur
 CTD - City Transit Division
 MFSE - Market-Frankford Subway-Elevated
 STD - Suburban Transit Division

TRACK GAUGES

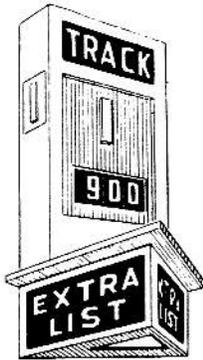
Broad Street Subway - Standard (4' 8-1/2")
 Norristown High Speed Line - Standard (4' 8-1/2")
 All Other Lines - 5' 2-1/4"

NOTES

ATT BSS and about half of MFSE cars are owned by the City of Philadelphia.
 2200-series cars purchased from Kansas City Public Service, 1955.
 6000, 6100-series cars purchased from Chicago Transit Authority, 1986

SOURCES

--SEPTA
 --Cinders Staff



FEBRUARY 14-15, 1987: Greenberg's Great Train, Doll House and Toy Show at Valley Forge Convention & Exhibit Center (Lower Level), 1200 First Avenue, Valley Forge, PA, off Routes 23 and 422, 11 AM to 5 PM. Admission: \$4 adults, children under 12 free with adult admission. For information, telephone 301-876-8640.

FEBRUARY 21: New England States Limited, "Snow Train to Vermont", sponsored by Massachusetts Bay, RRE, will operate Boston, MA to Brattleboro, VT and return, with optional sidetrip to White River Junction, via CR's Boston & Albany mainline to Palmer, MA, then via Central Vermont Railway. Amfleet-equipped train will leave Boston's South Station 8 AM, stopping at Back Bay, Wellesley Square, West Natick and Worcester. Optional sleigh ride, shopping trip or covered bridge tours available. Fares: \$49.95 adults (\$55.95 after 2/10), \$29.95 children under 12 (\$34.95 after 2/10). Tickets and information available from: Massachusetts Bay Railroad Enthusiasts, Inc., Box 525, Bedford, MA 01730. Please include stamped, self-addressed envelope.

MARCH 15: Train Show & Sale '87 at Mother Seton High School, Clark, NJ, 9 AM to 3:30 PM, sponsored by Jersey Central Chapter NRHS. Model trains, books and railroadians will be featured. Location is at Clark Circle, Garden State Parkway Exit 135. Admission: \$3 adults, children under 12 free, maximum per family \$5. For information, write: Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066-0700.

MAY 23-25: New York Rail Weekend, sponsored by the Electric Railroaders' Association, Inc, will feature Metro-North/Conrail trip Grand Central Terminal-Danbury-Hopewell Junction-Beacon-Grand Central, NYCTA subway trip using unusual equipment and PATH excursion using Class K cars covering entire system. Additional activities may be scheduled. For further information and fares write ERA Trip Committee, P. O. Box 6208, Grand Central Station, New York, NY 10163-6208. Include a stamped, self-addressed envelope, please.



MARYLAND DIVISION
THROUGH FREIGHT TRAIN SERVICE
 (All Trains Operate Daily Except as Noted)
 (CORRECTED TO DECEMBER 1, 1986)

WESTBOUND TRAINS

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	WILMINGTON (Wilmington)	BALTIMORE (Bay View)	WEST BALTIMORE	POTOMAC YARD	BRUNSWICK (MD)	CUMBERLAND (MD)
CHTT(a)		Lv 2300	Ps 2345	Ps 0205	Lv 0320*		Ar 0550*	Ar 0830*
OBSS(b)	Ps 0600	Lv 0645*	Ps 0715	Ps 0850	Ps 0915	Ar 1115*		
TV-23(a)	Ps 2230	Ps 2240	Ps 2330	Ps 0135	Ps 0200	Ar 0400		
85		Lv 1400	Lv 1545	Lv 1800	Lv 2030*	Ar 0100		
133(a)		Lv 2100	Ps 2145	Ps 2330	Lv 0135*		Ar 0400*	Ar 0640*
397		Lv 0030	Lv 0215	Lv 0500*	Ps 0545		Ar 0930*	Ar 1445*

EASTBOUND TRAINS

TRAIN	CUMBERLAND (MD)	BRUNSWICK (MD)	POTOMAC YARD	WEST BALTIMORE	BALTIMORE (Bay View)	WILMINGTON (Wilmington)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)
OBNS(b)			Lv 1800*	Ps 2000	Ps 2025	Ps 2200	Ar 2230*	Ps 2300
PHTT	Lv 2045*	Lv 2350*		Ps 0205	Lv 0240*	Ps 0420	Ar 0500	
TV-24			Lv 2130	Ps 0001	Ps 0100	Ps 0315	Ps 0415	Ps 0430
134(b)	Lv 0420*	Lv 0710*		Lv 1015*	Ps 1050	Ps 1245	Ar 1330	
396	Lv 1630*	Lv 2030*		Ps 0025	Lv 0230*	Ar 0415	Ar 0730	
682			Lv 0230	Lv 0700	Lv 0845*	Ar 1045	Ar 1245	

NOTE: All Trains Operate via Washington, DC

KEY TO TRAIN SYMBOLS:

- CHTT - Philadelphia to Chicago (Trailer Train)
- OBNS - Orlando, FL to Kearny, NJ (Trailer Train)
- OBSS - Kearny, NJ to Orlando, FL (Trailer Train)
- PHTT - Chicago to Philadelphia (Trailer Train)
- TV-23 - Kearny, NJ to Potomac Yard (Conrail Train)
- TV-24 - Potomac Yard to Selkirk, NY (Conrail Train)
- 85 - Philadelphia to Potomac Yard
- 133 - Philadelphia to Memphis, TN (Trailer Train)
- 134 - Memphis, TN to Philadelphia (Trailer Train)
- 396 - Saginaw, MI to Philadelphia
- 397 - Philadelphia to Saginaw, MI
- 682 - Potomac Yard to Philadelphia

NOTES TO SCHEDULES:

- Ar - Arrive
- Lv - Leave
- Ps - Pass
- * - Crew change
- (a) - Except Sunday
- (b) - Except Monday

Membership News

The following membership additions and changes have taken place since our December issue. Please make a note of them on your Membership Roster. It is expected that a current Membership Roster will be available sometime in March or April.

NEW MEMBERS:

ENGELS, Leonard H., 105 Shenandoah Road, Cinnaminson, NJ 08077-3146	609-829-2325
KALOW, Steven, 36 Temple St., Harrison, NY 10528-2707	
LLOYD, William F., 1124 Kerper St., Philadelphia, PA 19111-4808	215-742-1588
MURPHY, John R., 2200 Ben Franklin Pkwy., Apt. E-1706, Phila., PA 19130-3740	215-568-2166

NEW CHAPTER-ONLY MEMBERS:

WILLIAMS, David J., 5079 Blacksmith Drive, Baltimore, MD 21044-1304 (Potomac)	301-738-0392
WEISS, George G., P. O. Box 3321, Augusta, GA 30904-1321 (Augusta)	404-722-1340

ADDRESS CHANGES:

BLAND, Edmond, Jr., 104 Hinkson Blvd., Ridley Park, PA 19078-1830	215-532-1377
GOERIG, William P., Jr., 201 E. Mermaid La., 1st Floor, Phila., PA 19118-3246	
HARRIS, William H., Ph. D., 303 Old Farm Rd., Wyncote, PA 19095-2011	
KOPENA, David, 422-B Avenue A., Horsham, PA 19044-2061	215-441-8092
MEARS, David J., and SADJIAN-MEARS, Therese M., 206 Philellena Road, Cherry Hill, NJ 08034-3624	609-428-6843
MOREAU, Jeffrey, P. O. Box 1990, Orangevale, CA 95662-1990	
TULK, Waldo A., 6960 Keystone St., Philadelphia, PA 19135-2021	
WEBB, Charles L., 5223 Reservation Road, Drexel Hill, PA 19026-4811	

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 St., Philadelphia, PA. Dinner at Club 6 PM. No meetings 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. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

ADDRESS CHANGES should be sent to the Editor at: Post Office Box 41, Huntingdon Valley, PA 19006-0041.

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